

AGENDA NO. 4

PLANNING COMMISSION



STAFF REPORT

DATE: July 27, 2015

TO: Chairperson and Members of the Planning Commission

FROM: Development Services Department/Planning Division

SUBJECT: **CONSIDERATION OF A GENERAL PLAN AMENDMENT (GPA13-00002), ZONE AMENDMENT (ZA13-00002), TENTATIVE MAP (T13-00001), DEVELOPMENT PLAN (D13-00006), AND HISTORIC PERMIT (H13-00004) TO CHANGE THE GENERAL PLAN AND ZONING DESIGNATIONS OF A 35.59-ACRE VACANT SITE TO ALLOW FOR THE DEVELOPMENT OF AS MANY AS 420 HOMES AT DENSITIES RANGING FROM 5.9 TO 28.9 DWELLING UNITS PER ACRE. THE PROJECT SITE IS LOCATED ON THE NORTH SIDE OF MISSION AVENUE ALONG ACADEMY ROAD, WITHIN THE SAN LUIS REY NEIGHBORHOOD PLANNING AREA AND THE MISSION SAN LUIS REY HISTORIC AREA. – VILLA STORIA – APPLICANT: INTEGRAL COMMUNITIES**

RECOMMENDATION

Staff recommends that the Planning Commission:

- 1) Recommend City Council certification of the Environmental Impact Report (EIR) and adoption of the associated findings of fact and mitigation monitoring and reporting program, by adopting Planning Commission Resolution No. 2015-P21.
- 2) Recommend approval of General Plan Amendment (GPA13-00002), Zone Amendment (ZA13-00002), Tentative Map (T13-00001), Development Plan (D13-00006), and Historic Permit (H13-00004), by adopting Planning Commission Resolution No. 2015-P22.

BACKGROUND

On April 9, 2013, the City of Oceanside received an application for a General Plan Amendment, Zone Amendment, Tentative Map, Development Plan, and Historic Permit to change the General Plan and zoning designations of a 35.59-acre vacant site at Mission Avenue and Academy Road to allow as many as 568 homes at densities ranging from six to 21 dwelling units per acre. The proposal included a Planned

Development (PD) Plan delineating four planning areas (each with a different density allowance) and outlining site conditions, planning principles, land use and development standards, design guidelines, a conceptual infrastructure plan, and a conceptual phasing plan. Over the course of several application submittals, the proposal evolved into a more detailed plan that ultimately included specific site design, housing product, open space amenities, and roadway improvements. With these refinements, the proposed maximum unit count decreased from 568 to 420 units.

On May 14, 2014, the City Council conducted a preliminary screening workshop to evaluate the proposed General Plan and zone changes and provide direction to staff regarding further processing of the application. Upon reaching consensus that the project site is suitable for residential development, councilmembers directed staff to continue working with the applicant to ensure high-quality architecture, attractive edge treatments, and open space amenities providing ample opportunity for social interaction and outdoor recreation. The City Council also advised staff to explore the feasibility of a commercial component to the project.

Over the course of the past two years, the applicant has conducted multiple meetings with stakeholders, including residents of San Luis Rey Mobile Estates and River Ranch and representatives of Mission San Luis Rey and the San Luis Rey Band of Mission Indians. Staff has attended several of these meetings, to answer questions and gather input from interested parties. Staff has also fielded considerable written correspondence, mostly from residents of San Luis Rey Mobile Estates. Throughout the public outreach process, stakeholders have expressed concern about the proposed project's potential impacts on traffic, mobile home transport, emergency vehicle access, drainage, cultural resources, the visual quality of the surrounding area, and greenhouse gas emissions. Stakeholders have also expressed concern about the current condition and use of Chapter Road, a private access easement that lines the project site's northern boundary to the west of Academy Road. The above-noted concerns are discussed in subsequent sections of this staff report.

Mission San Luis Rey Historic Area

Founded on June 13, 1798, Mission San Luis Rey is the largest of the 21 California Missions. Located at the northern terminus of Rancho del Oro Road at Mission Avenue, the Mission San Luis Rey property comprises 56 acres and includes the historic church, a seminary and theology school, a cemetery, meeting and retreat facilities, a museum, a K-8 Montessori school, and the offices of the San Luis Rey Parish. Masses are conducted daily in the historic church, which is also utilized regularly for weddings and baptisms. Special events conducted on the Mission property include Dia de los Muertos, the Saint Francis Festival, Christmas in July, and the San Luis Rey Mission Indian Inter-Tribal Pow Wow.

Mission San Luis Rey was recognized as a Registered National Historic Landmark in 1970.

In 1982, the City Council established regulatory authority for the preservation and enhancement of significant historic resources by adopting Historic Preservation Ordinance No. 82-41. In 1983, the area within roughly a half-mile radius of Mission San Luis Rey was designated as "Historic Preservation Area No. 1 – Mission San Luis Rey." This 675-acre area is subject to the Mission San Luis Rey Historic Area Development Program and Design Guidelines (Mission SLR Historic Plan). In addition to the Mission property, the Historic Area includes commercial centers, mobile home parks, single family and condominium communities, Heritage Park, and a substantial amount of vacant land.

Project Site

Comprising 35.59 acres of vacant land on the north side of Mission Avenue, the project site is roughly bisected by Academy Road, which connects Mission Avenue to the San Luis Rey Mobile Home Park and several properties that front upon a private access easement commonly known as Chapter Road. The project site includes seven parcels to the west and one parcel to the east of Academy Road. Bearing a land use designation of Private Institutional (PI) and a zoning designation of Public/Semi-Public (PS), western portions of the project site abut the Old Mission Montessori School to the west and a collection of residentially zoned properties to the north. Bearing a land use designation of Single-Family Detached Residential (SFD-R) and a zoning designation of Residential Single-Family (RS), eastern portions of the project site abut State Route 76 to the south and the River Ranch single-family neighborhood to the north and east.

The western reach of Frazee Road now terminates at the northeast corner of the project site. While there is improved roadway linking Frazee Road to Academy Road, the final 400-foot segment of Frazee Road is currently fenced off at both ends. The City's Circulation Element shows Frazee Road connecting to Mission Avenue through the project site.

Situated less than 800 feet eastward of the historic Mission San Luis Rey, the project site lies within the Mission San Luis Rey Historic Area (MSLRHA). Portions of the site lying westward of Academy Road fall within the Historic Core of the MSLRHA. The project is thus subject to the Mission SLR Historic Plan.

The project site features rolling topography, with a disparity of roughly 32 feet between the highest and lowest grade elevations. Lower portions of the project site lie below the base flood elevation, as indicated on hydrological map exhibits prepared by the Federal Emergency Management Agency (FEMA).

As indicated in the biological resources technical report prepared for the proposed project, the project site accommodates four vegetation communities: developed habitat, disturbed habitat, mulefat scrub, and ornamental. Mulefat scrub, a type of riparian habitat, constitutes the only native vegetation on the premises, comprising 0.08 acres within the southeast quadrant of the site. The site does not lie with the City's Wildlife Corridor Planning Zone (WCPZ), as delineated in the Oceanside Subarea Habitat Conservation Plan. Consequently, the project is not subject to the 50 percent open

space preservation requirement applicable to new development within the WCPZ.

As it extends along the frontage of the project site, the north side of Mission Avenue features one westbound travel lane, a paved shoulder, and curb and gutter. There is currently no sidewalk or parkway along the project frontage, which contributes to a gap in pedestrian facilities that extends from Mission San Luis Rey to Old Grove Marketplace. Overhead utility lines run along the property frontage on Mission Avenue. Per the City's Subdivision Ordinance, these utility lines must be buried in conjunction with the development of the project site.

There is no physical evidence or documentation indicating that the project site has ever been developed. However, it is likely the site has been used as a repository for tailings from construction projects in the vicinity.

For many years, the project site was under the ownership of the Catholic Diocese of San Diego. While the Diocese once intended to establish a parochial high school on the site, the property was sold to a private interest (Gabrytch Family Trust) in 2009. The applicant has entered into a contingency agreement with the current owner and would acquire the property should the proposed project be approved.

Mission San Luis Rey and the Mission San Luis Rey Parish have historically made use of the project site for surplus parking during well-attended masses and major events such as Christmas in July and Dia de los Muertos. Recognizing that this parking may not be available in the future, the Mission and Parish are currently exploring ways to accommodate additional parking on their own properties.

PROJECT DESCRIPTION

The applicant proposes to construct as many as 420 dwelling units on the project site, at densities ranging from six to 29 dwelling units per acre. This new housing would be served by a private street network, guest parking, common open space and recreational amenities, perimeter walls and fencing, and stormwater management facilities that would include two bio-retention basins. The proposed project would implement a variety of off-site improvements, including the widening of Mission Avenue and Academy Road, the extension of Frazee Road to Academy Road, the improvement of the private access easement common known as Chapter Road, and the extension of sidewalk on Mission Avenue from the project site's eastern boundary to Old Grove Market Way (identified as Pedestrian Priority Project #19 in the City's Pedestrian Master Plan).

With the exception of the income-restricted housing implemented to satisfy the project's inclusionary housing requirements (approximately 40 rental units), all of the housing on the project site would be for-sale product.

In accordance with Article 17 of the Zoning Ordinance, the applicant proposes a Planned Development (PD) Plan that would establish site-specific development standards, design guidelines, and housing typologies. The PD Plan would create six planning areas, each of which would accommodate a different housing product.

The proposed project requires amendment of the existing General Plan and zoning designations of the project site, as well as several entitlements.

General Plan Amendment (GPA13-00002) represents a request to change the existing General Plan land use designations to allow for medium and high-density residential uses.

At present, those portions of the project site east of Academy Road (14.15 acres) bear a General Plan designation of Single Family Detached Residential (SFD-R), which allows for single-family development at densities between 3.6 and 5.9 dwelling units per acre. The applicant proposes to re-designate the eastern portions of the project site as Medium Density – A – Residential (MDA-R) and High Density Residential (HD-R), with the MDA-R component in the northeast quadrant (9.93 acres) and the HD-R component in the southeast quadrant (4.22 acres). The MDA-R designation allows for densities between 6.0 and 9.9 dwelling units per acre. The HD-R designation allows for densities between 21.0 and 28.9 dwelling units per acre.

Those portions of the project site lying west of Academy Road now bear a General Plan designation of Private Institutional (PI), which, per Policy 2.42 of the Land Use Element, allows for “private uses and facilities that by their nature are situated in a campus or park-like setting.” Such uses would include religious institutions, private schools, cemeteries, private recreation facilities, and hospitals. The applicant proposes to re-designate the western portions of the project site as Medium Density – B – Residential (MDB-R) and Medium Density – C – Residential (MDC-R), with the MDB-R component in the northwest quadrant (7.57 acres) and the MDC-R component in the southwest quadrant (10.32 acres). The MDB-R designation allows for residential use at densities between 10.0 and 15.0 dwelling units per acre. The MDC-R designation allows for residential use at densities between 15.1 and 20.9 dwelling units per acre.

Zone Amendment (ZA13-00002) represents a request to change the existing zoning designations of the project site to Planned Development (PD), which would establish the proposed Villa Storia Planned Development (PD) Plan as the operative zoning for the project site. In accordance with Article 17 of the Zoning Ordinance, the PD Plan allows for residential densities and housing types that conform to the proposed General Plan designations (i.e., MDA-R, MDB-R, MDC-R, and HD-R). The western portions of the project site now bear a zoning designation of Residential Single Family – Historic Overlay (RS-H), while the eastern portions bear a zoning designation of Public/Semi-Public – Historic Overlay. The existing zoning designations are consistent with the existing General Plan designations.

The following table outlines the existing and proposed General Plan land use and zoning designations for the project site, by planning area.

TABLE 1: General Plan and Zoning Designations

Planning Area	Acreage	General Plan/Land Use		Zoning	
		Existing	Proposed	Existing	Proposed
1	9.93	Single-Family Detached Residential (SFD-R)	Medium Density A Residential (MDA-R)	Single Family Residential (RS)	Planned Development (Villa Storia PDP)
2	4.14	Single-Family Detached Residential (SFD-R)	High Density Residential (HD-R)	Single Family Residential (RS)	Planned Development (Villa Storia PDP)
3	7.57	Private Institutional (PI)	Medium Density B Residential (MDB-R)	Public/Semi-Public	Planned Development (Villa Storia PDP)
4	10.32	Private Institutional (PI)	Medium Density C Residential (MDC-R)	Public/Semi-Public	Planned Development (Villa Storia PDP)

While the proposed PD zoning designation for the entire project site denotes a site-specific PD Plan that allows for deviation from development standards for standard residential zoning districts, the housing types and densities proposed within each planning area are consistent with the standard zoning designations associated with the MDA-R, MDB-R, MDC-R, and HD-R General Plan designations (i.e., RM-A, RM-B, RM-C, and RH).

Tentative Map (T13-00001) represents a request to subdivide the project site into 74 lots for residential development and 16 lots for private streets, common open space, and other amenities. The proposed subdivision would be configured as follows:

TABLE 2: Tentative Map Configuration

Planning Area	Acreage	Lots	GP Designation	Housing Type(s)	Other Improvements
1	9.93	1-59 & A-G	MDA-R	Single Family Detached Homes (2 Story)	9,000 SF Park Bio-Filtration Basin Landscape Buffers
2	4.14	60-61 & H	HD-R	Townhomes & Stacked Flats (3 Story)	Bio-Filtration Basin Park TBD
3	7.57	62-64 & I, J, Q, & R	MDB-R	Detached Single-Family Clusters (2 Story)	Recreation Center Road Easement
4	10.32	65-74 & K-P	MDC-R	Duplexes & Townhomes (2 Story)	15,000 SF Park Pedestrian Paseo Community Park

The tentative map shows 59 single-family lots in Planning Area 1, three lots containing clusters of detached single-family homes (83 total units) in Planning Area 3, and 10 lots containing two different types of for-sale attached housing (149 total units) in Planning Area 4. Housing product is not shown within Planning Area 2, which the applicant proposes to subdivide into two comparably sized lots: the lot abutting Academy Road would contain market-rate attached housing; the lot to the east would contain income-restricted housing meant to satisfy the City's inclusionary housing requirement (i.e., 10 percent of total units reserved as affordable to lower-income households). Lot 2 is expected to contain roughly 100 total units. Future proposals for development in Planning Area 2 will require separate discretionary review and entitlement.

It is anticipated that most if not all of these residential lots/subdivisions would ultimately be sold to merchant builders. Any significant changes to lot configuration or housing product subsequently proposed by merchant builders would require amendment of the Tentative Map, Development Plan, and Historic Permit.

The tentative map shows improvements to Mission Avenue, Academy Road, and Frazee Road, as well as the alignment of new private streets within the subdivision. Vehicle circulation, common area parking, and pedestrian facilities are discussed in a subsequent section of this staff report.

Development Plan (D13-00002) represents a request to construct as many as 420 homes with associated improvements that include private streets, landscaping, recreation areas, walls and fencing, and stormwater management facilities. The proposed project includes a Planned Development (PD) Plan, which would establish the zoning for the project site. In accordance with Article 17 of the Zoning Ordinance (Planned Development District), the re-designation of property as a Planned Development District and the establishment of a PD Plan require approval of a Development Plan. The Planned Development District is intended to provide flexibility in land use and development standards while at the same time ensuring orderly and thorough planning and review procedures. Land uses and development within Planned Development Districts must be consistent with the General Plan.

Planning Areas

The following section summarizes the characteristic features of each of the four planning areas, describing the housing types and common area facilities that each planning area would accommodate.

PLANNING AREA 1

Located in the northeast quadrant of the project site, Planning Area 1 would be devoted to single family detached housing. With an average lot area of just under 4,800 square feet, the 59 single family properties in Planning Area 1 would accommodate two-story homes with floor plans ranging from 2,360 to 2,750 square feet. Lot configuration and the orientation of homes in Planning Area 1 would reflect conventional single family design, in that all lots would maintain street frontage with private yards and private

driveways. The homes would maintain minimum front yard setbacks of 20 feet for habitable space and 12 feet for side-entry garages, with five-foot minimum interior side yard setbacks and 15-foot minimum rear yard setbacks. Homes on corner lots would maintain a minimum street side yard setback of 10 feet. Building height would average 28 feet.

Consistent with the City's parking standards for single-family housing located outside of the Coastal Zone, units exceeding 2,500 square feet of floor area would include three-car garages. Three-car garage space would be configured as a street-facing two-car garage and a separate side entry one-car garage.

Properties in Planning Area 1 would be rimmed by side and rear yard fencing. With a maximum height of six feet, property line fencing would be composed of tongue-and-groove vinyl panels supported by 5" x 5" vinyl posts at eight feet on center. The vinyl panels and posts would have a rustic, wood-grain finish. Similar fencing would separate properties in Planning Areas 3 and 4.

Planning Area 1 would be accessible from both Academy Road and the proposed extension of Frazee Road. Internal streets would exhibit a curvilinear grid pattern, with all streets open at both ends (i.e., no cul-de-sacs).

Common open space in Planning Area 1 would include a 19,776-square-foot stormwater bio-retention and filtration facility, a 9,496-square-foot active-use park, and a 2,265-square-foot landscape buffer area. The park and the landscape buffer area would be part of a ring of open space surrounding a roundabout intersection at the midpoint of Academy Road.

PLANNING AREA 2

Located in the southeast quadrant of the project site, Planning Area 2 would provide for three-story townhomes and stacked flats at densities between 21 and 29 dwelling units per acre. While the current proposal does not show development in Planning Area 2, the PD Plan reserves this area for both market-rate and income-restricted attached housing. The market-rate component would be a for-sale product, while the income-restricted component would be a rental product restricted by a long-term affordability covenant and managed by a qualified affordable housing provider under contract with the City's Housing Division.

Planning Area 2 would accommodate one of two stormwater bio-retention and filtration facilities on the project site. Located at the southwest corner of Planning Area 2, near the intersection of Academy Road and Mission Avenue, this 0.62-acre facility would serve as an open space buffer between Mission Avenue and future development.

While the current proposal does not show vehicle access to Planning Area 2, access would be taken from Academy Road, at a point aligned with the intersection proposed on the opposite side of Academy Road (serving Planning Area 4).

Per the minimum open space requirements of the PD Plan, housing in Planning Area 2 would have to be served by useable open space amounting to at least 350 square feet per dwelling unit.

Future proposals for development of Planning Area 2 would require discretionary review and approval.

PLANNING AREA 3

Located in the northwest quadrant of the project site, Planning Area 3 would feature two and five-unit clusters of two-story detached single family homes. Within each cluster, homes would be served by a common driveway providing access to private two-car garages. Floor plans for this housing type would range from 1,730 to 2,200 square feet, with a maximum building height of 26.5 feet. Each five-unit cluster would be separated by a landscaped pedestrian paseo linking primary entrances to the street frontage. The two-unit clusters would generally be separated by a 10-foot landscape area. Street-adjacent units within each cluster would maintain a minimum front yard setback of 10 feet from the face of curb. (With the exception of some units within the two-unit clusters, all street-adjacent units would have street-facing entrances.) All units within each cluster would be separated from one another by a minimum of five feet. All units would have either a private front patio or a private rear yard.

Planning Area 3 would accommodate a 14,026-square-foot recreation center featuring a pool and spa, fire pit, open deck areas, barbeque facilities, shade structures, and bathrooms. The recreation center would be rimmed with landscape and enhanced tubular steel fencing. Use of the recreation center would be limited to residents and their guests.

PLANNING AREA 4

Located in the southwest quadrant of the project site, Planning Area 4 would provide for two different types of two-story attached housing: duplexes and rowhomes. The duplex product would be sited in the northern and eastern portions of the planning area, with the rowhome product sited closer to Mission Avenue and Academy Road. All units in PA4 would include private two-car garages.

With two parks connected by a community paseo, Planning Area 4 would accommodate much of the active-use open space on the project site. Comprising nearly an acre at the southwest corner of the planning area, one of these parks would maintain roughly 200 feet of frontage on Mission Avenue and be open to public use. The other park would make up roughly 10,500 square feet at the southwest corner of the roundabout intersection on Academy Road. The two parks would be linked by an eight-foot-wide, 470-foot-long community paseo extending through the midsection of the planning area.

Planning Area 4 would include a total of 63 duplex units with three floor plans ranging from 1,590 to 1,810 square feet. Maximum building height for the duplex product would be 30 feet. All duplexes would be served by two-car garages. At the western edge of

Planning Area 4, duplexes would be arranged in groups of four around a common driveway. The rest of the duplexes would be oriented along a looped roadway with three points of ingress/egress. All duplexes would have private rear patios or yards. Those rimming the community paseo would be buffered from pedestrian traffic by common area landscape and fenced patios. Duplexes would observe a minimum garage setback of five feet and be separated from one another by a minimum of 10 feet. Corner buildings would maintain at least a 10-foot setback from the face of curb.

The rowhome housing in Planning Area 4 would include 86 units with floor plans ranging from 1,460 to 1,630 square feet. Maximum building height for the rowhome product would be 27.5 feet. The rowhomes would be arranged in groups of two to five attached units, with four-unit groups being most common. Similar to the detached clusters in Planning Area 3, most of the rowhomes would rear upon common driveways and front upon landscaped pedestrian paseos that connect primary entrances to the street frontage. Other units would front upon Academy Road and the community paseo.

Common Features

The following section outlines the common features of the proposed project, including the grading and drainage plan, the private street network, guest parking resources, architecture, open space and common area landscape, utilities, edge conditions, and off-site improvements.

GRADING AND DRAINAGE PLAN

The project site generally slopes downward from west to east, with western portions of the site lying as much as 30 feet above areas to the east. The most pronounced slopes occur on either side of Academy Road, which is built on a manufactured berm that rises up from lower-lying eastern portions of the site.

As shown on flood risk maps prepared by the Federal Emergency Management Agency (FEMA), much of the area to the east of Academy Road lies within an A-99 flood zone, indicating a risk of flooding from the San Luis Rey River during major storm events.

At its northern boundary, a portion of the project site drains toward the adjacent San Luis Rey Mobile Estates. During storm events, water and sediment from the project site flow into the mobile home park at the northern terminus of Academy Road.

The proposed grading plan calls for a balanced site with no net import or export of soil. Areas within the A-99 flood zone would be filled with soil removed from higher points on the site. The proposed fill would elevate these portions of the site out of the designated flood plain while maintaining the site's existing easterly and southerly drainage patterns. Stormwater flow would be directed to two bio-retention and filtration basins: one at the northeast corner of the project site and the other near the convergence of Hwy 76, Mission Avenue, and Academy Road. New drainage inlets in Academy Road would capture and redirect stormwater away from the mobile home park.

PRIVATE STREET NETWORK

The proposed project would implement a network of new private streets that would be accessed from Academy Road and Frazee Road. These new streets would range in width from 24 to 36 feet, with the 36-foot streets providing for curbside parking.

A roundabout intersection would be implemented at the midpoint of Academy Road, providing vehicular and pedestrian access to both the western and eastern portions of the project site. Two additional “T” intersections would be implemented on west side of Academy Road, creating a looped street network through Planning Areas 3 and 4. Planning Area 2 would be served by a future private street aligning with the southernmost “T” intersection on Academy Road. In addition to its connection to Academy Road at the roundabout intersection, Planning Area 1 would open to Frazee Road at the northeast corner of the project site.

Included in the attached plan set, a pedestrian connectivity exhibit shows how residents and guests would navigate their way on foot through the project site and out to adjacent public streets. As illustrated on this exhibit, internal streets linking directly to either Academy Road or Frazee Road would include sidewalk on at least one side. In addition to sidewalk, pedestrians would be served by the community paseo extending diagonally through Planning Area 4.

ARCHITECTURE

Architecture is discussed in detail in a subsequent section of this staff report.

GUEST PARKING

In keeping with the City’s Zoning Ordinance, the PD Plan includes a minimum guest parking standard of one space for every five dwelling units (or 20 percent of the total number of dwelling units). As shown in the following table, the project would provide nearly one guest parking space for every dwelling unit in Planning Areas 1, 3, and 4.

TABLE 3: Guest Parking

Planning Area	Requirement	Provision
1	20% of 59 units = 12 spaces	98 spaces
2	TBD	TBD
3	20% of 83 units = 17 spaces	58 spaces
4	20% of 149 units = 30 spaces	93 spaces
Total	20% of 291 units = 59 spaces	289 spaces

The distribution of guest parking resources is illustrated in a guest parking exhibit included in the attached civil plan set. In Planning Area 1, guest parking would be provided by curbside stalls along the planning area’s internal streets, similar to that found in most single family subdivisions. The 98 guest parking spaces counted in Planning Area 1 do not include guest parking available in the private driveways of the

single family homes. Each of these driveways can accommodate a minimum of two vehicles. In Planning Area 3, most of the proposed 58 guest parking spaces would be curbside stalls, supplemented by a six-space parking bank at the planning area's northwest corner. The 93 guest parking spaces provided in Planning Area 4 would be a combination of curbside and banked stalls, 24 of which would be located within 150 feet of the park abutting the Mission Avenue frontage.

To ensure an efficient and effective parking system, the PD Plan calls for a parking management plan to be enforced by the homeowners association. Staff has crafted a condition of approval requiring that such a plan be implemented prior to the occupancy of any dwelling unit. The parking management plan would place limitations on the use of guest parking spaces and require that private garage space remain open for parking. The following is a list of strategies that could be included in a parking management plan:

- Signage and clearly demarcated parking stalls;
- Garage doors with glass windows to allow for inspections by property management;
- Guest parking permits;
- A 72-hour limit on guest parking (consistent with the California Vehicle Code); and
- CC&Rs that authorize property management to issue warnings and fines for parking violations, including the towing and impounding of vehicles.

To accommodate bicycle lanes and the transport of mobile homes into and out of San Luis Rey Mobile Estates, no curbside parking would be allowed on Academy Road. However, the extension of Frazee Road into the project site would allow for curbside parking, with a capacity for roughly 20 vehicles. While the curbside parking on Frazee Road would not count toward the ostensible guest parking supply on the project site, it would be available to residents and guests of the proposed development.

OPEN SPACE AND COMMON AREA LANDSCAPE

The proposed project includes an extensive open space network comprised of active-use recreation areas, common area landscape, private yards, and stormwater bio-retention and filtration facilities. In the three planning areas where development is currently proposed (PAs 1, 3, and 4), landscape would amount to approximately 19 percent of the total site area.

The PD Plan requires a minimum of 350 square feet of usable open space per dwelling unit in conjunction with proposed developments – with at least 50 percent of that amount provided in common usable open space areas. The remaining 50 percent of open space may be provided in private yard or balcony areas. This standard is consistent with the residential open space standard articulated in the City's Zoning Ordinance. In Planning Areas 1, 3, and 4, the proposed project would provide roughly 770 square feet of usable open space per dwelling unit, roughly 105,000 square feet of which would constitute common area.

The Conceptual Landscape Plan (CLP) shows landscape integrated into the project infrastructure (streets, driveways, pedestrian facilities, utility easements). Trees, shrubbery, and groundcovers associated with the history of the area would be established throughout the project site. For example, groves of orange and olive trees reflecting the region's agricultural heritage would be sited along the Mission Avenue frontage. In keeping with sustainability principals outlined in the PD Plan, landscaping would be comprised primarily of native and highly drought tolerant species. Water use associated with the common area irrigation system would conform to all California water use regulations as well as the City's Maximum Allowed Water Allocation (MAWA).

Details regarding recreational amenities, the dimensions of open space elements, the plant palette, etc. are provided in both the PD Plan and the Description and Justification.

UTILITIES

The project site is served by existing potable water, wastewater, and stormwater drainage facilities. These facilities are of adequate capacity to serve the proposed project without upsizing. Available potable water pressure from an existing 24-inch main in Academy Road would provide sufficient service for both domestic and fire protection flow. For wastewater treatment, the project would connect to two existing gravity sewer lines that run through the project site: a 12" line that runs along the project's eastern boundary near Spring Canyon Way and a 10" line beneath Academy Road. Stormwater flows would be channeled to existing storm drains located at the eastern boundary of the project site and within Frazee Road. Both the PD Plan and the Description and Justification include detailed descriptions of the proposed utility plan.

EDGE CONDITIONS

The proposed project would result in various edge conditions contingent upon topography, easements, housing type, and the street network. Edge conditions are illustrated on the PD Conceptual Landscape Plan.

The eastern boundary of Planning Area 1 would interface with the western boundary of the River Ranch neighborhood. This interface area would include private roadways and landscape areas that combine to provide more than 100 feet of lateral separation between proposed and existing residences. River Ranch would be further buffered from the new development by an existing perimeter wall and mature tree species adjacent to Spring Canyon Way. The homes proposed at the eastern edge of PA 1 would face eastward, with front elevations and front yards oriented toward River Ranch. There would be a five to eight-foot grade differential between the building pads of the homes in PA 1 and those of the existing River Ranch homes.

A private street, landscaped open space, and a perimeter wall would buffer the northern edge of PA 1 from existing homes in River Ranch. These elements would combine to create 90 to 100 feet of separation between residences. The conceptual landscape plan presented with the proposed development plan and tentative map also displays greater detail of the north and east boundaries envisioned for PA 1.

The northern boundary of Planning Area 3 would feature a perimeter wall and manufactured landscaped slopes adjacent to the private access easement known as Chapter Road. Building pads at the northern boundary of PA 3 would lie as much as nine feet below and as much as five feet above Chapter Road. The south side of Chapter Road would include sidewalk and landscaped parkway. This edge condition is depicted in a detail of Chapter Road included in the civil plan set.

The western boundaries of Planning Areas 3 and 4 would be rimmed by perimeter walls similar to those seen on the adjacent Mission and Parish properties. Manufactured landscaped slopes in the side and rear yards of detached cluster and duplex properties would place building pads four to six feet below the adjacent grade on the Parish site. The park at the southwest corner of the project site would maintain grade elevations comparable to those on the Parish grounds.

Edge conditions along Mission Avenue are described in the following discussion of off-site improvements.

OFF-SITE IMPROVEMENTS

The proposed project would implement or financially contribute to a number of off-site improvements: some required by ordinance; others necessary to mitigate specific impacts identified in the EIR; and the rest are recommended by staff as beneficial to the proposed project and the surrounding area.

Many of these off-site improvements involve upgrades to Mission Avenue, Academy Road, and Frazee Road. As required by ordinance, Mission Avenue along the property frontage would be improved with sidewalk, curb and gutter, landscaped parkways, and new paving. These improvements would conform to the streetscape design guidelines of the Historic Plan. Overhead utilities along Mission Avenue would be placed underground. Academy Road would be improved with widened traffic lanes, Class 2 bike lanes, a center median, sidewalk, curb and gutter, and landscaped parkways. The intersection of Mission Avenue and Academy Road would be signalized. The intersection at the midpoint of Academy Road would be designed as a roundabout, with bulb-out corners, a circular center median, and pedestrian crossings with enhanced paving. The dimensions of the roundabout would accommodate the transport of mobile homes into and out of San Luis Rey Mobile Estates.

The project would also install a covered bus shelter for patrons of NCTD Breeze bus service. The bus shelter would be located in front of the park at the southwest corner of the project site. The bus shelter would be maintained by the homeowners association, in accordance with NCTD standards.

Other roadway improvements would include the extension of Frazee Road to Academy Road, the full implementation of Pedestrian Priority Project #19, and improvements to the private access easement commonly known as Chapter Road. These improvements would consist of the following:

- While Frazee Road already connects to Academy Road, the final 515 feet of this roadway is not fully improved and is presently closed to vehicular traffic. The applicant would improve this segment of Frazee Road to current standards and install a stop sign where the westbound lane intersects Academy Road. Consistent with existing conditions, no stop controls would be implemented for north-south vehicular travel into and out of the San Luis Rey Mobile Home Park. Linking Frazee Road to Academy Road would provide River Ranch and other residential neighborhoods to the east with another means of accessing the Mission Avenue corridor. This connection would also provide another means of emergency vehicle access to the project site.
- The City's Pedestrian Master Plan notes the absence of pedestrian facilities along a 1,500-foot stretch of Mission Avenue that runs along the southern edge of the project site and continues eastward under Highway 76 to Old Grove Marketplace. Pedestrian Priority Project #19 would close this gap in pedestrian facilities with the installation of five-foot sidewalk and the striping of a crosswalk across Academy Road. The applicant is required by ordinance to implement sidewalk where the project site abuts Mission Avenue. As recommended by staff and established as a condition of approval, the applicant has agreed to extend these required sidewalk improvements an additional 575 feet eastward to Old Grove Market Way, thereby completing Pedestrian Priority Project #19.
- At the northern edge of the project site westward of Academy Road, a 30-foot unimproved road easement links Academy Road to several abutting properties. The proposed project is conditioned to improve this easement with sidewalk, landscaped parkway, curb and gutter, 28 feet of paved roadway (the minimum dimension required for emergency vehicle access), and drainage facilities that would direct stormwater sheet flow away from the San Luis Rey Mobile Home Park. Because all of these improvements cannot be accommodated within the existing 30-foot easement, implementation is contingent upon abutting property owners granting an additional six to eight feet of road easement across the frontage of their properties. This frontage is already encumbered by utility easements and thus cannot be improved with anything other than hardscape or landscape. If the abutting property owners have not effected this additional road easement within 90 days of the project's approval, the applicant will no longer be responsible for these improvements.

The City's Water Utilities Department has determined that the proposed project would contribute to sewage flows exceeding the design capacity of existing sewer facilities located near the intersection of Mission Avenue and El Camino Real. To mitigate the project's impact on these sewer facilities, the applicant will make a fair-share contribution to their future upsizing. This fair-share contribution is roughly \$170,000.

Historic Permit (H13-00004) represents a request to allow new construction with a designated historic district. Zoning Ordinance Section 21 outlines the specific purposes of the Historic Permit review process, which include promoting the conservation,

preservation, protection, and enhancement of historic districts, encouraging development tailored to the character and significance of the surrounding historic district, stimulating the economic health and visual quality of the community, and stabilizing and enhancing the value of property. Historic Permit applications require review by the City's Historic Preservation Advisory Commission (OHPAC), which is tasked with evaluating all new construction within historic districts. In evaluating new construction, the OHPAC is to consider the visual relationship of proposed architectural design elements to the surrounding area, including scale, height, rhythm of spacing, pattern of windows and doorways, building siting and relationship to landscaping, roof pitch, architectural style, structural details, materials, colors, and textures.

The Villa Storia PD Plan states that the proposed project's community design elements would take into account the historical context and significance of the area and evoke "a sense of Old World charm." Proposed entry monuments would incorporate key architectural elements found on the Mission site, creating a signature visual element and marquee entry point for the community. Archways and arcades placed at the intersection of Mission Avenue and Academy Road would reflect the Mission aesthetic and thus be consistent with the Mission San Luis Rey Historic Area Development Program and Design Guidelines.

The architectural design guidelines of the PD Plan call for housing that reflects the traditional building styles of southern California. All housing product on the project site would embody variations of Mission Revival/Spanish Colonial Revival architecture. This vernacular would also be displayed in the project entry features and outdoor site furnishings. Mission Revival/Spanish Colonial Revival architecture is reminiscent of the nearby Mission San Luis Rey and, more generally, the simple vernacular seen throughout the development of the California mission system in the 18th Century. The PD Plan allows for the following architectural styles:

- Mission Revival
- Spanish Colonial Revival
- Monterrey
- Irving Gill (abstract Mission style)

The PD Plan describes and provides illustrative examples of each of these styles. As seen in the attached conceptual architectural drawings, most of these styles are embodied by the proposed housing for Planning Areas 1, 3, and 4.

Mission Revival/Spanish Colonial Revival architecture is evidenced by thickset structural elements (e.g., walls, columns, beams), shallow-pitched roofs, arcades and arched wall openings, vertically-oriented windows, smooth stucco wall surfaces, heavy wooden doors, iron railings and decorative elements, exposed wooden rafter tails, and ceramic tile accents. In general, buildings in this style have a solid, robust appearance, reflecting construction materials and methods employed more than 200 years ago. Articulation is achieved through recessed entries and landings, variable roof orientation, columnar projections, tower elements, and porticos. These design elements are generally present in the proposed housing product.

The Historic Plan calls for the preservation of existing views of the Mission from major streets and highways and other important vantage points. Visual simulations provided in the Environmental Impact Report (EIR) show that the proposed project would not compromise existing views of the Mission.

The landscape design guidelines of the Historic Plan establish a preferred plant palette, minimum landscape ratios, and planting themes for certain streets and locales within the Historic Area. The proposed project generally conforms to these guidelines.

ANALYSIS

The project site and the proposed project are subject to policies, principles, guidelines, and standards enumerated in the Land Use Element and Housing Element of the General Plan, the Zoning Ordinance, the Mission San Luis Rey Historic Area Development Program and Design Guidelines, and the California Environmental Quality Act (CEQA). This section of the staff report examines the extent to which the proposed project aligns with the applicable provisions of these governing documents.

General Plan (Land Use Element)

The Land Use Element of the City's General Plan provides direction related to how future development will occur and addresses the relationship between development, community enhancement, and natural resource management. Staff finds the proposed project to be consistent with the goals and objectives of the Land Use Element of the City's General Plan, as follows:

Community Enhancement

Goal: The consistent, significant, long term preservation and improvement of the environment, values, aesthetics, character, and image of Oceanside as a safe, attractive, desirable, and well-balanced community.

The proposed amendment of existing land use and zoning designations deserves close scrutiny, as such changes may conflict with existing land use patterns and the City's broader, long-term land use goals. In this case, staff finds that the proposed changes are appropriate, given existing land use patterns, market conditions, and important public benefits associated with the proposed project.

In terms of existing land use patterns, the site abuts residential uses to the north and east and lies in close proximity to other housing developments immediately south of Highway 76. While Mission Avenue is one of the City's main commercial corridors, the roadway is lined with a substantial amount of residential use. With an overall residential density of 13.1 dwelling units per acre, the proposed project is comparable in density to many other housing developments in the corridor, including the adjacent San Luis Rey Mobile Estates and nearby attached housing on the south side of Highway 76

(e.g., Villas of Mission Point, Mission Gate Condominiums). Portions of the project site that abut the River Ranch neighborhood would either be of comparable density (roughly six du/acre) or substantially separated and buffered by utility easements, landscape, and fencing. Thus, the proposed project would not interrupt existing land use patterns or create incompatibilities between adjacent land uses.

A market assessment prepared by the London Group indicates that existing commercial uses in the Mission Avenue corridor would benefit from additional households that would increase demand for retail, food service, and professional office uses in the vicinity. As evidenced by current vacancy rates in Mission Douglas Plaza and other nearby commercial centers, as well as the fact that many storefronts are now occupied by churches and other non-commercial uses, there continues to be weak demand for commercial space within the Historic Area.

The Private Institutional (PI) land use designation of western portions of the project site allows for a variety of institutional and commercial land uses for which there does not appear to be much demand at present. While the PI land use designation allows for such uses as churches, private schools, hospitals, government offices, visitor accommodations, and entertainment venues, there is little evidence that such uses are viable in the current market. It is reasonable to assume that the PI designation was established to allow for the expansion of uses directly associated with Mission SLR and the San Luis Rey Parish, but now that the property is no longer owned by these entities, there is little prospect of a parochial high school or other attendant land use on this portion of the project site. As for lodging uses, which are an integral part of the City's economic development strategy, correspondence from hoteliers in the region indicates that the project site is not well-suited for such uses, as the Historic Area does not draw enough overnight visitors and the site is not close enough to the beach, El Corazon, or other tourist-oriented areas within the City.

If implemented, the proposed project would provide a wide range of public benefits related to affordable housing, pedestrian facilities, recreational amenities, water conservation, vehicular safety and access, and historic preservation.

- The project would meet inclusionary housing requirements through the provision of **on-site income-restricted units**. On Lot 60 within Planning Area 2, the project would construct roughly 40 units affordable to lower-income households. These units would be managed by an affordable housing entity under contract with the City's Housing Division.
- The **park** to be implemented at the southwest corner of the project site would be maintained by the Villa Storia HOA but open to the general public. Comprising nearly an acre, this park would include an equipped playground, an open lawn play area, a formal garden area with walking trails, and a citrus grove. More than 30 common area parking stalls would be located within 300 feet of the park.

- In addition to frontage improvements along Mission Avenue required by the City's Subdivision Ordinance, the project would implement **Pedestrian Priority Project #19**, closing a substantial gap in pedestrian facilities on Mission Avenue and linking the project site and several existing neighborhoods to the nearby Old Grove Marketplace.
- The project would install a new **bus shelter** at the southwest corner of the project site, adjacent to the public use park. The bus shelter would embody Mission Revival/Spanish Colonial Revival design.
- The project would subsidize the City's recently approved **recycled water system** in an amount equivalent to the project's estimated annual water usage. This subsidy (approximately \$600,000) would cover roughly ___% of the cost of the first phase of this system, which would provide recycled water to El Corazon and the Center City Golf Course.
- Contingent upon recordation of new easements and a maintenance agreement, the project would improve to City engineering standards the private access easement known as **Chapter Road**, providing pavement for two-way vehicle traffic, sidewalk and parkway on the south side of the easement, and drainage facilities to divert stormwater flows away from San Luis Rey Mobile Estates.
- The project would install **gateway signage** consistent with the Historic Plan adjacent to the westbound lanes of Mission Avenue immediately east of the Highway 76 overpass. This signage would announce entry into the Historic Area.
- As a "creative measure" intended to address traffic impacts, the project would fund the development of **plans for future improvement of the intersection of Highway 76 and College Blvd.** These plans would assist the City in budgeting for these essential roadway improvements.

In light of the proposed project's consistency with existing land use patterns, its responsiveness to current housing demand, and its associated public benefits, staff is supportive of the requisite amendments of the project site's existing General Plan land use designations.

1.11 BALANCED LAND USE

Policy B: The City shall analyze proposed land uses for assurance that the land use will contribute to the proper balance of land uses in the community or provide a significant benefit to the community.

The proposed project would improve the synergy between commercial and residential land uses within the Mission Avenue corridor, implementing a range of housing types consistent with existing residential uses in the vicinity while expanding the customer base for nearby businesses.

Policy C: The City shall continuously monitor the impact and intensity of land use and land use distribution to ensure that the City's circulation system is not overburdened beyond design capacity.

A traffic study vetted by the City's traffic engineering staff indicates that traffic generated by the proposed project would not have significant impacts on the City's circulation system. As summarized in this staff report and detailed on attached plans, the project would implement a variety of roadway improvements to increase the capacity and efficiency of the street network in proximity to the project site, including the extension of Frazee Road to Academy Road and installation of traffic signals at Academy Rd./Mission Ave. and Mission Gate Rd./Mission Ave. The project would also pay standard traffic fees and make fair-share contributions to the funding of specific transportation improvements, including expansion of the intersection at Rancho del Oro Road and Highway 76.

1.12 LAND USE COMPATIBILITY

Policy B: The use of land shall not create negative visual impacts to surrounding land uses.

With high-quality architecture, abundant landscape, enhanced hardscape, context-appropriate outdoor lighting and site furnishings, the proposed project is attractively designed and thus would not distract from nor negatively impact surrounding land uses. The site design would result in well-organized development of appropriate scale and intensity that would be adequately separated from adjacent land uses and substantially framed and softened by landscape and perimeter walls and fencing.

Policy C: The use of land shall not subject people to potential sources of objectionable noise, light, odors, and other emissions or to exposure to toxic, radioactive or other dangerous materials.

The proposed project would not subject surrounding properties to objectionable noise, light, odors, or other emissions. Outdoor activities associated with active-use recreational areas would be substantially buffered by open space, landscaping, and perimeter walls and fencing. As demonstrated by the noise study associated with the EIR for the proposed project, noise generated by the project would not exceed the thresholds established by the City's Noise Ordinance.

At present, considerable dust is generated by vehicle traffic across unpaved surfaces within the project site. These dust emissions frequently extend into the adjacent San Luis Rey Mobile Estates. The proposed project would fully mitigate these emissions.

1.16 HOUSING

Policy D: The City shall encourage the development of a variety of housing opportunities.

The proposed project would provide decent, safe, and sanitary housing for a wide range of income groups, while maintaining a reasonable balance between rental and ownership housing in the City. The new housing would help the City fulfill its obligation to accommodate anticipated regional housing demand, as estimated by the California Department of Finance and the California Department of Housing and Community Development.

On October 28, 2011, as required by state housing law, the Board of Directors of the San Diego Association of Governments (SANDAG) adopted the Regional Housing Needs Assessment (RHNA) for the Fifth Housing Element Cycle. The RHNA allocates to each SANDAG member jurisdiction what is often referred to as its “fair share” of projected regional housing growth for the 11-year period beginning January 1, 2010 and ending December 31, 2020.

The RHNA for the Fifth Housing Element Cycle allocates to the City of Oceanside a regional fair share of 6,210 housing units, 2,727 of which are expected to be affordable to low and very-low-income households. The City’s recently updated Housing Element includes a housing sites inventory that demonstrates adequate land resources to accommodate its RHNA allocation in all four household income categories. While the inventory identifies only the eastern portion of the project site as having capacity to accommodate above-moderate income housing, the proposed project, facilitated by the requested General Plan land use and zoning amendments, would provide housing for three of the four RHNA-prescribed income categories (i.e., Above-Moderate, Moderate, and Low-Income) while fulfilling more than six percent of the City’s total RHNA “fair share” allocation for the Fifth Housing Element Cycle.

Policy E: The City shall protect, encourage, and where feasible provide housing opportunities for persons of low and moderate income.

The City’s Housing Division is entering into an agreement with the applicant that ensures that Lot 60 within Planning Area 2 is reserved for income-restricted housing in an amount equivalent to the project’s inclusionary housing requirement (i.e., 10 percent of total units). This income-restricted housing is to be developed and maintained without any financial subsidy from the City.

1.21 COMMON OPEN SPACE

Policy A: Common open space must be accessible and usable by potential users of the common open space.

The proposed project would furnish roughly 360 square feet of common usable open space per dwelling unit. Much of this common usable open space would be concentrated around the center of the project site, in order to provide equal access to residents. An extensive sidewalk network would provide safe and convenient passage to and from this centralized open space. The park at the southwest corner of the project site would be accessible by a variety of means, including the community paseo.

1.22 LANDSCAPING

Policy C: Drought-tolerant materials, including native California plant species, shall be encouraged as a landscape type.

The proposed plant palette is comprised primarily of drought-tolerant, low-maintenance plant material, including native and historic species (e.g., coast live oak, California pepper).

1.23 ARCHITECTURE

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

Architecture is addressed in the forthcoming discussion of the proposed project's conformance to the architectural design guidelines of the Historic Plan.

Community Development

Goal: The continual long term enhancement of the community through the development and use of land which is appropriate and orderly with respect to type, location, timing, and intensity.

2.3 RESIDENTIAL DEVELOPMENT

Policy B: Residential projects that possess an excellence of design features shall be granted the ability to achieve densities above the base density. Project characteristics that exceed standards established by City policy and those establish be existing or approved developments in the surrounding area will be favorably considered in the review of acceptable density within the range.

All of the proposed housing would fall either below or within the allowable density range associated with each planning area's proposed land use designation. At a density of 5.9 du/acre, the single family product in Planning Area 1 would fall below the allowable density range for the Medium Density A (MD-A) land use designation. At a density of 14.4 du/acre, the duplex and rowhome products in Planning Area 4 would fall below the allowable density range for the Medium Density C (MD-C) land use designation. At a density of 11 du/acre, the detached single family cluster product in Planning Area 3 would fall within the allowable density range for the Medium Density B (MD-B) land use designation. (The proposed density for PA 3 would be 10 percent above the MD-B base density of 10.0 du/acre).

Only the proposed housing in PA 3 is subject to the General Plan criteria for projects exceeding base density. However, given that the subject application seeks amendment of existing land use and zoning designations, staff finds it appropriate to apply these criteria to the entire project.

It is staff's position that all of the proposed housing possesses excellence of design features, therefore meriting "favorable consideration." Features that reflect excellence of design include the following:

- High-quality architectural design and finish materials, in keeping with the architectural design guidelines of the Historic Plan
- Guest parking that substantially exceeds the City's minimum guest parking requirements (i.e., one guest space per unit, where the minimum requirement is 20% of total units)
- An extensive network of sidewalks and trails that provide pedestrian connectivity within and beyond the project site
- Superior recreational facilities that include a recreation center with a pool, three parks, and a community paseo
- A range of sustainability features, as specified in the PD Plan and including graywater reuse systems in PA 1
- Improvements to Academy Road that including a roundabout intersection with curb bulb-outs, bike lanes and 10' landscaped medians
- Total landscape coverage in PAs 1, 3, and 4 of nearly 20 percent, with the addition of roughly 1,400 trees
- Decorative street lighting, both on-site and in the public right-of-way, establishing a new standard for street lighting in the Historic Area

These features are in addition to those public benefits previously identified as providing justification for the re-designation of the project site for medium and high-density residential use.

2.712 NON-MOTORIZED TRANSPORTATION

The proposed layout of pedestrian amenities vis-à-vis buildings, streets, drive aisles, parking areas, and open space would promote safe and convenient pedestrian access to all areas of the project site, including the recreation center and the three parks. The implementation of Pedestrian Priority Project #19 would significantly improve pedestrian and bicycle access to nearby commercial amenities (i.e., Old Grove Marketplace).

Common open space areas within the development would include bicycle racks.

Zoning Ordinance

Article 17 of the City's Zoning Ordinance provides the means of reclassifying property as a Planned Development (PD) zoning district, outlining the specific purposes of the PD designation, prescribing basic application requirements, and establishing required findings for approval. PD plans must be consistent with the General Plan, enhance the potential for superior urban design in comparison with development under base district regulations, provide compensating benefits that justify deviations from base district regulations, and include adequate provisions for utilities, services, and emergency

vehicle access so that public service demands will not exceed the capacity of existing and planned systems. It is staff's position that the proposed PD Plan and associated development meet the required findings for approval by assembling eight separate properties under an organized and efficient site plan that provides for a wide range of high-quality housing options, abundant open space, an extensive network of pedestrian facilities, and attractive edge conditions that enhance the visual quality of the Historic Area and protect the integrity of surrounding neighborhoods and institutional uses.

Article 10 of the City's Zoning Ordinance outlines the specific purposes of residential districts. These purposes include: ensuring adequate light, air, privacy, open space for all dwelling units; protecting residents from excessive noise, traffic congestion, and other adverse environmental effects; promoting development of housing affordable to low and moderate income households; and protecting adjoining residential districts from excessive loss of sun, light, quiet, and privacy. Staff finds the proposed PD plan and associated development to be consistent with these purposes, for reasons established throughout this staff report.

Mission San Luis Rey Historic Area Development Program and Design Guidelines (Historic Plan)

Founded in 1798 and designated a National Historic Landmark, Mission San Luis Rey is arguably the most significant historic resource in Oceanside. The project site lies within the Mission San Luis Rey Historic Area and is thus subject to the associated Historic Plan. The Historic Plan seeks to enhance and maintain the area in proximity to Mission San Luis Rey by protecting historic resources, preserving key view corridors, ensuring quality development, providing for a viable mix of land uses, enhancing streetscapes, and improving pedestrian amenities. Staff finds the proposed project to be generally consistent with the goals and objectives of the Historic Plan, as it constitutes quality development that expands the market for existing commercial uses in the vicinity, substantially improves pedestrian amenities and other aspects of the public realm, and avoids significant impacts to historic resources and key view corridors.

The goals and objectives of the Historic Plan address the preservation of historic and cultural resources, the development of a viable mix of land uses, the enhancement of vehicular and pedestrian mobility, the preservation of important view corridors, the development of a unified open space and recreation system, and the provision of adequate visitor related facilities and activities. The design guidelines of the Historic Plan provide the means of evaluating the extent to which proposed land use and development accord with these goals and objectives.

The proposed project would visually enhance the Historic Area by implementing streetscape improvements and gateway treatments consistent with the design guidelines of the Historic Plan. The project would improve the Mission Avenue frontage of the project site with landscape, pedestrian facilities, walls and fencing, and signage that respect the cultural and architectural heritage of Mission SLR and contribute to a

distinct and high quality identity for the Historic Area. The siting and architecture of the proposed housing would generally conform to the design guidelines of the Historic Plan, resulting in an orderly development pattern and a harmonious collection of architectural styles. The proposed homes would exhibit the horizontal orientation and structural weightiness characteristic of Mission Revival/Spanish Colonial Revival architecture, while featuring traditional exterior trim elements and wall finishes. All housing types would include shallow-pitched roof elements, with no roof element exceeding a 4:12 pitch. Roofing materials would include concrete barrel tile and shingle displaying a coarse texture and a matte finish. The proposed conceptual landscape plans feature plantings consistent with the Historic Plan's recommended plant palette, site furnishings that accord with the Plan's street furniture guidelines, walls with smooth, irregular stucco finishes, and enhanced fencing with traditional finials and arch elements.

The Historic Plan does not specify preferred land uses on the project site; it simply identifies the site as vacant and shows the western portion of the site lying within the Historic Core. While the Historic Plan generally emphasizes visitor-serving uses and facilities, it does not call for such uses and facilities on the project site. For the most part, the Historic Plan assumes that visitor-serving uses and facilities will be clustered in a "commercial village area" to the southwest of Mission San Luis Rey. With respect to land use, the overarching goal of the Historic Plan is to create a viable mix of uses within the Historic Area. The proposed housing achieves this goal by expanding the market for nearby commercial uses, highlighting the historic significance of Mission SLR, and significantly improving pedestrian safety and walkability with the Historic Area.

The Historic Plan calls for a safe, efficient, and visually appealing transportation experience for both motorists and pedestrians. With the extension of Frazee Road to Academy Road the signalization of two key intersections, and the expansion of lane capacity on Mission Avenue, the proposed project would substantially improve the overall efficiency and connectivity of the street network within the Historic Area. The installation of parkway and non-contiguous sidewalk on Mission Avenue and Academy Road would create a safe and attractive environment for pedestrians, while linking currently disconnected areas. With ample on-site parking resources, the project would avoid spillover parking impacts and discourage illegal parking.

A principal goal of the Historic Plan is the creation of a unified open space and recreation system within the Historic Area. The proposed park at the southwest corner of the project site, maintained by the HOA but open to the general public, would provide a new recreational amenity within the Historic Area, and this amenity would be linked to Mission SLR and other venues by new sidewalk on Mission Avenue.

The Historic Plan envisions additional signage, both within and outside of the Historic Area, to notify the public of the Mission and its events. The proposed project would implement gateway signage consistent with the Historic Plan's signage guidelines along the westbound lanes of Mission Avenue immediately east of the Highway 76 underpass. The proposed project identification signage and monumentation at the intersection of Academy Road and Mission Avenue would further advertise the historic

significance of the area.

Staff finds the proposed project to be consistent with all of the goals and objectives of the Historic Plan, as the project would preserve and enhance the historic significance of the area and contribute to a viable mix of land uses in proximity to Mission SLR.

CEQA Compliance

The Environmental Impact Report (EIR) for the proposed project identifies potentially significant impacts related to traffic, biological resources, cultural resources, geology/soils. The EIR outlines mitigation measures intended to eliminate or reduce these potential impacts to less-than-significant levels. In accordance with the Environmental Quality Act (CEQA), a draft EIR was made available for public review between February 20, 2015 and April 6, 2015. Comments received during the public review period are currently being addressed as part of the preparation of the final EIR, which will be reviewed by the Planning Commission and City Council at subsequent public hearings.

The following is a summary of the identified potential impacts and the measures proposed to mitigate these impacts to less-than-significant levels:

The project would mitigate the taking of 0.08 acres of riparian habitat (mulefat scrub) with the purchase of habitat within a mitigation bank located in the San Luis Rey River north of Highway 76 and south of North River Road in the City of Oceanside. In accordance with the City's draft habitat conversation plan, the project will mitigate this taking at a 3:1 ratio, resulting in the purchase and preservation of 0.24 acres of riparian habitat. Because the mulefat scrub on project site is isolated, does not function as prime wildlife habitat, and is very small and lacking in species diversity and ecosystem functions, it functions more as a disturbed wetland. Consequently, avoidance of the mulefat scrub on site would not retain any significant habitat value.

While cultural resource surveys have not identified significant cultural resources on the project site, it is important to note that the project site is considered to be culturally significant to local tribal groups, including the San Luis Rey Band of Luiseno Mission Indians (SLR Band). Significant cultural resources could be unearthed during grading activities. In consultation with the SLR Band, mitigation measures have been crafted to ensure that proper protocols are followed in the event significant cultural resources are unearthed. These measures include a requirement that an archaeologist and Native American monitor be on the project site during all grading, trenching, and other ground-disturbing activities. Should intact artifacts be discovered, ground-disturbing activities shall be temporarily directed away from these artifacts to allow documentation and assessment of the resources.

Due to regional proximity to major known active fault zones such as the Lake Elsinore Fault, San Jacinto Fault, and Rose Canyon Fault, the project site lies in a seismically active region. With incorporation of the geotechnical recommendations provided in the

project's geotechnical study and adherence to the California Building Code requiring specific performance standards to minimize adverse effects of earthquakes and other geologic hazards, impacts relating to faulting and seismicity would be less than significant. While evidence does not support the existence of landslides or unstable slopes on the proposed project site or the potential for non-seismic induced settlement or subsidence, recommendations in the geotechnical evaluation of the proposed project include measures for addressing such possibilities. Potential erosion impacts would be avoided by adherence to the erosion control standards established by the City's Grading Ordinance and through implementation of best management practices required by the storm water pollution prevention plan.

The EIR identifies the potential for residents of the proposed new housing to experience noise levels in excess of City standards. Mitigation measures have been established to ensure that noise levels within new dwelling units remain under 45 dBA CNEL. These measures include dual-paned windows, roof-ceiling assemblies with a sound transmission class value of at least 50, and the placement of common areas and yards along the street frontage to provide a sufficient setback for residences.

Traffic generated by the proposed project would contribute to deficient levels of service now extant at several intersections and roadway segments in proximity to the project site. Project-related traffic would contribute to a failing level-of-service at the intersection of Mission Avenue and Academy Road. This impact would be mitigated by the signalization of this intersection and the introduction of a dedicated left turn lane on the southbound segment of Academy Road. Project-related traffic would also contribute to significant cumulative impacts on the segment of Mission Avenue that extends across the frontage of the project site. To mitigate this cumulative impact, the project would widen Mission Avenue to four lanes along the frontage of the project site and pay a fair share contribution toward additional improvements to Mission Avenue between Rancho del Oro Road and Academy Road. Additionally, as authorized by the City's Circulation Element, several "creative measures" have been established to improve levels of service on facilities that would accommodate project-related traffic. These measures include the installation of a traffic signal with a Closed Circuit Television Camera (CCTV) camera at the intersection of Mission Avenue and Mission Gate Drive, fair share contributions toward the funding of various roadway improvements (including the widening of the intersection of Highway 76 and Rancho del Oro Road), the preparation of construction drawings and construction cost estimates for the future widening of the intersection of Highway 76 and College Boulevard, and the development of a signal optimization for Highway 76 between Foussat Road and North Santa Fe Avenue.

PUBLIC OUTREACH AND INPUT

The applicant has conducted more than a dozen meetings with nearby residents and other stakeholders. In particular, the applicant has met formally with residents of San Luis Rey Mobile Estates on at least 17 occasions. (City staff has attended several of

these meetings, to explain the entitlement review process, respond to questions, and document concerns.) The applicant has also corresponded with business owners in the immediate area.

City staff has received more than 200 letters addressing the project. Staff has also had many meetings and informal conversations with interested parties. Most of the initial written response to the proposal expressed concern and opposition. In the fall of 2013, staff received roughly 100 letters of opposition from residents of San Luis Rey Mobile Estates. In the spring of 2014, during the environmental scoping period, staff received about a dozen letters from mobile home park residents expressing similar sentiments. In response to the EIR, staff received approximately 50 letters in opposition to the project, mostly from mobile home park residents. More recently, staff has received roughly 20 letters in support of the project, including correspondence from members of the board of directors of San Luis Rey Mobile Estates.

The most prevalent concerns expressed in this correspondence relate to traffic congestion, greenhouse gas emissions, air quality, noise, emergency vehicle access and emergency service response time, mobile home transport, and visual compatibility with Mission San Luis Rey and the surrounding area. Some residents have expressed concern about the impact additional housing will have on the City's overall demand for water, in light of current drought conditions.

Some stakeholders have recommended alternative land uses on the project site, including: schools, public parks, senior assisted living facilities, medical offices, cultural institutions, and water storage facilities. Not all of these recommended alternatives land uses are permissible under current land use and zoning designations.

HISTORIC PRESERVATION ADVISORY COMMISSION (OHPAC)

The proposal was reviewed by the OHPAC on June 9, 2015. OHPAC members had questions about possible impacts to prominent views from the Mission property and the extent of cultural resource assessment. In response to questions about possible impacts to prominent views from the Mission property, the project architect displayed orthographic imagery illustrating that, due to topography and intervening development and landscape, the project site has virtually no visibility from the Mission property and thus the proposed project would not impact existing views of Sleeping Indian or other scenic features in the San Luis Rey Valley. In response to questions about the extent of cultural resource assessment, staff summarized the findings of the two cultural resource studies conducted on behalf of the project and noted that the City has worked closely with the San Luis Rey Band of Mission Indians to formulate mutually acceptable mitigation measures dealing with the monitoring of grading activity and the recovery of cultural artifacts. The OHPAC voted 4-1 in favor of recommending approval of the project.

Several residents commented on the proposal at the OHPAC meeting. Public opinion expressed at the meeting was roughly split between those in opposition to the proposal and those in favor of it.

ENVIRONMENTAL DETERMINATION

Pursuant to the California Environmental Quality Act (CEQA), the City of Oceanside acting as Lead Agency prepared an Environmental Impact Report (EIR) for the proposed project. The EIR identifies potentially significant impacts related to biological resources, cultural resources, geology/soils, noise, and traffic and outlines mitigation measures designed to reduce these impacts to less-than-significant levels. On the basis of the entire record, staff finds that there is no substantial evidence that the project, with implementation of the mitigation measures proposed, will have a significant impact on the environment.

RECOMMENDATION

Staff recommends that the Planning Commission:

- 1) Recommend City Council certification of the Environmental Impact Report (EIR) and adoption of the associated findings of fact and mitigation monitoring and reporting program, by adopting Planning Commission Resolution No. 2015-P21.
- 2) Recommend approval of General Plan Amendment (GPA13-00002), Zone Amendment (ZA13-00002), Tentative Map (T13-00001), Development Plan (D13-00006), and Historic Permit (H13-00004), by adopting Planning Commission Resolution No. 2015-P22.

PREPARED BY:



Russ Cunningham
Principal Planner

SUBMITTED BY:



Jeff Hunt
Principal Planner

Attachments:

1. Planning Commission Resolution No. 2015-P21
2. Planning Commission Resolution No. 2015-P22
3. Plans/Maps (on line)
4. Villa Storia Planned Development (PD) Plan (on line)
5. Environmental Impact Report with Technical Appendices (on line)
6. Other Attachments (Application Page, Description and Justification, Legal Description)

1 PLANNING COMMISSION
2 RESOLUTION NO. 2015-P21

3 A RESOLUTION OF THE PLANNING COMMISSION OF THE
4 CITY OF OCEANSIDE, CALIFORNIA CERTIFYING THE
5 FINAL ENVIRONMENTAL IMPACT REPORT AND
6 ADOPTING THE FINDINGS OF FACT AND MITIGATION
AND MONITORING REPORT FOR VILLA STORIA (GPA13-
00002/ZA13-00002/T13-00002/D13-00006/H13-00004)

7 APPLICATION NO: GPA13-00002, ZA13-00002, T13-00002, D13-00006,
H13-00004
8 APPLICANT: Integral Communities
9 LOCATION: Academy Road @ Mission Avenue (APNs 158-070-17-00, 158-
070-21-00, 158-070-22-00, 158-070-24-00, 158-070-38-00, 158-
070-40-00, 158-070-41-00, and 158-101-33-00)

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

12 WHEREAS, an Environmental Impact Report was prepared and circulated for public
13 and responsible agency review and proper notification was given in accordance with the
14 California Environmental Quality Act (CEQA); and

15 WHEREAS, the Planning Commission, after giving the required notice, did on the 27th day
16 of July 2015, conduct a duly advertised public hearing on the content of the Final Environmental
Impact Report and the Mitigation Monitoring and Reporting program; and

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

19 For the Final Environmental Impact Report:

- 20 1. The Final Environmental Impact Report was completed in compliance with the provisions
of the California Environmental Quality Act (CEQA).
- 21 2. There are certain significant environmental effects detailed in the Environmental Impact
22 Report which have been avoided or substantially lessened by measures detailed in Exhibit
23 "A" (Findings of Fact) and Exhibit "B" (Mitigation Monitoring and Reporting Program).
- 24 3. The Final Environmental Impact Report and Mitigation and Monitoring and Reporting
25 Program for the project were presented to the Planning Commission, and the Planning
Commission reviewed and considered the information contained in these documents prior
26 to making a decision on the project. The Final Environmental Impact Report and

1 Mitigation and Monitoring and Reporting Program for the project have been determined to
2 be accurate and adequate documents, which reflect the independent judgment of the City.

3 NOW, THEREFORE, BE IT RESOLVED as follows:

- 4 1. The Planning Commission does hereby certify the Final Environmental Impact Report for
5 Villa Storia.
6 2. Pursuant to Public Resources Code Section 21081.6, the Planning Commission adopts the
7 Mitigation Monitoring and Reporting Program (MMRP) for Villa Storia and finds that said
8 project is designed to ensure compliance with the established mitigation measures.
9 3. Pursuant to Public Resources Code Section 21081, the Planning Commission hereby
10 adopts Findings of Fact for Villa Storia.

11 PASSED AND ADOPTED Resolution No. 2015-P21 on July 27, 2015 by the following

12 vote, to wit:

13 AYES:

14 NAYS:

15 ABSENT:

16 ABSTAIN:

17 _____
18 Louise Balma, Chairperson
19 Oceanside Planning Commission

20 ATTEST:

21 _____
22 Jeff Hunt, Secretary

23 I, JEFF HUNT, Secretary of the Oceanside Planning Commission, hereby certify that this is a
24 true and correct copy of Resolution No. 2015-P21.

25 Dated: July 27, 2015

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PLANNING COMMISSION
RESOLUTION NO. 2015-P22

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA RECOMMENDING APPROVAL OF A GENERAL PLAN AMENDMENT, ZONE AMENDMENT AND APPROVING A TENTATIVE MAP, DEVELOPMENT PLAN, AND HISTORIC PERMIT ON CERTAIN REAL PROPERTY IN THE CITY OF OCEANSIDE

APPLICATION NO: GPA13-00002/ZA13-00002/TM13-00002/D13-00006 and H13-00004
APPLICANT: Integral Communities
LOCATION: North of the Intersection of Mission Avenue and Academy Road (APNs 158-070-17-00, 158-070-21-00, 158-070-22-00, 158-070-24-00, 158-070-38-00, 158-070-40-00, 158-070-41-00, and 158-101-33-00)

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 General Plan Amendment, Zone Amendment, Tentative Map, Development Plan, and Historic Permit under the provisions of Historic Preservation Ordinance (82-41) and Articles 17, 21, 30, 31, 40, 43, and 45 of the Zoning Ordinance of the City of Oceanside to permit the following:

a change in existing General Plan land use and zoning designations to allow for the development of as many as 420 new dwelling units at densities ranging from 5.9 to 28.9 dwelling units per acre;

on certain real property described in the project description.

WHEREAS, on April 7, 2014, the Planning Commission conducted a preliminary screening workshop on said application and voted unanimously to direct staff to advance the application through the discretionary review process; and

WHEREAS, on May 14, 2014, the City Council conducted a preliminary screening workshop on said application and voted unanimously to direct staff to advance the application through the discretionary review process; and

1 WHEREAS, on June 9, 2015, the Oceanside Historic Preservation Advisory
2 Commission conducted a duly advertised public hearing on said application and voted 4-1 to
3 recommend approval of the application to the Planning Commission and City Council; and

4 WHEREAS, pursuant to the California Environmental Quality Act of 1970, and State
5 Guidelines thereto; an Environmental Impact Report (EIR) was prepared and circulated for this
6 project; and

7 WHEREAS, the Planning Commission, after giving the required notice, did on the 27th
8 day of July, 2015 conduct a duly advertised public hearing as prescribed by law to consider said
9 application; and

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

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

<u>Description</u>	<u>Authority for Imposition</u>	<u>Current Estimate Fee or Calculation Formula</u>
16 Drainage Fee	Ordinance No. 85-23 Resolution No. 06-R0334-1	Depends on area (range is \$2,843-\$15,964 per acre)
18 Public Facility Fee	Ordinance No. 91-09 Resolution No. 06-R0334-1	\$2,072 per thousand square feet of residential floor area and \$713 per thousand square feet of non- residential floor area
21 School Facilities 22 Mitigation Fee	Ordinance No. 91-34	\$3.20 per square foot of residential floor area and \$0.51 per square foot of non-residential floor area for the Oceanside Unified School District
25 Traffic Signal Fee	Ordinance No. 87-19 Resolution No. 06-R0334-1	\$15.71 per vehicle trip
27 Thoroughfare Fee 28 (Residential and non- 29 residential)	Ordinance No. 83-01 Resolution No. 06-R0334-1	\$255 per vehicle trip (based on SANDAG trip generation table available from staff and from SANDAG)

Description	Authority for Imposition	Current Estimate Fee or Calculation Formula
Water System Buy-in Fees	Oceanside City Code §37.56.1 Resolution No. 87-96 Ordinance No. 05-OR 0611-1	3/4" = \$4,597 1" = \$11,492 2" = \$36,775
Wastewater System Buy-in Fees	Oceanside City Code § 29.11.1 Resolution No. 87-97 Ordinance No. 05-OR 0610-1	3/4" = \$6,313 1" = \$15,782 2" = \$50,501
San Diego County Water Authority Capacity Fees	SDCWA Ordinance No. 2005-03	\$4,492 (for typical dwelling) \$23,358 for 2" meter for non-residential

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; and

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; and

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; and

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; and

WHEREAS, pursuant to Oceanside Zoning Ordinance §4603, this resolution becomes effective 10 days from its adoption in the absence of the filing of an appeal or call for review;

WHEREAS, the Environmental Impact Report, together with any comments received, and Mitigation and Monitoring and Reporting Program (MMRP) incorporated into the conditions of

1 approval for the project, were presented to the Planning Commission, and the Planning
2 Commission reviewed and considered the information contained in these documents prior to
3 making a decision on the project; and

4 WHEREAS, the Environmental Impact Report, Findings of Fact, and Mitigation and
5 Monitoring and Reporting Program (MMRP) have been determined to be accurate and adequate
6 documents, reflecting the independent judgment and analysis of the Planning Commission. On
7 the basis of the entire record before it, the Planning Commission finds that there is no substantial
8 evidence that the project, with implementation of the mitigation measures proposed, will have a
9 significant impact on the environment; and

10 WHEREAS, the documents or other material which constitute the record of proceedings
11 upon which the decision is based will be maintained by the City of Oceanside Planning Division,
12 300 North Coast Highway, Oceanside, California 92054.

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

15 FINDINGS

16 For the General Plan Amendment (GPA13-00002):

17 To change the existing land use designations of the project site to allow for medium and high-
18 density residential land uses:

- 19 1. The re-designation of the project site from Private Institutional (PI) and Single Family
20 Detached Residential (SFD-R) to Medium Density A Residential (MDA-R), Medium
21 Density B Residential (MDB-R), Medium Density C Residential (MDC-R), and High
22 Density Residential (HD-R) will provide for a range of land uses consistent with housing
23 policies and the adopted Mission San Luis Rey Historic Area Development Program and
24 Design Guidelines. The proposed land uses will be sensitive to and compatible with
adjoining residential neighborhoods.

25 For the Zone Amendment (ZA13-00002):

26 To change the existing zoning designations of the project site to allow for medium and high-
27 density residential land uses:

- 28 1. The re-designation of the project site from Public/Semi-Public (PS) and Residential
29 Single Family (RS) to Medium Density Residential – A (RM-A), Medium Density
Residential – B (RM-B), Medium Density Residential – C (RM-C), and High Density

1 Residential (RH) is consistent with the General Plan Land Use Element, as the proposed
2 densities are allowed under the MDA-R, MDB-R, MDC-R, and HD-R land use
3 designations.

4 For the Tentative Map (TM13-00002):

- 5 1. The proposed Tentative Map is consistent with the General Plan of the City, in that
6 individual residential parcels provide building pad areas of sufficient size and dimensions
7 to accommodate aesthetically pleasing and efficient dwelling units.
- 8 2. The site is physically suitable for the type and proposed density of development, in that
9 the site comprises 35.59 acres of vacant land that is not significantly constrained by
10 topography, geological or hydrological hazards, protected habitat, easements or other
11 limiting features. The site is located within an urbanized area and surrounded by
12 residential and institutional land uses. The overall density of the project (13 dwelling
13 units per acre) accords with residential densities implemented on similar properties in the
14 vicinity.
- 15 3. The design of the subdivision or the proposed improvements will not cause substantial
16 environmental damage or substantially and avoidably injure fish or wildlife or their
17 habitat, in that a minimal taking of riparian habitat (0.08 acres) will be mitigated off-site
18 at a ratio of 3:1, consistent with the City's Draft MHCP Subarea Plan.
- 19 4. The design of the subdivision or the type of improvements meet City standards and will
20 not conflict with easements, acquired by the public at large, for access through or the use
21 of property within the proposed subdivision. Access easements on the property will be
22 improved and maintained in a manner consistent with City standards.
- 23 5. The subdivision complies with all other applicable ordinances, regulations and guidelines
24 of the City of Oceanside. The proposed tentative map exhibit accords with the form and
25 content requirements of the City's Subdivision Ordinance (Section 401).

26 For the Development Plan (D13-00006):

- 27 1. The site plan and physical design of the project as proposed is consistent with the
28 purposes of the Zoning Ordinance. The siting and architecture of the proposed housing
29 would avoid potential adverse visual impacts on adjacent properties with high-quality
architecture, adequate setbacks, abundant landscape, and context-appropriate walls and
fencing. Ample on-site parking resources would avoid spillover parking impacts.

- 1 2. The Development Plan as proposed conforms to the General Plan of the City, in that the
2 residential unit types (i.e., single family detached variable, multiple unit structures, multi-
3 plex) are consistent with the associated General Plan land use designations.
- 4 3. The area covered by the Development Plan can be adequately, reasonably, and
5 conveniently served by existing and planned public services, utilities, and public
6 facilities. The project site is located within an urbanized area served by existing public
7 services, utilities, and public facilities. Environmental analysis has determined that the
8 project would have no significant impacts on these services and facilities.
- 9 4. The project as proposed is compatible with existing and potential development on
10 adjoining properties or in the surrounding neighborhood. The project achieves an overall
11 density (13 dwelling units per acre) consistent with other residential development in the
12 immediate area. The project includes significant improvements to existing public streets
13 in the vicinity and provides a private street network with efficient linkages to these public
14 streets.
- 15 5. The PD Plan and the Development Plan are consistent with the adopted Land Use
16 Element of the General Plan and other applicable policies and are compatible with
17 surrounding development, in that the PD Plan and the Development Plan provide a variety
18 of housing opportunities within an organized and attractive neighborhood.
- 19 6. The PD Plan or Specific Plan and the Development Plan will enhance the potential for
20 superior urban design in comparison with development under the base district regulations
21 that would apply if they were not approved, in that the PD Plan and Development Plan
22 provide a consolidated site plan for eight separate properties that might otherwise be
23 developed in unrelated increments to the detriment of surrounding neighborhoods.
- 24 7. Deviations from the base district regulations that otherwise would apply are justified by
25 compensating benefits of the PD Plan and the Development Plan, including high-quality
26 pedestrian amenities, an extensive open space network, and integrated affordable housing.
- 27 8. The PD Plan or Specific Plan and the Development Plan includes adequate provisions for
28 utilities, services, and emergency vehicle access; and public service demands will not
29 exceed the capacity of existing and planned systems. As demonstrated in the
Environmental Impact Report, the project does not necessitate the expansion of existing
utilities or public services. Associated improvements to the public street network and an

1 adjacent private access easement will enhance emergency vehicle access to existing
2 neighborhoods.

3 For the Historic Permit (H13-00004):

- 4 1. The proposed project would not detrimentally alter, destroy, or adversely affect any
5 architectural or landscape feature within the Mission San Luis Rey Historic Area, in that:
6 the project site is vacant and contains no significant architectural or landscape features;
7 the project does not compromise existing views from or of Mission San Luis Rey; and the
8 project complies with applicable design guidelines of the Mission San Luis Rey Historic
9 Area Development Program and Design Guidelines.

10 NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of
11 Oceanside does hereby recommend City Council approval of General Plan Amendment
12 (GPA13-00002) and Zone Amendment (ZA13-00002) and approve Tentative Map (TM13-
13 00001), Development Plan (D13-00006), and Historic Permit (H13-00004) subject to the
14 following conditions:

15 **Planning:**

- 16 1. General Plan Amendment (GPA13-00002), Zone Amendment (ZA13-00002), Tentative
17 Map (TM13-00002), Development Plan (D13-00006), and Historic Permit (H13-00004)
18 approve only the following: a change in existing General Plan land use and zoning
19 designations to allow for the development of as many as 420 new dwelling units at
20 densities ranging from 5.9 to 28.9 dwelling units per acre on a 35.59-acre site located
21 north of the intersection of Mission Avenue and Academy Road (APNs 158-070-17-00,
22 158-070-21-00, 158-070-22-00, 158-070-24-00, 158-070-38-00, 158-070-40-00, 158-
23 070-41-00, and 158-101-33-00), as shown on the plans and exhibits presented to the
24 Planning Commission. Any substantial modification to the nature or scale of the
25 proposed use, or any substantial modification to the design or layout of the project site,
26 shall require revision of the Tentative Map, Development Plan, and Historic Permit.
- 27 2. The Tentative Map, Development Plan, and Historic Permit shall expire two years from
28 the effective date of the City Council ordinance approving General Plan Amendment
29 (GPA13-00002) and Zone Amendment (ZA13-00002), unless a time extension is granted
by the Planning Commission.

- 1 3. This Tentative Map, Development Plan, and Historic Permit shall not become effective
2 until the effective date of General Plan Amendment (GPA13-00002) and Zone
3 Amendment (ZA13-00002). The effective date of Zone Amendment (ZA13-00002) shall
4 be used for determining expiration dates for the attached Development Plan, Tentative
5 Map, Variance and/or Conditional Use Permit.
- 6 4. The applicant, permittee or any successor-in-interest shall defend, indemnify and hold
7 harmless the City of Oceanside, its agents, officers or employees from any claim, action or
8 proceeding against the City, its agents, officers, or employees to attack, set aside, void or
9 annul an approval of the City, concerning Tentative Map (T13-00002), Development Plan
10 (D13-00006), and Historic Permit (H13-00004). The City will promptly notify the
11 applicant of any such claim, action or proceeding against the city and will cooperate fully
12 in the defense. If the City fails to promptly notify the applicant of any such claim action or
13 proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be
14 responsible to defend, indemnify or hold harmless the City.
- 15 5. Landscape plans, meeting the criteria of the City's Landscape Guidelines and Water
16 Conservation Ordinance No. 91-15, including the maintenance of such landscaping, shall
17 be reviewed and approved by the City Engineer and City Planner prior to the issuance of
18 building permits. Landscaping shall not be installed until bonds have been posted, fees
19 paid, and plans signed for final approval.
- 20 6. All landscaping, fences, walls, etc. on the site, in medians in the public right-of-way and
21 in any adjoining public parkways shall be permanently maintained by the owner, his
22 assigns or any successors in interest in the property. The maintenance program shall
23 include normal care and irrigation of the landscaping; repair and replacement of plant
24 materials; irrigation systems as necessary; and general cleanup of the landscaped and open
25 areas, parking lots and walkways, walls, fences, etc. Failure to maintain landscaping shall
26 result in the City taking all appropriate enforcement actions by all acceptable means
27 including but not limited to citations and/or actual work with costs charged to or recorded
28 against the owner. This condition shall be recorded with the covenant required by this
29 resolution. Should the City perform any repairs to utilities within easements in the Owner
maintenance areas, the City is responsible for returning the improvements to their prior
condition.

- 1 7. Model landscape plans and front yard landscape plans, designed in compliance with
2 Water Conservation Ordinance No. 91-15 shall be submitted as schematic drawings and
3 shall be approved and signed by the Engineering Division and the Planning Division prior
4 to the issuance of building permits. No bonding shall be required. Precise grading plans
5 for model homes shall be prepared by a civil engineer and shall be approved by the City
6 Engineer prior to the issuance of building permits. Prior to the issuance of occupancy
7 permits, the City's Landscape Technician/Inspector shall review each unit requested for
8 occupancy to ensure that the installation of planting and irrigation has occurred in
9 conformance with the approved schematic drawings. The irrigation system will also be
10 tested to ensure adequate operation and coverage.
- 11 8. All dwellings shall dispose of or recycle solid waste in a manner provided in City Code
12 Section 13.3.
- 13 9. Trash and recyclable receptacles and driveways and service access areas shall be shown
14 on both the improvement and landscape plans submitted to the City Engineer. The
15 specifications shall be reviewed and approved by the City Engineer. The City's waste
16 disposal contractor is authorized to access private property to service trash and recyclable
17 receptacles, and a service agreement with the waste disposal contractor must be signed by
18 the property owner and shall remain in effect for the life of the project. Trash and
19 recyclable receptacles shall have design features such as materials and trim similar to that
20 of the rest of the project. This design shall be shown on the landscape plans and shall be
21 approved by the City Planner.
- 22 10. A covenant or other recordable document approved by the City Attorney shall be prepared
23 by the applicant and recorded prior to the approval of the Final Map. The covenant shall
24 provide that the property is subject to this resolution, and shall generally list the conditions
25 of approval.
- 26 11. An association shall be formed and Covenants, Conditions and Restrictions (CC&R's)
27 shall provide for the maintenance of all common open space, medians and commonly
28 owned fences and walls and adjacent parkways. The maintenance shall include normal
29 care and irrigation of landscaping, repair and replacement of plant material and irrigation
systems as necessary; and general cleanup of the landscaped and open area, parking lots
and walkways. The CC&R's shall be subject to the review and approval of the City

1 Attorney prior to the approval of the Final Map. The CC&R's are required to be recorded
2 prior to or concurrently with the Final Map. Any amendments to the CC&R's in which the
3 association relinquishes responsibility for the maintenance of any common open space
4 shall not be permitted without the specific approval of the City of Oceanside. Such a
5 clause shall be a part of the CC&R's. The CC&R's shall also contain provisions for the
6 following:

- 7 a) Prohibition of parking or storage of recreational vehicles, trailers or boats.
- 8 b) Provisions regulating individual patio covers, room additions and other
9 appurtenances.
- 10 c) Maintenance of common area landscaping by the Association.

11 12. The project shall prepare a Management Plan. The Management Plan is subject to the
12 review and approval of the City Planner and the Police Chief prior to the occupancy of the
13 project, and shall be recorded as CC&R's against the property. The Management Plan
14 shall include (but not be limited to) the following:

- 15 a) Security (e.g., hours of use for active use open space, surveillance/inspection of
16 common areas, security lighting, limitations on the nature and scale of private
17 gatherings, and emergency response procedures);
- 18 b) Maintenance (e.g., long-term capital budget plan, anti-graffiti and anti-vandalism
19 measures, exterior building maintenance, landscape and irrigation maintenance,
20 parking lot maintenance, sidewalk and walkway maintenance, trash and recyclable
21 disposal and collection, drainage system maintenance);
- 22 c) Parking (e.g., a signage and curb-striping plan, a requirement that all private
23 garage space be kept clear and available for the parking of vehicles, a protocol for
24 HOA inspection of private garage space, a 72-hour limit on common area parking,
25 a prohibition on the storage of recreational vehicles, a permit regime for resident
26 vehicles that cannot be accommodated in private garages, a parking fine schedule,
27 and a procedure for towing and impounding vehicles in violation of parking
28 standards);
- 29 d) Mechanisms to ensure adequate and continued monetary funding for such
maintenance by the homeowners' association;

- 1 e) Restrictions on the private use of open space easement areas, including but not
2 limited to, removal of retaining walls, installation of structures such as trellises,
3 decks, retaining walls and other hardscape, and individual landscape
4 improvements;
- 5 f) Provisions prohibiting the homeowners association from relinquishing its
6 obligation to maintain the common open space and open space easement areas
7 without prior consent of the City of Oceanside.
- 8 g) Acknowledgement that the City of Oceanside does not have a view preservation
9 ordinance and that existing views may be subject to change with maturing off-site
10 landscape and the potential for future off-site building.

11 13. The park at the southwest corner of the project site (within Planning Area 4) shall be open
12 for informal use by the general public. The CC&R's shall acknowledge that this park is a
13 public amenity that shall be available for public use between 9:00 a.m. and sunset (with
14 use limited to Villa Storia residents and guests after sunset). This park is not designed to
15 accommodate organized sporting events, and thus the general public shall not be entitled
16 to use the park for such purposes. The HOA shall be responsible for park security and
17 maintenance and shall provide the resources necessary to ensure the park is adequately
18 secured and surveilled during non-operational hours.

19 14. Any graffiti within the project shall be removed by the HOA management or its
20 designated representative within 24 hours of occurrence. Any new paint used to cover
21 graffiti shall match the existing color scheme.

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

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

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- 17. Failure to meet any conditions of approval for this development shall constitute a violation of the Development Plan.
- 18. Unless expressly waived, all current zoning standards and City ordinances and policies in effect at the time building permits are issued are required to be met by this project. The approval of this project constitutes the applicant's agreement with all statements in the Description and Justification, Management Plan and other materials and information submitted with this application, unless specifically waived by an adopted condition of approval.
- 19. 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.
- 20. 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 Planned Development Plan. 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.
- 21. All street names shall be approved by the Planning Division prior to the approval of the Final Map for each phase of development.
- 22. Any project entrance signs shall meet the requirements of the Planned Development and be approved by the City Planner.
- 23. The tentative map is for sale or financing purposes only. No development rights other than those associated with the Development Plan are attached to these parcels. A note to this effect shall be recorded with, and referenced on, the Final Map.
- 24. 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:

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1 **Single Family Detached (Planning Area 1)**

2

Plan	Square Footage	# of Bedrooms	# Baths	# Stories	# Units	Parking
3 1	2,360	4	2.5	2	22	76
4 2	2,460	4	3.5	2	20	76
5 3	2,750	5	4	2	17	81

6 **Single Family Detached Cluster (Planning Area 3)**

7

Plan	Square Footage	# of Bedrooms	# Baths	# Stories	# Units	Parking
8 1	1,730	3	2.5	2	19	57
9 2	1,960	4	2.5	2	30	79
10 3	2,200	4	4	2	34	88

11 **Duplex (Planning Area 4)**

12

Plan	Square Footage	# of Bedrooms	# Baths	# Stories	# Units	Parking
13 1	1,590	3	2.5	2	21	57
14 2	1,690	3	2.5	2	21	57
15 3	1,810	4	3	2	21	57

16 **Rowhome (Planning Area 4)**

17

Plan	Square Footage	# of Bedrooms	# Baths	# Stories	# Units	Parking
18 1	1,460	3	2.5	2	30	76
19 2	1,620	3	2.5	2	27	70
20 3	1,630	4	2.5	2	29	74

- 21 25. Side and rear elevations and window treatments shall be trimmed to substantially match
22 the front elevations. A set of building plans shall be reviewed and approved by the
23 Planning Division prior to the issuance of building permits.
- 24 26. Elevations, siding materials, colors, roofing materials and floor plans shall be substantially
25 the same as those approved by the Planning Commission. These shall be shown on plans
26 submitted to the Building Division and Planning Division.
- 27 27. This project is subject to the inclusionary housing provisions of Chapter 14C of the City
28 Code. Per an agreement between the applicant and the City's Housing Division, Lot 60 as
29 identified on the Tentative Map shall be reserved for income-restricted dwelling units in
an amount equal to or greater than ten percent of the total units to be implemented on the
project site.

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28. This project shall comply with all provisions of the City's Affirmative Fair Housing Marketing Agreement Policy as required in the project's Affirmative Fair Housing Marketing Agreement. Such agreement shall be submitted to and approved by the Housing and Neighborhood Services Director prior to the issuance of a building permit for the project.
 29. The design of common area parking and associated landscaping shall preclude automobile headlights from shining directly into the windows of dwelling units.
 30. A management plan shall be prepared for the rental housing on Lot 60 and approved by the City Planner prior to the issuance of building permits. The management plan shall describe the provisions for 24-hour on site management and security.
 31. Garages shall be kept available and useable for the parking of tenant's automobiles at all times.
 32. Lease and rental agreements shall be for the dwelling unit with the garage. The garage shall be used for the purpose of vehicular parking and the owner or tenant shall not lease or rent the garage separately from the dwelling unit.
 33. All mitigation measures identified in the approved Environmental Impact Report shall be complied with as stated in that document.
 34. Prior to the issuance of building permits, the developer shall contact the City of Oceanside Library Board for a determination of the need for a Bookmobile stop within the project boundaries. If such a stop is required, the developer shall include the necessary facilities at an appropriate location in the common recreation area.
 35. 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 recommending earthwork.
 36. A pre-excavation agreement shall be executed between the applicant and the San Luis Rey Band of Mission Indians, specifying the disposition of human remains, grave goods, or other culturally sensitive material encountered during grading, trenching or other ground disturbance in conjunction with implementation of the proposed project.

- 1 37. An archaeologist and a Native American monitor shall be on-site during grading and
2 trenching within the project area. The archaeologist and the Native American monitor
3 may determine, in coordination with City staff, that the full-time presence of a monitor is
4 not required, that checking the grading at regular intervals is sufficient.
- 5 38. The monitors shall have the power to temporarily halt or redirect grading if sensitive
6 cultural material is found.
- 7 39. An archaeologist and a Native American monitor shall be present for a pre-grade meeting
8 to discuss the monitoring program with the grading contractor, City staff and the
9 developer.
- 10 40. If archaeological materials are encountered, their importance must be evaluated to assess
11 the significance of impacts. If significant cultural resources are encountered, mitigation
12 would be accomplished through documentation and excavation of features, cataloging and
13 analysis of cultural material collected, and preparation of a report detailing the methods
14 and results of the monitoring/data recovery program.
- 15 41. Any cultural material recovered shall be curated at an appropriate facility, except as
16 stipulated differently in the pre-excavation agreement.
- 17 42. A comprehensive report shall be produced detailing the methods and results of the
18 monitoring and recovery program.
- 19 43. Prior to the issuance of a grading permit or issuance of a landscape plan for a residential
20 development, the developer shall hire a qualified acoustical analyst to determine any
21 measures that may be necessary to protect residents from significant noise impacts, and
22 those measures shall be implemented. Any walls constructed for noise mitigation shall be
23 uniform in height and appearance and shall be shown on the Landscape Plan and if
24 required, on the Grading Plan. Walls are subject to the approval of the City Planner.
- 25 44. Construction of the proposed project shall comply with the California Administrative
26 Code. All buildings must be designed for exterior-to-interior noise reduction to noise
27 levels, due to exterior sources, of 45 dBA CNEL or less. To the extent feasible, necessary
28 noise reduction should be achieved using standard construction methods, including but
29 not limited to mechanical ventilation, double-paned windows and acoustically insulated
doors where such doors face roadways.

- 1 45. Prior to the issuance of grading permits, the applicant shall establish a program with a
2 qualified paleontologist to monitor grading activities. The applicant shall provide the
3 Planning Department with a copy of the paleontological resource-monitoring program.
- 4 46. Prior to recordation of the Final Map or issuance of a grading permit for any portion of the
5 project site, proof of an incidental take permit under Section 7 or Section 10a of the
6 Endangered Species Act relative to the California Gnatcatcher shall be provided to the
7 Planning Division. If such permit is not required, written verification to that effect from
8 the U.S. Fish and Wildlife Service shall be provided. Any project redesign in obtaining a
9 Section 7 or Section 10a permit will require reconsideration by the appropriate City
10 decision-making body.
- 11 47. To protect water quality in the area the following mitigation measures shall be
12 implemented:
- 13 a) Material and waste Best Management Practices (BMPs) during site grading and
14 construction shall be strictly enforced.
 - 15 b) A water quality management plan shall be prepared that addresses potential water
16 pollutant issues for the proposed project site and related areas. The report shall be
17 prepared and approved prior to the issuance of grading permits.
 - 18 c) Permanent structural Best Management Practices (BMPs), such as infiltration
19 trenches, fossil filters, and/or oil water separators shall be installed and maintained
20 at all storm drain inlets on the site.
 - 21 d) Non-structural post-construction Best Management Practices (BMPs), such as a
22 public education program (providing signage at all drainage inlets prohibiting
23 dumping of any kind).
- 24 48. A letter of clearance from the affected school district in which the property is located shall
25 be provided as required by City policy at the time building permits are issued.
- 26 49. Equipment storage, fueling and staging areas shall be located to minimize risks of direct
27 drainage into riparian areas or other environmentally sensitive habitats. These designated
28 areas shall be located in such a manner as to prevent runoff from entering sensitive
29 habitats. All necessary precautions shall be taken to prevent the release of cement or other
toxic substances into surface waters. All project related spills of hazardous materials shall
be reported to appropriate entities including but not limited to the City of Oceanside, the

1 U.S. Department of Fish and Wildlife, the California Department of Fish and Wildlife,
2 and the State Water Resources Control Board and shall be cleaned up immediately, with
3 contaminated soils removed to approved disposal areas.

4 50. Stockpiling of materials and other aspects of construction staging shall be limited to
5 disturbed areas without native vegetation, areas to be impacted by project development, or
6 in non sensitive habitats.

7 51. "No-fueling zones" shall be established within 33 feet from all drainages and fire sensitive
8 areas.

9 52. The HOA shall establish an education program for homeowners regarding responsible pet
10 ownership. The program shall encourage: a) keeping pets indoors, especially at night; b)
11 neutering or spaying pets to reduce unwanted reproduction and long-range wandering; c)
12 belling of cats to reduce their effectiveness as predators; d) prohibiting release of
13 unwanted pets into the wild; and e) keeping dogs on leashes when walking them on trails
14 in preserve areas.

15 53. As part of the management plan, the HOA shall establish a feral animal removal program.

16 54. Construction employees shall strictly limit their activities, vehicles, equipment, and
17 construction materials to the proposed footprint and designated staging areas and routes of
18 travel. The construction area(s) shall be the minimal area necessary to complete the
19 project and shall be specified in the construction plans. All employees shall be instructed
20 that their activities are restricted to the construction areas.

21 55. All mitigation sites shall be conserved through fee title acquisition or conservation
22 easement, and proof of recordation shall be provided to the City of Oceanside prior to land
23 disturbance.

24 56. Use of retaining walls shall be minimized. Development on the site shall be configured to
25 existing topography to minimize grading and landform alteration.

26 57. Detention basins shall incorporate earthen berms to allow growth of natural vegetation.

27 58. Prior to the issuance of certificates of occupancy, the applicant or successors in interest
28 shall implement Pedestrian Priority Project #19, as defined in the City's Pedestrian Master
29 Plan.

29 59. Prior to the issuance of the 50th overall certificate of occupancy, the applicant or
successors in interest shall implement gateway signage consistent with the Mission San

1 Luis Rey Historic Area Development Program and Design Guidelines adjacent to the
2 westbound lanes of Mission Avenue immediately east of the Highway 76 overpass.
3 Installation of said signage may require review and approval by the California Department
4 of Transportation (CalTrans).

5 60. All lighting showcasing building architecture shall be shown on the building plans.

6 61. All mechanical rooftop and ground equipment shall be screened from public view as
7 required by the Zoning Ordinance. This information shall be shown on the building plans.

8 62. Should alternative plans for the subdivision and development of Planning Areas 1, 3, and
9 4 be proposed by the applicant or successors in interest, such proposals shall be subject to
10 the policies, standards, and guidelines of the Villa Storia Planned Development (PD) Plan
11 and, where the PD Plan is silent, to the City of Oceanside Zoning Ordinance.

12 63. Prior to the issuance of building permits, the applicant or successors in interest shall
13 implement improvements to the private access easement commonly known as Chapter
14 Road, per the applicable roadway section detail included in the Tentative Map. The
15 effectiveness of this condition of approval is contingent upon the benefitting parties
16 recording a legally binding agreement that specifies the boundaries of the easement
17 (consistent with City standards), the parties with access rights over the easement, and the
18 parties responsible for the long term maintenance of the easement. If said agreement is
19 not recorded against all properties abutting the easement within 90 days of the effective
20 approval of the project, this condition of approval shall expire and the applicant or
21 successors in interest shall not be obligated to implement the improvements detailed on
the Tentative Map.

22 **Landscape:**

23 64. Landscape plans, shall meet the criteria of the City of Oceanside Landscape Guidelines
24 and Specifications for Landscape Development (latest revision), Water Conservation
25 Ordinance No.(s) 91-15 and 10-Ordinance 0412, Engineering criteria, City code and
26 ordinances, including the maintenance of such landscaping, shall be reviewed and
27 approved by the City Engineer prior to the issuance of building permits. Landscaping
28 shall not be installed until bonds have been posted, fees paid, and plans signed for final
29 approval. In addition, a refundable cash deposit for the preparation of the final As-built/
Maintenance Guarantee shall be secured with the City prior to the final approval of the

1 landscape construction plan. A landscape pre-construction meeting shall be conducted
2 by the landscape architect of record, Public Works Inspector, developer or owner's
3 representative and landscape contractor prior to commencement of the landscape and
4 irrigation installation. The following landscaping requirements shall be required prior to
5 plan approval and certificate of occupancy:

- 6 a) Landscape Plans shall comply with the *Mission San Luis Rey Historic Area –*
7 *Development Program & Design Guidelines (MSLRHA Guidelines)* adopted by
8 City Council Resolution No. 86-292 on Nov. 12, 1986 and the *Villa Storia PD*
9 *Development Guidelines* (most current edition).
- 10 b) Final landscape plans shall accurately show placement of all plant material such
11 as but not limited to trees, shrubs, and groundcovers.
- 12 c) Landscape Architect shall be aware of all utility, sewer, gas and storm drain
13 lines and utility easements and place planting locations accordingly to meet City
14 of Oceanside requirements.
- 15 d) All required landscape areas shall be maintained by owner, project homeowner
16 association or successor of the project (including public rights-of-way
17 (parkways) parallel with Mission Ave. and Academy Rd. (including the medians
18 on Academy Rd.). The landscape areas shall be maintained per City of
19 Oceanside requirements.
- 20 e) The As-built/ Maintenance Guarantee (refundable cash deposit) shall not be
21 released until the as-built drawings have been approved on the original approved
22 Mylar landscape plan and the required maintenance period has been successfully
23 terminated.
- 24 f) Proposed landscape species shall fit the site and meet climate changes indicative
25 to their planting location. The selection of plant material shall also be based on
26 cultural, aesthetic, and maintenance considerations. In addition proposed
27 landscape species shall be low water users as well as meet all fire department
28 requirements.
- 29 g) All planting areas shall be prepared and implemented to the required depth with
appropriate soil amendments, fertilizers, and appropriate supplements based

1 upon a soils report from an agricultural suitability soil sample taken from the
2 site.

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

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

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

15 k) All fences, gates, walls, stone walls, retaining walls, and plantable walls shall
16 obtain planning department approval for these items in the conditions or
17 application stage prior to 1st submittal of working drawings.

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

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

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

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

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

- 1 q) Landscape construction drawings are required to implement all approved Fire
2 Department regulations, codes, and standards at the time of plan approval.
- 3 r) Landscape plans shall comply with Biological and/or Geotechnical reports, as
4 required, shall match the grading and improvement plans, comply with SWMP
5 Best Management Practices and meet the satisfaction of the City Engineer.
- 6 s) Existing landscaping on and adjacent to the site shall be protected in place and
7 supplemented or replaced to meet the satisfaction of the City Engineer.
- 8 t) Along the eastern border adjacent to River Ranch Subdivision, within the 5'-8"
9 proposed landscape area belonging to the property of River Ranch Homeowner
10 Association and a portion of the dedicated 20-foot wide sewer easement, a
11 private non-revocable agreement/ easement shall be secured between Villa
12 Storia Homeowner Association and River Ranch Homeowner Association for
13 access and maintenance. This particular area shall be shown as an exhibit and
14 recorded in the project Covenants, Conditions and Restrictions (C.C. & R's)
15 subject to review and approval of the City Attorney and prior to the approval of
16 any grading plan and the Final Map. If an agreement cannot be secured than the
17 area is to be removed from future construction drawings related to landscape.
18 This particular area shall be finished graded along with Villa Storia grading
19 improvements and a 3-inch depth of an approved bark mulch provided. If the
20 future maintenance agreement cannot be secured with River Ranch Homeowner
21 Association, River Ranch Homeowner Association shall assume maintenance
22 within their own property.

23 65. All landscaping (including common landscape areas), fences, walls, gates, pool & spa
24 area, parks and Paseo etc. on the site, in the Academy Rd. medians and within the
25 public rights-of-way and within any adjoining public parkways parallel to Mission Ave.
26 and Academy Rd, and landscaping within the interior streets shall be permanently
27 maintained by the owner, his assigns or any successors-in-interest in the property, or the
28 project homeowner association. The maintenance program shall include: a) normal care
29 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

1 the landscaped and open areas e) parking lots and walkways, walls, fences, etc. f)
2 pruning standards for street trees shall comply with the International Society of
3 Arboriculture (ISA) *Standard Practices for Tree Care Operations – ANSI A300,*
4 *Appendix G: Safety Standards, ANSI Z133; Appendix H; and Tree Pruning Guidelines,*
5 *Appendix F* (most current edition). Failure to maintain landscaping shall result in the
6 City taking all appropriate enforcement actions including but not limited to citations.
7 This maintenance program condition shall be recorded with a covenant as required by
8 this resolution. Should the City perform repairs within their existing utility easements,
9 the City shall be responsible for returning to the existing condition.

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

12 **Fire:**

13 67. Provide a full-sized scaled site plan showing fire access roadway widths, proposed fire
14 hydrant locations and building heights. Fire access roadways must comply with the
15 following:

- 16 a) Apparatus access roads shall have a minimum unobstructed width of 28 feet. A
17 minimum vertical clearance of 14 feet shall be provided for the apparatus access
18 roads.
- 19 b) Buildings or portions of buildings more than 35 feet in height shall be provided
20 with a street, driveway, or designated fire lane not less than 35 feet wide which
21 shall be able to accommodate Fire Department aerial apparatus and designed in a
22 matter so that ladder truck operations can be affected on at least one side of the
23 building which has openings into its interior. Such street, alley, driveway, or
24 designated fire lane shall be located not more than 15 feet (15') from buildings at a
25 point adjacent to the highest building or portion thereof.
- 26 c) The Fire Department access roadway shall be provided with adequate turning
27 radius for Fire Department apparatus: a 50 foot outside and 30 foot inside turning
28 radius.
- 29 d) Fire access roadways greater than 150 feet in length must be provided with
approved cul-de-sac.

1 e) Parking not permitted on fire access roadways 28 feet in width. Parking on one
2 side permitted on roadways up to 32 feet and parking permitted on both sides of
3 the roadway on roadways greater than 32 feet.

4 f) Access roadway grade may not exceed 12 percent.

5 68. All dwellings must be fire sprinklered.

6 69. Blue hydrant identification markers shall be placed as per Oceanside's Engineers Design
7 and Processing Manual Standard Drawing No. M-13.

8 **Water Utilities:**

9 70. The developer will be responsible for developing all water and sewer utilities necessary to
10 develop the property. Any relocation of water and/or sewer utilities is the responsibility of
11 the developer and shall be done by an approved licensed contractor at the developer's
12 expense.

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

16 72. The property owner shall maintain private water and wastewater utilities located on
17 private property.

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

20 74. Each new residential dwelling unit shall be metered individually. For new buildings with
21 multiple dwelling units; the City has accepted, as an alternative, a public master meter
22 with an approved reduced pressure principle backflow device for each building where
23 private sub-meters are provided for each individual dwelling unit. The HOA would be
24 responsible for the ownership, maintenance, and reading of the private sub-meters. This
25 shall be included in the CC&Rs.

26 75. Provide separate irrigation water meter(s) with reduced pressure principle backflow
27 device(s) for common area landscaping.

28 76. Per the latest approved California Fire Code, all new residential units shall be equipped
29 with fire sprinkler system. Buildings with 3 residential dwelling units or more shall have a
dedicated fire service connection to a public water main with an approved double check

1 detector backflow assembly. Location of the backflow assembly must be approved by Fire
2 Department.

3 77. Limit and width of proposed water and sewer easements for public utilities within private
4 streets must be shown on Final Map, Grading Plans, and Improvement Plans. Provide a
5 minimum 20-foot wide easement for a single water or sewer main in corridor and center
6 the utility within the easement. Where both water and sewer mains are within the same
7 corridor, provide a minimum 30-foot wide easement and maintain a minimum 10-foot
8 separation between the outside diameter of water and sewer mains and approximately 10
9 feet between edge of easement and public mains.

10 **The following conditions shall be met prior to the approval of engineering design plans.**

11 78. All public water and/or sewer facilities not located within the public right-of-way shall be
12 provided with easements sized according to the *Water, Sewer, and Reclaimed Water*
13 *Design and Construction Manual*. Easements shall be constructed for all weather access.

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

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

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

23 82. The developer has elected to pay the reclaimed water fee in-lieu of constructing a public
24 reclamation water system per Ordinance No. 91-15. The City will determine the fee based
25 on 75% of the design and construction cost to construct a reclaimed water line fronting the
26 property.

27 83. If a property goes through a zone change and an increase in density occurs, water and
28 sewer studies may be required to be prepared by the developer at the developer's expense
29 and reviewed and approved by the Water Utilities Department.

84. A water study and sewer study must be prepared by the developer at the developer's
expense and approved by the Water Utilities Department.

- 1 85. Connections to public sewer main with 6-inch or larger sewer lateral will require a new
2 sewer manhole for connection to main per Section 3.3 of *Water, Sewer, and Reclaimed*
3 *Water Design and Construction Manual*.
- 4 86. Show size and location of sewer laterals on improvement plans. Provide at least one sewer
5 lateral per residential parcel. For a building served by a master water meter, the sewer
6 lateral may be shared among the units within the building if it is owned and maintained by
7 a Homeowners Association and described in the CC&Rs. The single family and 5-pack
8 detached cluster residential units are proposed to have individual sewer laterals
9 maintained by the homeowner. The duet, row town, and Planning Area 2 are proposed
10 to have shared sewer laterals that are maintained by the Homeowners Association or
11 inclusionary housing management. Otherwise, each individually-owned dwelling unit
12 shall have a separate sewer lateral.
- 13 87. Sewer lateral connections shall be at right angle to public sewer main per Section 3.4 G.
14 of *Water, Sewer, and Reclaimed Water Design and Construction Manual*. Show size and
15 station location of existing and proposed sewer laterals on plans.
- 16 88. Separate irrigation meter(s) and approved backflow prevention device(s) is required to
17 serve common landscaped areas and shall be displayed on the plans. Average irrigation
18 flow and peak flows by irrigation zone shall be provided on landscape plans to determine
19 meter size.
- 20 89. Provide irrigation flow per zone or control valve to size irrigation meter and reduced
21 pressure principle backflow device on Landscape Plans.
- 22 90. All weather access road or pavement must be able to support a 1-ton sewer vector truck.
- 23 91. Provide stationing and offsets for existing and proposed water service connections and
24 sewer laterals on engineering plans.
- 25 92. Water service lines shall have same diameter as meter size or maximum of one City of
26 Oceanside meter size increment larger. Show size of existing and proposed water service
27 lines off of existing public water main on plans.
- 28 93. Any proposed fire hydrant runs 150 feet in length or less shall become public mains (8-
29 inches) and shall have meters placed off these public mains to help facilitate the
continuous flow of water on these proposed dead-end runs. Dead end water mains over
150 feet are not acceptable without prior approval from Water Utilities Director.

1 94. On-site sewer mains, water mains, and fire hydrants shall be public and within proposed
2 easements shown on plans, if streets are private.

3 95. Based on the sewer study analysis, off-site sewer improvements are required to
4 accommodate the increased in density from the development. Improvements shall include
5 removal and replacement of approximately 950 feet of 21" VCP sewer with 24" PVC
6 that traverses through the Mission Shopping Center on Mission Avenue between El
7 Camino Real and Fire Side Street. The developer has elected to pay a fair-share
8 percentage of this replacement cost, as determined by the City, not to exceed \$117,960
9 payable at Final Map.

10 96. Based on the water study analysis, no off-site water improvements were required for the
11 development. However, the water study did identify sections of the existing 24-inch
12 water main in Academy Road to be removed and replaced as a result of grade changes
13 to the road as part of the development.

14 97. The development is divided into four planning areas that may be developed in phases. If
15 the four Planning Areas are constructed at different phases, the water distribution
16 system within that planning area must be looped at the time the area is undergoing
17 development. Planning Area 4 must construct the full 8" loop in Planning Areas 2 and 4
18 as part of its development.

19 98. Any reclaimed water in-lieu fee or off-site improvement fees are due prior to
20 improvement plan approval.

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

21 99. Show location and size of any existing and proposed water meters and water services on
22 the building plans.

23 100. Show location and size of existing and proposed sewer laterals to each parcel.

24 101. Provide table of fixture count and flow calculations per the latest California Plumbing
25 Code to size water meter and service lines on building plans.

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

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

1 **Traffic:**

2 104. The project shall install a new traffic signal with HD Pelco CCTV camera with Actelis
3 switch and 3-inch interconnect conduit with copper wire at the intersection of Mission
4 Avenue at Academy Road. The interconnect conduit shall be installed along the project
5 frontage between the westerly project boundary to the intersection of Mission Avenue at
6 Mission Gate. The traffic signal with all related hardware shall be integrated into the
7 City's communication system and be installed to the satisfaction of the City Traffic
8 Engineer and prior to the issuance of Building Permits.

9 105. On the north leg of the intersection of Mission Avenue at Academy Road, the project shall
10 construct a new southbound left-turn pocket (10' wide) and new southbound right-turn
11 lane (12' wide with a 5' bike lane). Each new southbound turn lane shall be a maximum
12 of 150-feet in length and with additional 60-feet of bay taper in addition to a 12' lane with
13 a 5' bike lane for northbound traffic. These improvements shall be constructed to the
14 satisfaction of the City Traffic Engineer and prior to the issuance of Building Permits.

15 106. On the west leg of the intersection of Mission Avenue at Academy Road, the project shall
16 construct a new eastbound left-turn lane that is a minimum of 10-feet wide. The length of
17 the new eastbound left-turn pocket shall be 150-feet in length with a 60-foot bay taper.
18 This improvement shall be constructed by the project to the satisfaction of the City Traffic
19 Engineer and prior to the issuance of Building Permits.

20 107. The project shall install a new traffic signal with HD Pelco CCTV camera with Actelis
21 switch and 3-inch interconnect conduit with copper wire at the intersection of Mission
22 Avenue at Mission Gate. The interconnect conduit shall extend from Mission Gate, east
23 along Mission Avenue to the existing traffic signal located approximately 700-feet east on
24 Mission Avenue at Old Grove Market Way. The traffic signal with all related hardware
25 shall be integrated into the City's communication system. The project shall also be
26 reimbursed 89% of the total cost to install the new traffic signal hardware by the City of
27 Oceanside. Cost and fair share reimbursement to be determined after construction has
28 been completed. This improvement shall be completed by the project to the satisfaction
29 of the City Traffic Engineer and prior to the issuance of Certificate of Occupancy for the
51st home completed within the overall development (or whom ever comes first) for
occupancy.

- 1 108. The project shall be required to contribute a fair share contribution toward the cost of
2 future planned improvements at the intersection of State Route 76 at Rancho del Oro
3 Road. The project's fair share is 9.5% or \$223,250. The project shall pay this fair share
4 amount to the City of Oceanside prior to the issuance of Certificate of Occupancy for the
5 first home completed for sale.
- 6 109. The project shall complete construction drawings and construction cost estimates for the
7 future planned improvements at the intersection of State Route 76 at College Boulevard.
8 The construction drawings shall include the planned widening of the south leg to include
9 an additional through lane and dual right-turn lanes, and an additional southbound through
10 lane on the north leg. The project shall complete the construction drawings and cost
11 estimate to the satisfaction of the City Traffic Engineer prior to the issuance of Certificate
12 of Occupancy for the first home completed for sale.
- 13 110. The project shall be required to contribute a fair share 23.8% toward the planned widening
14 of the south side of Mission Avenue between Rancho del Oro Road and the project's
15 easterly boundary. The fair share amount shall be based on a preliminary estimate of the
16 cost to widen the south side of Mission Avenue. The project shall pay its fair share to the
17 City of Oceanside prior to the issuance of Certificate of Occupancy for the first home
18 completed for sale.
- 19 111. The project shall be required to construct a roundabout on Academy Road at the "Spine
20 Road". The roundabout shall be one lane in each direction and provide on 13-foot travel
21 lane in each direction though the roundabout with a 25' diameter landscaped median, a
22 10' paved apron for oversized vehicles, for a total of 45' diameter circle. The
23 construction of the roundabout shall be completed to the satisfaction of the City Traffic
24 Engineer and prior to the issuance of Certificate of Occupancy for the first home
(excluding model homes) completed for sale.
- 25 112. The project shall develop a traffic signal optimization plan for the 8 signalized
26 intersections along State Route 76, between State Route 76 at Foussat Road and State
27 Route 76 at North Santa Fe Avenue. The traffic signal optimization plan shall be
28 submitted to Caltrans and completed to the satisfaction and the City Traffic Engineer.
29 The traffic signal optimization plan shall be completed and approved prior to issuance of
Certificate of Occupancy for the first home completed for sale.

1 **Engineering:**

- 2 113. For the demolition of any existing structure or surface improvements; grading plans shall
3 be submitted and erosion control plans be approved by the City Engineer prior to the
4 issuance of a demolition permit. No demolition shall be permitted without an approved
5 erosion control plan.
- 6 114. Design and construction of all improvements shall be in accordance with the City of
7 Oceanside Engineers Design and Processing Manual, City Ordinances, and standard
8 engineering and specifications of the City of Oceanside and subject to approval by the
9 City Engineer.
- 10 115. All right-of-way alignments, street dedications, exact geometrics and width shall be
11 dedicated and constructed or replaced as required by the City Engineer.
- 12 116. Prior to approval of the first final map, a phasing plan for the construction of public and
13 private improvements including landscaping, streets and arterials shall be approved by the
14 City Engineer. All improvements shall be under construction to the satisfaction of the
15 City Engineer prior to the issuance of any building permits. All improvements shall be
16 completed prior to issuance of any certificates of occupancy.
- 17 117. Building permits are hereby prohibited until the traffic signal at Mission Avenue and
18 Academy Road is constructed, and all improvements for Academy Road, Mission
19 Avenue, Frazee Road and Chapter Way shall be completed. All improvements for
20 Academy Road, Mission Avenue, Frazee Road and Chapter Way shall be completed,
21 secured for and under construction to the satisfaction of the City Engineer prior to the
22 issuance of any building permits. All improvements shall be completed prior to issuance
23 of any certificates of occupancy.
- 24 118. The City Engineer shall require the dedication and construction of necessary utilities,
25 streets and other improvements outside the area of any particular final map, if such is
26 needed for circulation, parking, access or for the welfare or safety of future occupants of
27 the development. The boundaries of any multiple final map increment shall be subject to
28 the approval of the City Engineer.
- 29 119. 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
recording of any final map. Prior to the issuance of any building permits all off-site

1 improvements including landscaping, landscaped medians, frontage improvements shall
2 be under construction to the satisfaction of the City Engineer. Prior to issuance of any
3 certificates of occupancy the City Engineer shall require the dedication and construction
4 of necessary utilities, arterials and streets and other improvements outside the area of any
5 particular final map, if such is needed for circulation, parking, access or for the welfare or
6 safety of future occupants of the development. The boundaries of any multiple final map
7 increment shall be subject to the approval of the City Engineer.

8 120. Multiple final maps may be filed prior to the expiration of the tentative map. (Specific
9 conditions related to improvement requirements and timing for the multiple maps to be
10 included). The City Engineer shall require the dedication and construction of necessary
11 utilities, streets and other improvements outside the area of any particular final map, if
12 such is needed for circulation, parking, access or for the welfare or safety of future
13 occupants of the development. The boundaries of any multiple final map increment shall
14 be subject to the approval of the City Engineer.

15 121. Prior to City Council's approval of the first final map, a phasing plan for the construction
16 of public and private improvements shall be reviewed and approved by the City Engineer.

17 122. Prior to the issuance of any grading, improvement or building permits for a model
18 complex, a construction-phasing plan for the entire project shall be reviewed and
19 approved by the City Planner, City Engineer and Chief Building Official. All
20 improvements shall be under construction to the satisfaction of the City Engineer prior to
21 the issuance of any building permits. All public and private improvements including
22 landscaping and off-site streets or arterials that are found to be required to serve the model
23 complex shall be completed prior to the issuance of any certificates of occupancy.

24 123. Provide the City of Oceanside with a certification from each public utility and each public
25 entity owning easements within the proposed project stating that: (a) they have received
26 from the owner/developer a copy of the proposed map; (b) they object or do not object to
27 the filing of the map without their signature; (c) in case of a street dedication affected by
28 their existing easement, they will sign a "subordination certificate" or "joint-use
29 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

1 encumbrances have been created that would subordinate the City's interest over areas to
2 be dedicated for public road purposes since submittal of the project.

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

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

12 126. The owner/developer shall provide public street dedication for Mission Avenue if
13 required to serve the property.

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

18 128. A traffic control plan shall be prepared according to the City traffic control guidelines and
19 approved to the satisfaction of the City Engineer prior to the start of work within the
20 public right-of-way. Traffic control during construction of streets that have been opened
21 to public traffic shall be in accordance with construction signing, marking and other
22 protection as required by the Caltrans Traffic Manual and City Traffic Control Guidelines.
23 Traffic control plans shall be in effect from 8:00 a.m. to 3:30 p.m. unless approved
24 otherwise.

25 129. Vehicular access rights to Mission Avenue shall be relinquished to the City from all
26 abutting lots.

27 130. All improvements for Academy Road, Mission Avenue, Frazee Road and Chapter Way
28 shall be constructed with curbs and gutters and sidewalk per the City of Oceanside
29 Engineers Design & Processing Manual to the satisfaction of the City Engineer. Public
ADA ramps shall be constructed at all intersections, and other locations as required by
City Engineer.

- 1 131. Public and private streets for this multi phased project shall provide a minimum of 10 feet
2 parkway between the face of curb and the right of way line. Sidewalk improvements shall
3 comply with ADA requirements. Publicly maintained pedestrian ramps (maintained by
4 the City of Oceanside) must be fully located within public right-of-way. Minimum curb
5 return radius shall comply with the City of Oceanside Engineers Design and Processing
6 Manual.
- 7 132. Sight distance requirements at the project driveway or street, and all intersections shall
8 conform to the corner sight distance criteria as provided by SDRSD DS-20A and or DS-
9 20B.
- 10 133. Any existing public or private pavement, concrete curb, gutter, driveways, pedestrian
11 ramps and sidewalk within the entire development/project, or adjacent to the project
12 boundary that are already damaged or damaged during construction of the project, shall be
13 repaired or replaced as directed by the City Engineer.
- 14 134. The owner/developer shall install 3-inch PVC conduit, together with 1/4-inch pull- rope
15 and pull-boxes at 400 feet intervals for future signal interconnect cable on all arterial-level
16 or above, streets to the satisfaction of the City Engineer, and the City Traffic Engineer.
- 17 135. Streetlights shall be installed and maintained on all public and private streets for this
18 development per City Standards. The system shall provide uniform lighting, and be
19 secured prior to occupancy. The owner/developer shall pay all applicable fees, energy
20 charges, and/or assessments associated with City-owned (LS-2 rate schedule) streetlights
21 and shall also agree to the formulation of, or the annexation to, any appropriate street
22 lighting district.
- 23 136. Condition for multi phases of development with private streets, private driveways and
24 private parking lots: This project's streets shall remain private and shall be maintained by
25 an association. The pavement sections, traffic indices shall be based on approved
26 geotechnical report and in compliance with the City of Oceanside Engineers Design and
27 Processing Manual. The private project street and driveway alignments and geometric
28 layouts shall meet the City of Oceanside Engineers Design and Processing Manual.
- 29 137. Pavement sections for all public and private streets, public and private alleys, driveways
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

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

3 138. Prior to approval of the grading plans, the owner/developer shall contract with a
4 geotechnical engineering firm to perform a field investigation of the existing pavement on
5 Mission Avenue adjacent to the project boundary. The limits of the study shall be half-
6 street plus 12 feet along the project's frontage. The field investigation shall include a
7 minimum of one pavement boring per every 100 linear feet of street frontage. Should the
8 existing AC thickness be determined to be less than the current minimum standard for AC
9 and Class II Base as set forth in the table for City of Oceanside Pavement Design
10 Guidelines in the City of Oceanside Engineers Manual, the owner/developer shall remove
11 and reconstruct the pavement section as determined by the pavement analysis submittal
12 process detailed in the condition listed below:

13 139. Upon review of the pavement investigation, the City Engineer shall determine whether the
14 owner/developer shall: 1) Repair all failed pavement sections, header cut and grind per the
15 direction of the City Engineer, and construct a two-inch thick rubberized AC overlay; or
16 2) Perform R-value testing and submit a study that determines if the existing pavement
17 meets current City standards/traffic indices. Should the study conclude that the pavement
18 does not meet current requirements, rehabilitation/mitigation recommendations shall be
19 provided in a pavement analysis report, and the owner/developer shall reconstruct the
20 pavement per these recommendations, subject to approval by the City Engineer.

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

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

29 142. 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

1 own expense, obtain all necessary easements or other interests in real property and shall
2 dedicate the same to the City of Oceanside as required. The owner/developer shall
3 provide documentary proof satisfactory to the City of Oceanside that such easements or
4 other interest in real property have been obtained prior to the approval of the issuance of
5 any grading permit, or any improvement permit for this development/project.
6 Additionally, the City of Oceanside, may at its sole discretion, require that the
7 owner/developer obtain at his sole expense a title policy insuring the necessary title for the
8 easement or other interest in real property to have vested with the City of Oceanside or the
9 owner/developer, as applicable.

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

13 144. Dirt, debris and other construction material shall not be deposited on any public street or
14 within the City's stormwater conveyance system.

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

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

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

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

6 149. The approval of the tentative map shall not mean that proposed grading or improvements
7 on adjacent properties (including any City properties/right-of-way or easements) is
8 granted or guaranteed to the owner/developer. The owner/developer is responsible for
9 obtaining permission to grade to construct on adjacent properties. Should such
10 permission be denied, the tentative map shall be subject to going back to the public
11 hearing or subject to a substantial conformity review.

12 150. Prior to any grading of any part of this development/project, a comprehensive soils and
13 geologic investigation shall be conducted of the soils, slopes, and formations in the
14 project. All necessary measures shall be taken and implemented to assure slope stability,
15 erosion control, and soil integrity. No grading shall occur until a detailed grading plan, to
16 be prepared in accordance with the Grading Ordinance and Zoning Ordinance is approved
17 by the City Engineer.

18 151. The owner/developer shall place a covenant (for all phases of this tentative map) on the
19 grading plan title sheet, and the non-title sheet of the final map agreeing to the following:
20 "The present or future owner/developer shall indemnify and save the City of Oceanside,
21 its officers, agents, and employees harmless from any and all liabilities, claims arising
22 from any landslide on this site."

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

28 153. Landscaping plans, including plans for the construction of walls, fences or other structures
29 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

1 prior to the issuance of building permits. Frontage and median landscaping shall be
2 installed and established prior to the issuance of any certificates of occupancy. Securities
3 shall be required only for landscape items in the public right-of-way. Any project fences,
4 sound or privacy walls and monument entry walls/signs shall be shown on, bonded for
5 and built from the landscape plans. These features shall also be shown on the precise
6 grading plans for purposes of location only. Plantable, segmental walls shall be designed,
7 reviewed and constructed by the grading plans and landscaped/irrigated through project
8 landscape plans. All plans must be approved by the City Engineer and a pre-construction
9 meeting held, prior to the start of any improvements.

10 154. Advisory condition - Unless an appropriate barrier is approved on a landscape plan, a
11 minimum 42-inch high barrier, approved by the City Engineer, shall be provided at the top
12 of all slopes whose height exceeds 20 feet or where the slope exceeds 4 feet and is
13 adjacent to any streets, an arterial street or state highway.

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

24 156. Drainage facilities shall be designed and installed to adequately accommodate the local
25 storm water runoff and shall be in accordance with the San Diego County Hydrology and
26 Design Manual and in compliance with the City of Oceanside Engineers Design and
27 Processing Manual to the satisfaction of the City Engineer.

28 157. The owner/developer shall place a covenant on the non-title sheet of the final map
29 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

1 liabilities, claims arising from any flooding that occurs on this site, and any flooding that
2 is caused by this site impacting adjacent properties.”

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

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

9 160. During final engineering design the Engineer of Record shall evaluate potential impact to
10 flood hazard areas. Elevation and flood proofing shall be in accordance with the City of
11 Oceanside Ordinance 94-03 and Federal Emergency Management Agency (FEMA)
12 requirements. Prior to issuance of a grading permit the owner/developer shall provide
13 evidence to the City of Oceanside that a Conditional Letter of Map Revision (CLOMR)
14 has been approved by the FEMA for the proposed revisions to the flood hazard areas. At
15 the conclusion of the grading activities the owner/developer shall submit an as-built
16 grading plan to FEMA in order to process and receive a Letter of Map Revision (LOMR).
17 Prior to any building permits/release of the grading bonds owner/developer provide
18 evidence of having received a Letter of Map Revision (LOMR) from FEMA.

19 161. Building permits for this tentative map (and all phases of this development) are hereby
20 prohibited until all common Storm Water Facilities are constructed in accordance with the
21 requirement of the State of California Regional Water Quality Control Board (RWQCB).
22 Prior to receiving a temporary or permanent occupancy permit, the Project shall
23 demonstrate that all structural BMPs, including Storm Water Pollutant Control BMPs and
24 Hydromodification Management BMPs, are constructed and fully operational, consistent
25 with the deemed complete SWMP and the approved Precise Grading Plan, in accordance
26 with San Diego RWQCB Order No. R9-2013-0001 §E.3.e. (1)(d). Prior to receiving a
27 temporary or permanent occupancy permit, the Project shall demonstrate that all structural
28 BMPs, including Storm Water Pollutant Control BMPs and Hydromodification
29 Management BMPs, are constructed and fully operational, consistent with the deemed
complete SWMP and the approved Precise Grading Plan, in accordance with San Diego
RWQCB Order No. R9-2013-0001 §E.3.e. (1)(d).

1 162. The owner/developer shall comply with the provisions of National Pollution Discharge
2 Elimination System (NPDES) General Permit for Storm Water Discharges Associated
3 with Construction Activity (General Permit) Water Quality Order 2009-0009-DWQ. The
4 General Permit continues in force and effect until a new General Permit is issued or the
5 SWRCB rescinds this General Permit. Only those owner/developers authorized to
6 discharge under the expiring General Permit are covered by the continued General Permit.
7 Construction activity subject to the General Permit includes clearing, grading, and
8 disturbances to the ground such as stockpiling, or excavation that results in land
9 disturbances of equal to or greater than one acre. The owner/developer shall obtain
10 coverage under the General Permit by submitting a Notice of Intent (NOI) and obtaining a
11 Waste Discharge Identification Number (WDID#) from the State Water Resources
12 Control Board (SWRCB). In addition, coverage under the General Permit shall not occur
13 until an adequate SWPPP is developed for the project as outlined in Section A of the
14 General Permit. The site specific SWPPP shall be maintained on the project site at all
15 times. The SWPPP shall be provided, upon request, to the United States Environmental
16 Protection Agency (USEPA), SWRCB, Regional Water Quality Control Board
17 (RWQCB), City of Oceanside, and other applicable governing regulatory agencies. The
18 SWPPP is considered a report that shall be available to the public by the RWQCB under
19 section 308(b) of the Clean Water Act. The provisions of the General Permit and the site
20 specific SWPPP shall be continuously implemented and enforced until the
21 owner/developer obtains a Notice of Termination (NOT) for the SWRCB. The
22 owner/developer is required to retain records of all monitoring information, copies of all
23 reports required by this General Permit, and records of all data used to complete the NOT
24 for all construction activities to be covered by the General Permit for a period of at least
25 three years from the date generated. This period may be extended by request of the
SWRCB and/or RWQCB.

26 163. Following the City Engineer's determination that Storm Water Mitigation Plan (SWMP)
27 is deemed complete and prior to issuance of grading permits, the owner/developer shall
28 submit and obtain approval of an Operation & Maintenance (O&M) Plan, prepared to the
29 satisfaction of the City Engineer. The O&M Plan shall include an approved and executed
Maintenance Mechanism pursuant to Section 5 of the Standard Urban Storm Water

1 Mitigation Plan (SUSMP). The O&M shall satisfy the minimum Maintenance
2 Requirements pursuant to Section 5 of the SUSMP. At a minimum the O&M Plan shall
3 include the designated responsible party to manage the stormwater BMP(s), employee
4 training program and duties, operating schedule, maintenance frequency, routine service
5 schedule, specific maintenance activities, copies of resource agency permits, cost estimate
6 for implementation of the O&M Plan, a non-refundable cash security to provide
7 maintenance funding in the event of noncompliance to the O&M Plan, and any other
8 necessary elements. The owner/developer shall provide the City with access to site for the
9 purpose of BMP inspection and maintenance by entering into an Access Rights
10 Agreement with the City. The owner/developer shall complete and maintain O&M forms
11 to document all operation, inspection, and maintenance activities. The owner/developer
12 shall retain records for a minimum of 5 years. The records shall be made available to the
13 City upon request.

14 164. The owner/developer shall enter into a City-Standard Stormwater Facilities Maintenance
15 Agreement (SWFMA) with the City obliging the owner/developer to maintain, repair and
16 replace the Storm Water Best Management Practices (BMPs) identified in the project's
17 deemed complete SWMP, as detailed in the O&M Plan into perpetuity. The Agreement
18 shall be approved by the City Attorney prior to issuance of any precise grading permit and
19 shall be recorded at the County Recorder's Office prior to issuance of any building permit.
20 A non-refundable Security in the form of cash shall be required prior to issuance of a
21 precise grading permit. The amount of the non-refundable security shall be equal to 10
22 years of maintenance costs, as identified by the O&M Plan, but not to exceed a total of
23 \$25,000 for each phases of development and for each BMP facilities. The
24 owner/developer's civil engineer shall prepare the O&M cost estimate.

25 165. At a minimum, maintenance agreements shall require the staff training, inspection and
26 maintenance of all BMPs on an annual basis. The owner/developer shall complete and
27 maintain O&M forms to document all maintenance activities. Parties responsible for the
28 O&M plan shall retain records at the subject property for at least 5 years. These
29 documents shall be made available to the City for inspection upon request at any time.

166. The Agreement shall include a copy of executed on-site and off-site access easement and
or access rights necessary for the operation and maintenance of BMPs that shall be

1 binding on the land throughout the life of the project to the benefit of the party responsible
2 for the O&M of BMPs, satisfactory to the City Engineer. The agreement shall also
3 include a copy of the deemed complete O&M Plan.

4 167. The BMPs described in the project's deemed complete SWMP shall not be altered in any
5 way, unless reviewed and approved to the satisfaction of the City Engineer. The
6 determination of whatever action is required for changes to a project's deemed complete
7 SWMP shall be made by the City Engineer.

8 168. The owner/developer shall provide a copy of the title/cover page of a deemed complete
9 SWMP with the first engineering submittal package. If the project triggers the City's
10 Stormwater requirements but no deemed complete Stormwater document (SWMP) exists,
11 the appropriate document shall be submitted to the City Engineer for review. The SWMP
12 shall be prepared by the owner/developer's Civil Engineer. All Stormwater documents
13 shall be in compliance with the latest edition of submission requirements.

14 169. Prior to receiving a temporary or permanent occupancy permit, the Project shall
15 demonstrate that all structural BMPs, including Storm Water Pollutant Control BMPs and
16 Hydromodification Management BMPs, are constructed and fully operational, consistent
17 with the deemed complete SWMP and the approved Precise Grading Plan, in accordance
18 with San Diego RWQCB Order No. R9-2013-0001 §E.3.e. (1)(d).

19 170. Open space areas and down-sloped areas for this entire development, or all phases of
20 development visible from a collector-level or above roadway and not readily maintained
21 by the property owner, shall be maintained by a homeowners' association that will insure
22 installation and maintenance of landscaping in perpetuity. These areas shall be indicated
23 on the final map and reserved for an association. Future buyers shall be made aware of
24 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.

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

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172. 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.

173. 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.

174. In the event that the street geometric layouts and truck turning movements (during final engineering review) do not comply with the City of Oceanside Engineers Design & Processing Manual, this project shall go back to the public hearing or through the substantial conformity process. In the event that the conceptual plan does not match the conditions of approval, the resolution of approval shall govern.

175. Approval of GPA13-0002, ZA13-00002, T13-00002, D13-00006, and H13-00004 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 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.

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1 176. Upon acceptance of any fee waiver or reduction by the owner/developer, the entire project
2 will be subject to prevailing wage requirements as specified by Labor Code section
3 1720(b) (4). The owner/developer shall agree to execute a form acknowledging the
4 prevailing wage requirements prior to the granting of any fee reductions or waivers.

5 PASSED AND ADOPTED Resolution No. 2015-P22 on July 27, 2015 by the following vote,
6 to wit:

7 AYES:

8 NAYS:

9 ABSENT:

10 ABSTAIN:

11 _____
12 Louise Balma, Chairperson
13 Oceanside Planning Commission

14 ATTEST:

15 _____
16 Jeff Hunt, Secretary

17
18 I, JEFF HUNT, Secretary of the Oceanside Planning Commission, hereby certify that this is a
19 true and correct copy of Resolution No. 2015-P22.

20 Dated: July 27, 2015

21
22 Applicant accepts and agrees with all conditions of approval and acknowledges impact fees
23 may be required as stated herein:

24
25 _____
26 Applicant/Representative

25 _____
26 Date



Application for Discretionary Permit

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

STAFF ONLY
RECEIVED
APR 09 2013
CITY OF OCEANSIDE
DEVELOPMENT SERVICES

BY
RG
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DHW

Please Print Or Type All Information

PART I - APPLICANT INFORMATION

1. APPLICANT The Oceanside Project Owner, LLC c/o Lance Waite		2. STATUS Applicant		HEARING GPA GPA13-00002	
3. ADDRESS 2235 Encinitas Boulevard, Suite 216 Encinitas, CA 92024		4. PHONE / FAX / E-mail (760) 944-7511		MASTER/SP.PLAN	
5. APPLICANT'S REPRESENTATIVE (or person to be contacted for information during processing) The Lightfoot Planning Group attn: Dan Niebaum		6. ADDRESS 5900 Pasteur Ct. Suite 110 Carlsbad, CA 92008		7. PHONE / FAX / E-mail (760) 692-1924 phone danN@lightfootpg.com	
				ZONE CH. ZA13-00002	
				TENT. MAP T13-00001	
				PAR. MAP	
				DEV. PL D13-00006	
				C.U.P.	
				VARIANCE	
				COASTAL	
				O.H.P.A.C. H13-00004	

PART II - PROPERTY DESCRIPTION

8. LOCATION North side of Mission Avenue on east and west sides of Academy Road.			9. SIZE 35.59 gross acres		
10. GENERAL PLAN Private Inst (PI) Sgl Fam Det (SFD-R)	11. ZONING Pub/Semi Pub (PS-H) Sgl Fam Res (RS-H)	12. LAND USE Vacant	13. ASSESSOR'S PARCEL NUMBER 158-070-17, 21, 22, 24, 38, 40, 41 158-101-33		
14. LATITUDE 33.232		15. LONGITUDE -117.314			

PART III - PROJECT DESCRIPTION

16. GENERAL PROJECT DESCRIPTION A General Plan Amendment, Zoning Amendment, Tentative Map, Development Plan, and Historic Permit to establish a Planned Development (PD) Plan on the property that will guide the future development of a residential community comprised of a variety of single-family and multi-family uses.				
17. PROPOSED GENERAL PLAN MDA-R, MDB-R, MDC-R, HD-R	18. PROPOSED ZONING PD-H - Planned Development / Historic	19. PROPOSED LAND USE Single-family and Multi-family Residential	20. NO. UNITS Per PD Plan	21. DENSITY Per PD Plan
22. BUILDING SIZE N/A	23. PARKING SPACES N/A	24. % LANDSCAPE N/A	25. % LOT COVERAGE or FAR N/A	

PART IV - ATTACHMENTS

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

PART V - SIGNATURES

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

35. APPLICANT OR REPRESENTATIVE (Print): <i>Lance Waite</i>	36. DATE 4/4/13	37. OWNER (Print): Please see attached Owner Authorization	38. DATE
Sign: Lance Waite		Sign: for Applicant to sign documents	

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

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

**VILLA STORIA
PLANNED DEVELOPMENT**

**General Plan Amendment, Zone Amendment,
Tentative Map, Development Plan, and Historic Permit**

**Description and Justification
June 2015 revised**

This application presents a proposal for a planned development consisting of a General Plan Amendment, Zone Amendment, Tentative Map, Development Plan, and Historic Permit. A separate document, *The Villa Storia Planned Development Plan* (PD Plan) has been developed in conjunction with this application to establish planned land uses, development regulations, and design guidelines for the overall Planned Development (PD) area.

The PD area is located in the San Luis Rey neighborhood within the north-central portion of the City of Oceanside. The 35.59-acre site is centered north of the intersection of Mission Avenue and Academy Road and located within the Mission San Luis Rey Historic Overlay District, sharing its eastern boundary with that of the Historic District. The Plan area is generally bisected into eastern and western portions by the Academy Road alignment with the land west of Academy Road located within the designated Historic Area 'Core'.

The Villa Storia PD Plan envisions the development of a high quality residential community that is respectful of nearby historic resources and complementary to surrounding land uses. The PD Plan establishes the land use, density, development regulations, design standards, and primary infrastructure components that will direct future development within the plan area.

The Villa Storia PD site presents a unique opportunity to establish an infill community that will complement the surrounding residential, institutional, and commercial development. Single-family uses on are adjacent to the site on the east and northeast. A medium density mobile home development, vacant land, the Alano Club, and single-family residential properties are also located to the north. The Mission San Luis Rey Parish property borders the Project area on the west, with the historic Old Mission San Luis Rey located west of the Parish. Ivey Ranch Park is located to the south across Mission Avenue. Highway 76 borders the PD area along its southeast side with medium-density condominiums and a large commercial center located south of the highway alignment.

The PD Plan designates four separate Planning Areas that will support a variety of residential uses including single-family detached and cluster developments, multi-family attached clusters, duplex homes, townhouses, and stacked flats. In order to respond to existing edge conditions the Plan transitions from lower to higher density, starting in the northeast section and moving counterclockwise around the site.

Specific development plans for Planning Areas 1, 3, & 4 (PA-1, PA-3, & PA-4) are proposed concurrently as part of this overall project application to implement the residential development prescribed by the Villa Storia PD Plan. The proposals present residential development consistent with the development regulations and design guidelines established by the PD Plan. The

developments will include residential lots, community parks and open space lots, landscape areas, interior streets and pedestrian circulation networks. The Tentative Map provides detail for specific lot configurations, water and sewer connections, streets, and storm drain infrastructure.

GENERAL PLAN AMENDMENT

The PD area east of Academy Road (approximately 14 acres) is under a current City of Oceanside General Plan designation of Single Family Detached - Residential (SFD-R). The PD area west of Academy Road (approximately 18 acres) is currently designated as Private Institutional (PI) by the General Plan. Previous plans for this site included development of a private high school. In more recent years other plans for the site were abandoned and an alternate use of the property is now being proposed. The current proposed uses represent a viable opportunity to realize development of a new residential community on this infill site.

A General Plan Amendment is requested that will establish appropriate land use designations and density ranges to allow for the envisioned residential components. The property east of Academy Road is proposed for Medium Density -A- Residential (MDA-R) and High Density Residential (HD-R) uses. The property west of Academy Road is proposed for Medium Density -B- Residential (MDB-R) and Medium Density -C- Residential (MDC-R) uses. These land use designations correspond to the individual Planning Areas identified in the PD Plan and presented on the Tentative Map.

The Villa Storia Planned Development Plan integrates land use designations established for the site with the proposed Planning Areas that represent the future development potential of the property. Land use designations for the site have been selected to achieve a desired mix of residential development and densities compatible with surrounding uses and housing types.

The land use and residential density proposed by the PD Plan is consistent with the proposed General Plan land use designations. The Plan establishes an overall development range that could allow from 375 to 547 dwelling units (based on an overall area of 31.96 applicable to density calculations) with a corresponding overall density ranging from approximately 11.7 units to 17.1 units per acre to help meet local housing needs. A dwelling unit 'cap' is proposed with a maximum allowance of only 420 dwelling units within the overall PD Plan area. This corresponds to an overall PD density of 13.1 units per acre.

Separate land use designations and development densities are prescribed for each Planning Area where ultimate density and build-out will be determined by the future development plans proposed for each area. All future plans will be reviewed for consistency with the PD Plan.

Land use information as presented in the PD Plan for Villa Storia is presented in Table 1 below with corresponding land use designations, density, and potential dwelling unit range.

Table 1
Planning Area
Land Use Summary

Planning Area	Gross Acres	Existing Land Use	Proposed Land Use	Land Use Density Du/Ac	Possible Dwelling Unit Range			Planned Dwelling Units ¹
					Low	Mid	High	
PA-1	9.93	Single Family Detached – Residential (SFD-R)	Medium Density -A- Residential (MDA-R)	6.0 – 9.9	59	79	100	62
PA-2	4.14	Single Family Detached – Residential (SFD-R)	High Density Residential (HD-R)	21.0 – 28.9	86	102	119	100
Wetland Area ²	0.08							
PA-3	7.57	Private Institutional (PI)	Medium Density -B- Residential (MDB-R)	10.0 – 15.0	75	94	113	86
PA-4	10.32	Private Institutional (PI)	Medium Density -C- Residential (MDC-R)	15.1 – 20.9	155	185	215	172
Backbone Streets	3.55	–	–					
Totals	35.59				375	460	547	420
Maximum Number of Dwelling Units Permitted Within PD Plan Area ³						420		

1 Planned unit count based on Tentative Maps and Development Plans concurrently proposed with this PD Plan. Dwelling unit counts may be adjusted based on final development plans as proposed.

2 Planning Area 2 contains 0.08 acres of wetland area (mule fat scrub). Wetland areas are defined as Undevelopable Land by the City of Oceanside General Plan and Zoning Ordinance as applicable to density calculations. As such, PA-2 contains 4.22 acres of land area, but only 4.14 *gross acres* of land allocable to development densities.

3 The dwelling unit maximum is applicable to the overall PD Plan area within the density ranges noted for each Planning Area. Transfer of density between Planning Areas is not permitted. Lower unit counts and densities may be allowed when presented as part of individual development plans.

ZONE AMENDMENT

Currently, the property east of Academy Road is designated as Single Family Residential – Historic Overlay (RS-H) under the City’s Zoning Ordinance, while the property west of Academy is designated as Public & Semi-Public – Historic Overlay (PS-H). A Zone Amendment is proposed that will designate the entire project site as Planned Development – Historic Overlay (PD-H) with the Villa Storia PD Plan serving as the regulating document for the Project.

The PD zoning designation was determined to be the most appropriate category to allow for the proposed variety of residential uses in the Plan area. As the implementing tool for this zoning category, the PD Plan establishes regulations allowing for appropriately scaled residential development with respect to surrounding land uses and the historic character of the area.

The PD Plan proposes alternative development standards that are appropriate to the mix of residential land uses envisioned under the Plan. These standards allow for flexibility in residential product type and site layout while providing expanded open space requirements and more stringent community design guidelines that will work in concert with the established Historic Area development and design guidelines. The PD standards are intended to promote development of a high quality, cohesive community with a variety of residential neighborhoods.

TENTATIVE MAP

A Tentative Map (TM) is proposed that will create 92 total lots within the overall PD Plan area and that will present specific lot configurations for Planning Areas 1, 3 & 4. The TM also creates two master lots in Planning Area 2 to be developed separately subject to the City’s standard entitlement review process.

Specific development proposals are being processed concurrently for Planning Areas 1, 3 & 4 to implement the residential development prescribed by the Villa Storia PD Plan. It is expected that additional tentative/final maps and development plans will be processed as required for future specific land use proposals within Planning Area 2. The proposed tentative map lots, corresponding areas, and planned land uses are presented in Table 2 as follows:

Table 2: Tentative Map Lot Areas

Lots	Planning Area	Proposed Land Use	Area (Acres)
1 – 59 & A – G	PA-1	Medium Density -A-Residential (MDA-R)	9.93
60 – 61 & H	PA-2	High Density Residential (HD-R)	4.22
62 – 64 & I, J, Q & R	PA-3	Medium Density -B- Residential (MDB-R)	7.57
65 – 74 & K - P	PA-4	Medium Density -C-Residential (MDC-R)	10.32
Backbone Streets		Mission Avenue, Academy Road, Frazee Road, Chapter Lane	3.55
		Total	35.59 Acres

Grading

The Villa Storia PD Plan proposes specific lot configurations for Planning Areas 1, 3 & 4 and the creation of two large master lots within the boundary of Planning Area 2 allowing for future development. The grading plan establishes the overall development pads, provides for appropriate site drainage, accommodates necessary utility infrastructure, and balances cut & fill grading quantities. Grading will be balanced across the site with a raw cut and fill volume of approximately 181,000 cubic yards each. Included within the overall grading quantity, import and export quantities are also balanced across the four planning areas with an overall total of 124,280 cubic yards each.

Final grading within the separate Planning Areas will be reviewed in conjunction with individual development proposals. Final engineering may result in modifications to the overall grading concept, but such changes should conform to the general intent of the Conceptual Grading Plan and design parameters.

Appropriate edge conditions will be considered along the PD Area boundaries with adjacent properties. The transition from PA 1 east to the River Ranch development includes private roadways and landscape areas along the east boundary of PA 1 (Private Street Lot C) and west boundary of River Ranch (Spring Canyon Way) that will provide a significant separation distance (over 100') between residential pads. River Ranch is bordered by an existing perimeter wall and mature tree landscape buffer located east of the wall. The Villa Storia homes along the east perimeter will be plotted such that front facades and front yard landscaping are oriented to the east facing River Ranch. The existing River Ranch homes located along Spring Canyon Way are plotted with side facing elevations oriented toward the Villa Storia property. There will be an approximate 5' - 8' grade separation from the Villa Storia homes to the existing River Ranch homes. The proposed landscape plan presented with the TM displays greater detail of the north and east boundaries for PA 1.

The west boundary adjacent to PAs 3 & 4 will include perimeter walls similar to those seen at the adjacent Parish property. The future homes will be buffered by common areas, the open space on the Parish grounds and the proposed 1 acre park.

The north boundary of PA-3 will include a perimeter wall and defined slope landscaping as a buffer to the adjacent Chapter Lane. Grades generally descend along the slope from the Chapter Lane elevation as a transition to the proposed PA 3 area elevations.

Proposed storm drains are also shown on the Tentative Map in conjunction with the grading plan. New storm drains are designed to connect to an existing 84-inch storm drain which runs along the eastern boundary of the Plan area. Connections are also proposed to an existing 54-inch storm drain located within the Frazee Road alignment. The proposed development of Planning Areas 1, 3 & 4 processed concurrently with this PD Plan presents a coordinated storm drain system serving each area. Storm water will be conveyed from each neighborhood area via 24" pipes connecting to the existing 54" and 84" storm drains located along the eastern project boundary. A biofiltration basin, a detention/biofiltration basin, and two small desiltation basins are also designed as storm drain system features within PAs 1 and 2.

Utilities

The City of Oceanside provides domestic water and sanitary sewer service in the Villa Storia Plan area. The Project will utilize existing facilities and install new facilities as necessary in

conjunction with specific development proposals.

Water

The Villa Storia project is located in an area of the City of Oceanside that is well developed. The area north and east of the project is primarily residential development. Within these areas the water systems have been in place for many years. Some sections of old cast iron pipe are still in place, though much of the piping has been upgraded to asbestos cement or PVC piping. A 24" diameter concrete, transmission line for the 320 Pressure Zone in Oceanside runs through the project area under Academy Road; a portion of this pipeline will be replaced within the development to accommodate proposed grading improvements. An 8" diameter PVC line is located in Frazee Road east of Academy Road. Off-site, there are 320 Zone water lines in Mission Avenue to the south. These include an 8" diameter ductile iron line, an 8" diameter cast iron line, and a 10" diameter asbestos concrete line.

The water pressure zone serving the area around the Villa Storia property is the Talone Reservoir Zone and Heritage Reservoir Sub-Zone operating at a maximum hydraulic grade line of 320 feet. The primary piping feeding the system extends along Mission Avenue to the south and Frazee Road to the north. From a service pressure standpoint, connecting the Villa Storia project to this system will provide adequate service. The pad elevations on the project will ultimately range from 70.9 feet to approximately 86.5 feet resulting in a static water pressure range of 101 psi to 108 psi. This available service pressure will provide sufficient service for domestic and fire protection flow purposes.

The public water system will ultimately consist of a minimum 8" diameter on site looping system within the project. As part of the proposed onsite improvements for the Villa Storia project, a section of the 24" transmission main will be replaced due to a grade change in Academy Road. The section being replaced stretches from south of the Academy Road and Frazee Road intersection to south of the future Academy Road and "Lot B Private Street" intersection. The estimated length of existing 24" pipe to be replaced is 500 feet.

Planning Area 1 water improvements are expected to be constructed first and will serve as a stand-alone system until improvements for Planning Areas 2, 3, and 4 are constructed. Exact piping alignments for the Planning Areas will depend upon the precise plans developed for each area. Planning Area 3 can be built by connecting to the Planning Area 1 water improvements without going outside the planning area to connect to existing water facilities. Planning Areas 2 and 4 are only adjacent to a single Planning Area 1 connection point and would need to construct an additional connection to the existing 24-inch line in Academy Road if either planning area were to develop independently of each other. If Planning Area 2 and 4 are developed concurrently then a connection to the existing 24-inch would not be necessary as looping would be provided.

Sewer

The Villa Storia project is located in the San Luis Rey Sewer Sub-Basin Service Area. The San Luis Rey Valley Sewer Sub-Basin extends from just east of College Boulevard, west towards the Mission Avenue Lift Station. The north edge of the San Luis Rey Valley Sewer Sub-Basin is the San Luis Rey River and the basin extends south to Mesa Drive. The Basin has two main trunk sewers that drain to the Mission Avenue Lift Station. This lift station pumps the sewage to the San Luis Rey Wastewater Treatment Plant for treatment and disposal.

The Villa Storia project is proposing to connect to two existing gravity sewer lines that run through the project site, a 12" line that runs along the project's eastern boundary near Spring Canyon Way and a 10" line in Academy Road in the center of the project. The flows from Planning Areas 1 and 2 will drain to the 12" line in Spring Canyon Way while the flows from Planning Areas 3 and 4 will drain to the 10" line in Academy Road. These two gravity sewer lines join at a manhole in Academy Road at the northern boundary of the project.

From the manhole in Academy Road where the two gravity sewer lines join, a single 12" gravity sewer line runs northwest from the project boundary through the San Luis Rey Mobile Estates mobile home park and crosses Old Grove Road before discharging into an 18" gravity trunk sewer line.

The Water Utilities Department used the sewer computer model being updated as part of the sewer master plan update (projected completion date February 2015) to analyze existing gravity sewer infrastructure downstream of the project. The results show that under existing flow, approximately 950 feet of an existing 21-inch gravity sewer exceeds the depth of flow design criteria of two-thirds full.

Adding the proposed project increases the depth of flow and would have an incremental impact on the sewer's capacity. The gravity sewer depth design criteria allows for a factor of safety so as not to create a public health and safety problem, and the depth of flow in the 21" section falls within the factor of safety. Based on the factual data of the applicable reports and the careful independent judgment of the City, in this setting, there is adequate capacity to serve the project's projected wastewater flows. No off-site expansion of sewer facilities is needed as part of this project. Therefore, the project would not cause an adverse environmental effect.

It has been determined the project will pay an impact fee prepared by the City to address the incremental impact on the existing sewer capacity in order to maintain consistency with the General Plan's Community Facilities Element Policies regarding managing growth. so that the sewer line may be upsized at a future time when deemed appropriate. The impact fee is determined based on a proportional cost to upsized the sewer pipe.

**PD PLAN AREA
DEVELOPMENT PLAN**

A Development Plan is included with this application as required in conjunction with the proposed PD Plan. The Development Plan corresponds to the Tentative Map presenting the master lot designations, conceptual grading elements, and infrastructure components of the PD. The PD Plan presents regulations and design guidelines that establish the development parameters for the Project area.

As discussed, the PD Plan establishes a dwelling unit ‘cap’ with a maximum allowance of only 420 dwelling units within the overall PD Plan area. This corresponds to an overall density of 13.1 units per acre (based on a total area of 31.96 acres within the Planning Areas applicable to density calculations) for the eventual development of the PD area. Separate land use designations and development densities are prescribed for each Planning Area where ultimate density and build-out will be determined by the future development plans proposed for each area. All future plans will be reviewed for consistency with the PD Plan.

Development envisioned in the PD area will offer distinct residential neighborhoods that are tied together by a central community theme as well as a connection to the Historic Mission and Parish. The main architectural themes appropriate for the PD area are within the Mission Revival and Spanish Colonial Revival families. This style of architecture reflects the traditional heritage of Southern California and the area’s historical vernacular. Planning Areas will include attached and detached housing featuring two and three story structures with potential sizes ranging from 1,000 to 2,700 square feet.

Specific development plans for Planning Areas 1, 3, & 4 (PA-1, PA-3, & PA-4) are proposed concurrently as part of this overall project application to implement the residential development prescribed by the Villa Storia PD Plan and represent a total of 291 residential dwellings. Planning Area 2 (PA-2) is designated for future development that will include market rate residential and an affordable housing development that will meet the inclusionary housing requirements for the Villa Storia project.

The total area of PA-1, 3 & 4 is 27.8 acres (exclusive of backbone streets). Proposed development within these overall Planning Areas is comprised of the following site coverage mix:

Landscaping	39.0% (includes 230,500 sf. of usable open space areas)
Paving	33.6% (includes private streets and drives)
Building Coverage	27.4%

Specific site coverage details for each individual Planning Area are provided later in this document as part of the development plan description.

Access and Circulation

The circulation plan proposed for the Villa Stora PD Area utilizes existing roadways located adjacent to and running through the site and proposes improvements to those roadways as necessary to accommodate future traffic anticipated with development of the PD area. Project access is proposed via Academy Road and Frazee Road.

The Circulation Plan shows potential alignments for vehicle roadways and intersections within the individual Planning Areas including the addition of a roundabout on Academy Road. A more specific circulation plan is presented for Planning Areas 1, 3 & 4 which presents a network of pedestrian paths connecting the community streetscapes, parks, and common open space features to form a safe and walkable environment throughout the PD Plan area.

Academy Road

Academy Road is identified as the primary circulation route on-site providing access to each of the Planning Areas. An alternative design is presented for Academy Road with an expanded right-of-way that will vary from 60 to 70 feet in width. The enhanced right-of-way will provide for two vehicle travel lanes (one in each direction) with Class 2 bicycle lanes, sidewalk and landscaping along both sides of the street.

The southern section of Academy Road is proposed at a 70-foot width extending from Mission Avenue to the four-way intersection located at the mid-point of the PD Area. Vehicle lanes will be separated by a ten-foot wide raised median. Enhanced pedestrian corridors are provided along both sides of the roadway with five-foot wide sidewalks separated by landscaped parkways.

At the central mid-point of the project, Academy Road is planned to include a roundabout which could feature landscaping or a thematic art piece. This will allow for free movement of local traffic, enhance pedestrian circulation and contribute to the beautification of this boulevard style streetscape.

The northern section of Academy Road will taper to a 60-foot width between the mid-point intersection and Frazee Road. An enhanced pedestrian corridor is provided along the roadway featuring a five-foot wide sidewalk separated from travel lanes by a landscaped parkway along the west side and a five-foot wide curb adjacent sidewalk with a four-foot landscape buffer situated along the east side of the roadway.

Designed to evoke a boulevard feel at build out, the Academy corridor would function as a themed community space and safe environment for walking and biking, enhancing the pedestrian experience at the center of the Plan area. Landscape areas on both sides of the roadway will add to the community aesthetic, providing buffers from vehicular activity.

Mission Avenue

Mission Avenue is designated as a four-lane Secondary Collector. The project will complete widening along its frontage, including widened setbacks and curb-gutter-sidewalk improvements, and will implement Priority Project #19 as identified in the City's Pedestrian Master Plan. A bus stop is also proposed on the Mission Avenue frontage in front of the one acre park. Direct access to the PD Planning Areas is not proposed from Mission Avenue.

The project also proposes improvements along Mission Avenue intended to implement the Circulation Guidelines of the Mission San Luis Historic Area Development Program and Design Guidelines document. The project proposes installation of sidewalk and landscape improvements within an average 25-foot wide setback area along the Mission frontage. This will include a five-foot wide meandering sidewalk, parkway landscaping, and landscaping adjacent to the interior of the sidewalk. A variety of street trees will be incorporated into the frontage landscape.

Frazee Road

Frazee Road is currently paved along its route through Planning Area 1, although it is barricaded to prevent access between the residential neighborhood to the northeast and the properties to the west. Development under the PD Plan proposes removal of the barricade to allow a connection to Academy Road. This will allow for improved access to Mission and its westerly connection for local residents and increased community safety through reduced emergency response times. With implementation of the PD Plan Frazee Road will be improved to a standard 60-foot right-of-way with five-foot wide curb adjacent sidewalks located on both sides of the road. Five-foot wide landscape areas will be located to the interior of the sidewalks.

Chapter Lane

The existing private road along the north side of Planning Area 3 is known as Chapter Lane. Half of the private drive width lies within the Villa Storia property, with the other half of the private drive belonging to the properties immediately to the north of the PD Plan area. The project will utilize all of an already dedicated 30' access easement for the benefit of the road. A 20' access easement along the north property line will be reduced to 15'. This will allow for a 28-foot wide travel lane area with a five-foot wide sidewalk separated from the roadway by a landscape parkway along its south side. An additional five feet of landscape area will be provided to the interior of the sidewalk. The roadway is designed to terminate in a cul-de-sac at its western end where it turns to the south. Gated access to the parish property would be provided here that would be operated at the discretion of the parish. This would prohibit cut-through traffic from using Chapter Lane between Frazee Road and Mission Avenue. Additional measures, such as signage, will be used to discourage public traffic on the private road in this area.

Conceptual Landscape Design

The Conceptual Landscape Plan presents community landscaping that will be developed in conjunction with the backbone infrastructure of the overall project. Trees, shrubs, and groundcovers associated with the Mission period will be utilized to maintain an historic California style. In conjunction with the community sustainability principals, landscaping will have native components and be highly drought tolerant, with the plant palette referencing only low and medium water use plant materials.

Landscaping would frame the pedestrian circulation network while softening views of the project site. A landscaped parkway would be developed between the public roadways and the project's perimeter walls in order to screen the scale and massing of the proposed structures while also providing a setback.

The edges of the project site would be defined and visually enhanced through the implementation of the Conceptual Landscape Plan through utilization of plant species that respect the Historic Area and grouping trees, shrubs, and other forms of vegetative land cover in visual interesting placements. At the Academy Road roundabout near the center of the project site, the proposed landscaping and open space would provide for a community focal point and gathering space while providing for visual cohesiveness.

Pedestrian connectivity is a key element integrated into the Villa Storia landscape and site design. The pedestrian circulation system links community streetscape, parks, and common open space features across the site providing connectivity between the proposed Planning Areas. Prominent community landscape open space elements help to define the character of the site and include; a one-acre community park, a central paseo connecting the park to interior Plan areas, and smaller neighborhood open space & park amenities.

Green Street Objectives:

The vision for the Villa Storia site is to create a green street corridor that ties together the existing community with the historic Mission San Luis Rey. The design goal is to activate a partially vacant area into a lively connection between residential, historic, and commercial areas. Frazee and Academy Road have limited pedestrian traffic at this time, so it is the goal to create a more pedestrian friendly environment as a means of activating both existing and proposed developments. The new roadways incorporate traffic calming elements such as planted medians and round-a-bouts for added safety. The site roadways will use the latest sustainable storm water principles.

With the goal of becoming a green street in California, the most important consideration is water conservation. The plant material has been carefully selected to be low water use. Utilizing naturalized species that can survive drought conditions while being able thrive in the area. The planting areas act as buffers for the pedestrians against the street and increase vehicular traffic calming effects. The planters also act as areas for rainfall to absorb into the landscape.

For a typical site, the largest portion of the water budget is often dedicated to turf. This site will have minimal turf areas and will utilize turf replacement options such as carex spp. & paspalum turfs. These options are much more water efficient than a standard turf. The site has been designed so that all rainfall will be retained and treated on site. The grading design incorporates hardscape locations draining back into the landscape areas.

The irrigation system for Villa Storia will conform to and exceed all California water use regulations. The system will exceed the standards for the MAWA (Maximum Allowed Water Allocation) through coordinated site and irrigation design. The irrigation system will utilize weather based technology that automatically adjusts to rainfall to ensure the system will only irrigate when necessary. Due to the plant selection, only highly efficient sub-surface drip irrigation will be needed to irrigate the plants, including turf areas.

Community Parks and Usable Open Space

The Villa Storia PD Conceptual Landscape Plan provides a comprehensive approach to the placement of various parks, landscaped pathways, and usable open space areas located throughout the project. These features form a connected community amenity that will provide both passive and active elements serving the needs of various age groups.

The Usable Open Space component of the PD Plan implements a much higher standard for the provision of open space within the proposed project areas than currently designated by the City Zoning Ordinance. As part of the overall landscape component, usable open space represents over 230,500 square feet (5.3 acres) of common and private open space areas - equating to 19.0% of the total PA-1, 3 & 4 area. The following table provides a comparison of the overall Usable Open Space requirements:

**Villa Storia
Usable Open Space**

	Required Minimum Area / Residence	Area Provided / Residence	Total Area Based on 291 Residences
City of Oceanside Zoning Ordinance Usable Open Space	300 sf. / Residence		87,300 sf.
Villa Storia Planned Development Plan Usable Open Space	350 sf. / Residence		101,850 sf.
Villa Storia Development Plan for PAs 1, 3 & 4 Usable Open Space Provided		792 sf. / Residence	230,500 sf.

With the provision of 792 square feet of Usable Open Space per residence, the Development Plan proposed for PA-1, 3 & 4 greatly exceeds the current City standards by a total of 264%. A detail of the usable open space is provided later in this document as part of the Development Plan description for each Planning Area.

One Acre Community Park

The Community Park proposed at the southwest corner of Planning Area 4 is the prominent open space feature within the Villa Storia Plan area. Open to the public, but maintained by an HOA, this park will be an important identifying element for the community and will provide recreation and active play areas, cultural elements, passive landscapes, and space for social gathering. The park is also intended to provide for physical and social connections to the adjacent Mission San Luis Rey Parish property and to the Old Mission San Luis Rey. The design features of the park complement the design elements at the project entry as well as the Parish Property on the bend of Mission Avenue. The park is designed with limited, but definitive connections to the Mission Avenue Frontage to allow for pedestrian access from the street frontage to the interior areas of the park. The orientation of the park at this corner of the project provides a deep set back of open space and landscape features.

The Park will be framed by canopy and ornamental trees and will feature a citrus grove acting as a buffer to the Mission Avenue corridor. A centralized formal garden will provide space for passive enjoyment with bench seating areas and a grid of walking paths. An active playground space is planned and situated at the interior corner of the Park to provide easy and safe access to the surrounding Planning Area. The park would serve as a connection to the Parish property and Mission Avenue carrying on the themes seen in the Historic Area including rose gardens, groves

of trees, and low walls to visually enhance the Mission Avenue frontage. The park would provide substantial turf space to encourage passive and active recreation, as well as, a covered and paved area for gathering, and a barbeque area.

Academy Road Intersection and Neighborhood Park Areas

The Academy Road intersection is designed as a focal point located at the center of the PD Plan area that will promote pedestrian and vehicle circulation between Planning Areas. This themed intersection features a vehicular roundabout acting as an organizing node for the circulation system with enhanced pedestrian corners and four-way crosswalks. Special landscape treatments, open space and community recreation areas are designed at the corners of the intersection to serve as identifying elements and provide gateways into the adjacent Planning Areas. This intersection will be a significant node within the PD area providing space for recreation opportunities, social gatherings and passive enjoyment.

Neighborhood parks and recreation areas are planned for all four corners of the Academy intersection. These spaces include an approximate 9,500 square-foot neighborhood park at the northeast corner of the intersection within PA-1 that will feature ornamental and canopy trees, open turf areas, seating areas, and walkways. A small landscape lot is also planned at the southeast corner of the intersection within PA-1. An approximate 14,000 square-foot recreation area is planned within PA-3 at the intersection's northwest corner featuring a community pool and gathering space. An approximate 10,500 square-foot neighborhood park and plaza area is also planned at the southwest corner of the intersection within PA-4. This area will provide shaded turf and hardscape areas to allow for community gathering and socializing. The space will also provide utility connections for vendor use as part of planned community events.

Community Paseo

A Community Paseo is designed as a key pedestrian circulation feature of the Villa Stora master landscape plan and will serve as an organizing element within the Plan area. The Paseo is proposed within Planning Area 4 along a northeast - southwest alignment connecting the Community Park to the neighborhood park located at the central Academy Road intersection. The Paseo is designed within a dedicated easement featuring an eight-foot wide meandering sidewalk that will allow for direct pedestrian access for planned residential development fronting the paseo in Planning Area 4. The path will be accentuated by landscape plantings coordinated with the future adjacent residential development.

Community Streetscape

A prominent community streetscape element is designed along the Academy Road corridor extending north from Mission Avenue through the center of the PD Plan area. Streetscape plantings are also presented along the Mission Avenue frontage and along Frazee Road. The streetscape design takes influence from the region and local area while blending hardscape and softscape elements to create a comfortable and safe pedestrian environment. The planned street scene will reinforce the community identity of the PD Plan area.

Community Entry

The PD Plan proposes a main community entry point for pedestrian and vehicular access at the Academy Road intersection with Mission Avenue. This access point will provide a landmark and community gateway feature which will enhance the eastern entry into the Mission San Luis

Historic Area along the Mission Avenue corridor.

Proposed entry monumentation incorporates key architectural elements from the nearby historical Mission site and creates a marque entry point into the community. Reflecting the historic Mission theme, the pedestrian entry into the project site features a traditional tower element with archways and a segmented doom roof - designed as the primary focal point at the principal entrance to Villa Storia. Monument signage for the community is also featured opposite the tower. Design elements include stucco cladding, decorative cornice and wall caps, and iron light fixtures – all intended to complement those found at the Mission.

The Mission Avenue entry node will also include a small citrus grove feature. This feature symbolizes the heritage of similar groves associated with villages throughout Southern California. Stylized orchard plantings will be framed by low walls and setback from the streetscape plantings to strengthen their focus as a recognizable community entry element.

Academy Road

The Academy Road corridor design presents a themed community space that will create a safe and walkable environment which promotes and enhances the pedestrian experience through the center of the PD Plan area. Academy Road will feature an offset pedestrian walkway buffered by a landscaped parkway. Sidewalks and pedestrian paths will link to the featured roundabout intersection with direct access to neighborhood recreation and community gathering areas planned at corners of the intersection.

Street trees and understory plantings will frame the corridor. Landscape planting areas set against six-foot community walls will form the ‘edges’ of the Academy Road community space. Landscape areas incorporated on both sides of the roadway will provide a community aesthetic and buffer the planned residential areas from vehicular activity. The enhanced Academy Road right-of-way is designed to vary in width from 60 to 70 feet.

The southern section of Academy Road is proposed at a 70-foot width extending from Mission Avenue through the featured round-a-bout located at the center of the PD Area. This segment of the roadway will feature a ten-foot wide raised center landscape median. Enhanced pedestrian corridors are provided along both sides of the roadway with five-foot wide sidewalks separated from the street by five-foot wide landscaped parkways. Three-foot wide landscape planting areas will be located to the interior of the sidewalks adjacent to decorative neighborhood walls. Development along the west side of the road within PA-4 proposes street facing residences with direct pedestrian access along the corridor, providing an enhanced community aesthetic and further activating the streetscape.

The northern section of Academy Road will taper to a 60-foot width as it extends to Frazee Road. An enhanced pedestrian corridor is provided along the roadway featuring a five-foot wide sidewalk separated from travel lanes by a landscaped parkway along the west side and a five-foot wide sidewalk with a four-foot wide landscape buffer along the east side.

The Academy Road corridor creates an enhanced pedestrian, bicycle and vehicular circulation route through the core of Villa Storia. Distinct pedestrian connections are offered to internal neighborhood and community park areas, including the featured connection to the planned Community Paseo within PA-4.

Mission Avenue

The project proposes improvements along Mission Avenue to implement the Circulation Guidelines of the *Mission San Luis Historic Area Development Program and Design Guidelines* document. Landscape and sidewalk features will extend along the Mission Avenue frontage serving to connect the themed Academy Road entry to the planned Community Park. In conjunction with the Mission Avenue improvements a bus stop is proposed on the street frontage near the western end of the site at the Community Park location. This bus stop will tie into the project circulation amenities and provide additional access to bus transit for residents of the project and surrounding area.

The project proposes installation of sidewalk and landscape improvements within an average 25-foot wide setback area from the back-of-curb along the Mission frontage to the building. Landscape features will include a five-foot wide meandering sidewalk, parkway landscaping, landscaping adjacent to the sidewalk interior.

The interior landscape area will be partially located within the planned right-of-way and partially within the project site, as necessary, in order to create a consistent themed landscape space along the Mission frontage. Trees will be grouped so they provide shelter, shade and massing. Decorative walls are proposed in conjunction with the frontage improvements and the planned residential development within Planning Area 4. Community walls are planned at varying setback distances from the back-of-curb, but in no case less than 15 feet.

The Mission Avenue frontage will feature prominent tree plantings accented by shrubs and groundcovers to create an identifiable edge along this portion of the PD Plan area. Multiple tree varieties will be utilized which respect the historical context of the area. The proposed street and canopy trees aligned along the project frontage will reinforce a linear connection between the themed citrus orchard features planned at the community entry and park areas. In conjunction with the Mission Avenue improvements a bus stop is proposed on the street frontage near the western end of the site at the Community Park location. This bus stop will tie into the project circulation amenities providing additional transit access to residents of the project and surrounding area.

Frazer Road

Within PA-1 Frazer Road will be improved as a 60-foot wide right-of-way with five-foot wide curb adjacent sidewalks on both sides of the roadway. Five-foot wide landscape areas will be located to the interior of the sidewalks. These features will allow for safe pedestrian circulation at the northeast edge of the PD Area and through PA-1, while providing an enhanced connection to the Academy Road corridor.

Chapter Lane

The existing private road along the north side of Planning Area 3 is known as Chapter Lane. The project proposes to dedicate additional area along the northern boundary of PA-3 for half width roadway and sidewalk improvements. This will allow for a 28-foot wide travel lane area with a five-foot wide sidewalk separated from the roadway by a landscape parkway along its south side. An additional five feet of landscape area will be provided to the interior of the sidewalk. The roadway is designed to terminate in a cul-de-sac at its western end where it turns to the south.

Edge Conditions

Proposed development within the Planning Areas accounts for varying edge conditions to be considered along the boundaries between the PD Area and adjacent properties. These scenarios are presented in conjunction with the overall PD Landscape Concept Plan.

The east boundary of Planning Area 1 and the west boundary of the River Ranch development include private roadways and landscape areas that combine to provide a significant separation distance of over 100' between proposed and existing residences. River Ranch is also bounded by an existing perimeter wall and mature tree landscape buffer located east of the wall and along the west side of Spring Canyon Way.

The Villa Storia homes proposed along the east section of Planning Area 1 will be plotted such that front facades and front yard landscapes are oriented facing toward River Ranch. The existing River Ranch homes located along Spring Canyon Way are plotted with side facing elevations oriented toward the Villa Storia property. There will be an approximate 5' - 8' grade separation from the Villa Storia homes to the existing River Ranch homes.

Similar separation elements serve to provide a buffer along the northern section Planning Area 1 between the proposed Villa Storia homes and existing residences in River Ranch. Perimeter landscaping planned along the north boundary of PA-1, community open space, a landscaped storm water basin area, and a private roadway are elements that combine with the existing perimeter wall and landscape areas in River Ranch to form a buffer area approximately 90' – 100' wide between residences. The conceptual landscape plan presented with the proposed development plan and tentative map also displays greater detail of the north and east boundaries envisioned for PA 1.

The north boundary of Planning Area 3 will feature a perimeter wall and defined slope landscaping to act as a buffer along the adjacent Chapter Lane roadway. Grades generally descend along the slope from Chapter Lane in transition to the proposed grades within PA 3. This edge condition is also shown as part of the Chapter Lane section presented in Figure 6-12.

The west boundary along Planning Areas 3 & 4 will include perimeter walls similar to those seen on the adjacent Mission and Parish properties. The proposed one acre community park and other common areas will work in conjunction with the open space on the Parish grounds to provide a buffer between planned Villa Storia residences and Parish facilities.

Site Amenities

Community streetscapes and common areas are designed within Villa Storia to encourage pedestrian activity and connectivity between neighborhoods utilizing complementary landscaping and community theme elements throughout. Various site amenity elements will be incorporated into common open space, park, streetscape, and community gathering areas throughout the Villa Storia PD Plan area. Site furniture and amenities (including benches, pots and planters, bollards, site lighting fixtures, trash receptacles, bike racks, drinking fountains, etc.) are intended to promote a consistent and classic design aesthetic throughout the community which is complementary to the Mission San Luis Rey Historic District. Wood, metal, wrought iron, stone, concrete, & clay should be considered as appropriate materials for use in such elements.

Community Walls and Fencing

Various community fence and wall elements are proposed throughout Villa Stora incorporated as part of neighborhood edge conditions and internal site areas. Walls and fences are designed as part of the community streetscape, to designate site boundaries, to enhance common open space and recreation areas, and to create private yard and patio space.

Perimeter walls are planned along planning area boundaries and main roadways to provide a decorative edge and backdrop for landscape features. The six foot high walls are designed with stucco finish and widened pilasters to complement the existing Mission and Parish walls in the vicinity.

Low perimeter walls are designed along the Mission Avenue frontage adjacent to the proposed Community Park and the community entry feature at Academy Road. The low walls will provide a distinct edge to the park space and entry area, but will also allow a high degree of visibility to planned citrus groves located behind. Similar to the taller perimeter wall, but designed at an approximate height of only 2-1/2 feet, the low seating wall is also planned as part of edge features, landscape planters, and similar elements within the park and common open space areas.

The tubular steel view fence is anticipated for use along interior site areas, adjacent to recreation areas and common open space, and as a perimeter fence for storm water basins. The 5-1/2 foot tall fence will incorporate stucco pilasters and is designed to maintain visibility of landscape features and site areas. This fence is proposed along the Academy Road frontage adjacent to Planning Area 2.

A system of privacy hedging (42" high), low walls and gates is proposed along the Academy Road frontage adjacent to PA-4. This 'green' wall will soften the street edge while providing an aesthetic buffer to the planned residences within PA-4.

Stucco-clad patio walls (42" and 48" in height) are proposed in conjunction with a variety of the attached unit plans. These walls will enclose private patio spaces typical for dwellings that might oriented toward street frontages or community open space, including residences planned along the Community Paseo.

Vinyl privacy fencing is intended for installation along interior property lines of private lots and yard areas. The five-foot high fencing will incorporate a "rustic-style" wood grain finish and color scheme.

PLANNING AREA – 1
DEVELOPMENT PLAN / TENTATIVE MAP

A detached lot single-family neighborhood is proposed for development within Planning Area 1 intended to complement the existing single-family development located to the north and east and to provide a transition to the more moderate densities proposed within the adjacent PD Plan areas. The proposed neighborhood for PA-1 will feature a single-family development pattern and density consistent with the adjacent single-family residential development.

The Development Plan proposed for PA-1 corresponds to the accompanying Tentative Map that will create a total of 66 lots, with 59 lots proposed for single-family residences, and 7 lots designated for open space, drainage, and private streets. PA-1 includes a total acreage of 9.93 acres as presented in the PD Plan and applicable to density calculations – excluding existing street rights-of-way. The Villa Storia PD Plan designates this area for a density of 6.0 – 9.9 du/ac under the MDA-R land use category, allowing for a corresponding range of 59 – 100 dwelling units. The 59 units proposed under the current plan represent a density of 5.9 du/ac which is consistent with the approximate MDA-R base density as prescribed by the PD Plan.

The land area within PA-1 is comprised of the following site coverage mix:

Landscaping	44.2% (191,320 sf. / 4.4 ac) -Includes 78,000 sf. of Usable Open Space
Paving	34.9% (150,707 sf. / 3.4 ac) -Includes internal private streets and drives
Building Coverage	20.9% (90,353 sf. / 2.1 ac)

The Tentative Map / Development Plan for PA-1 presents single-family residential lots organized along a network of private interior streets and community open space features. The main neighborhood entry is at Academy Road while a secondary entry is located off Frazee Road.

The development will feature various landscape and open space amenities located throughout the site including neighborhood park spaces and pedestrian scaled streetscapes. Lots will range from a minimum of 4,000 square feet to nearly 6,000 square feet in size allowing for variable orientation of the proposed residences. Two-story residential homes are proposed that will range from approximately 2,360 to 2,750 square feet in size with 3 – 4 bedroom and 2.5 – 4 bathroom options.

PA-1 Architectural Design

The architectural designs proposed for the single-family homes within PA-1 are consistent with architectural design guidelines presented in the Villa Storia PD Plan. The homes will present a variety of Spanish and Early California themed architectural designs that will respect the historic character of the Mission San Luis Rey. The homes will feature traditional forms with offset façade planes accented by pitched gable and hip roof forms (with approximate 3:12 roof pitches). Three separate floor plans are presented, each with two elevation options. The conceptual elevations show an approximate 28-foot building height, which is consistent with the neighboring River Ranch community and well within the maximum height of 36 feet permitted by the PD Plan.

The variable floor plan and elevation options will feature two and three-car garage configurations with front and side facing garages. These design options will result in varied setbacks along the residential streets and help to create a desirable streetscape element within the PA-1 neighborhood. The homes are designed to meet all setback requirements as prescribed in the PD Plan, including the 12-foot front setback for side facing garages.

The elevations implement a variety of traditional building features and accents that will help to define and enhance the architectural style. Elevation elements feature arched entry overhangs and colonnades, recessed windows, wood fascia, cornice detailing, decorative gable accents and corbels, shutter and awning accents, decorative iron grilles, rafter tails, and tiled roofs. These elements will combine to create high-quality ‘five-sided’ architecture within the neighborhood. Home designs also feature interesting variations in façade and roof planes, arched entryways with prominent wall depth, recessed window details – all which work together in presenting a traditional design aesthetic.

PA-1 Access and Circulation

The circulation plan designed for PA-1 features 36-foot wide private streets with single-loaded five-foot wide sidewalks. This street section will help to create a more intimate community space within the neighborhood interior. Pedestrian paths are designed to connect the planned neighborhood parks and open space areas. Resident and guest parking will be accommodated within the individual lots with additional guest parking available as designated on the private streets. Two-car or three-car garages are designed with each home to meet parking requirements established by the PD Plan with a total of 135 garage spaces provided. A total of 98 on-street guest parking spaces are provided where only 12 spaces are required under the PD Plan (20% of 59 units requires 12 spaces). An overall total of 233 parking spaces are provided in PA-1 with a ratio of 3.95 spaces / unit.

PA-1 Landscape and Open Space Design

The Conceptual Landscape Plan proposed for the PA-1 neighborhood features small community park and open space areas, streetscape landscaping, slope and perimeter landscaping. Additional community landscaping and street tree plantings will be provided within front and side yard areas, along the Academy and Frazee Road frontages, and within proposed storm drain lots.

A primary element of the landscape plan is the neighborhood park lot (Lot F) proposed near the Academy Road entry. The approximate 9,500 square-foot park will be framed by decorative

walls and feature open lawn and recreation areas. Plantings will include a small citrus grove, a specimen tree, street trees, and perimeter screen trees to provide an identifiable landscaped environment. A small landscape and open space lot (Lot G, approximately 2,200 square feet) is also planned on the south side of the neighborhood entry drive opposite the Lot F park to frame the planning area entry.

These park and landscape areas are designed to connect into the overall pedestrian circulation system proposed for the PD Plan area. Their location at the Academy Road round-a-bout allows for direct pedestrian access to the themed Academy corridor, and to the neighborhood park and recreation areas, including the community paseo, planned on the opposite side of the intersection within PA-3 and PA-4.

An additional open space lot (Lot D) is planned in the portion of PA-1 located north of Frazee Road to provide a passive landscape area and enhanced buffer along the area's northern boundary. This approximate 2,900 square-foot lot will feature an open lawn area framed by canopy and background trees planted as a buffer along the site perimeter.

The PD Plan requires a minimum of 350 square feet of usable open space per dwelling unit in conjunction with proposed developments – with at least 50% of that amount provided in common usable open space areas. The remaining 50% of open space may be provided in private yard or balcony areas. With 59 dwellings proposed, the PA-1 neighborhood requires 20,650 square feet of usable open space, including 10,325 square feet of common usable open space. Together the Lot F neighborhood park, Lot G open space, and Lot D open space will provide over 14,700 square feet of common usable open space. In addition, over 63,300 square feet of private open space is provided within individual residential yard areas, totaling over 78,000 square feet - far exceeding the requirements designated by the PD Plan.

PA-1 Grading

The Tentative Map proposes 66 lots within PA-1, with 59 lots planned for single-family residences, and 7 lots designated for open space, drainage, and private streets. Pad grading is specific to the proposed lot and street layout with elevations ranging from approximately 70 feet in the northeast corner (Lot 5) to 80 feet in the southwest corner (Lot 20).

Grading will be balanced across the overall PD Plan area with a raw cut and fill volume of approximately 181,000 cubic yards each. Included within the overall grading quantity, PA-1 proposes a total import quantity 124,280 cubic yards which balances with export quantities proposed for PAs 2, 3 & 4.

Storm flows within PA-1 will generally be conveyed from the individual lots, along the proposed private interior streets (generally from west to east), and into the designed storm drain pipe system. A primary storm water management element designed within PA-1 is a 0.45-acre storm water detention / bio-filtration basin (Lot E) proposed at the northeast corner of the site.

PA-1 Utilities

Water service for the proposed development within PA-1 will connect to existing water facilities located in Academy Road and Frazee Road. The new water service for PA-1 will connect to an existing 24" line in Academy Road and an 8" line in Frazee Road to form a looped system. Water lines will generally be located within the private streets in PA-1 to provide service to the

proposed residential lots.

New gravity fed sewer lines will also be installed to serve the proposed residential development in PA-1. These lines will be located within the private streets based on the proposed grades within the area. The proposed sewer lines will extend and connect to the existing 12” sewer main at points along the eastern and northern boundary of the Planning Area.

PLANNING AREA – 3
DEVELOPMENT PLAN / TENTATIVE MAP

A detached single-family cluster neighborhood is proposed for development within Planning Area 3 intended to provide a transition to the lower densities proposed within Planning Area 1 and the existing neighborhood to the north and east. The proposed neighborhood for PA-3 will feature 2-, 4- and 5-unit residential clusters that share a common driveway with private and common open space.

The Development Plan proposed for PA-3 corresponds to the accompanying Tentative Map that will create a total of 7 lots, with 3 lots proposed for condominium purposes, and 4 lots designated for a private street and common open space/recreation area. PA-3 includes a total area of 7.57 acres as presented in the PD Plan and applicable to density calculations – excluding existing street rights-of-way. The Villa Storia PD Plan designates this area for a density range of 10.0 – 15.0 du/ac under the MDB-R land use category, allowing for a corresponding range of 75 - 113 dwelling units. The 83 units proposed under the current plan equates to a density of 10.9 du/ac, which is consistent with the approximate MDB-R base density as prescribed by the PD Plan.

The land area within PA-3 is comprised of the following build-out mix:

Landscaping	38.2% (125,937 sf. / 2.9 ac) -Includes 64,800 sf. of Usable Open Space
Paving	33.6% (110,565 sf. / 2.5 ac) -Includes internal private streets and drives
Building Coverage	28.2% (90,085 sf. / 2.1 ac)

The Tentative Map/Development Plan for PA-3 presents clusters of detached single-family homes organized around a private internal “U” shaped street. A common recreation area featuring a swimming pool and spa is located adjacent to Academy Road at the southeast corner of PA-3. Two points of entry from Academy Road provide vehicular access to the neighborhood.

PA-3 is located within the Core Area of the Mission San Luis Rey Historic Area and proximity to the nearby historical resources has been considered in the design of the neighborhood. Residences are designed at a maximum of two stories with homes generally oriented to the interior of the site. The neighborhood pattern, building scale and orientation work to minimize physical and visual influences on the Mission San Luis Rey and adjacent Parish properties.

PA-3 Architectural Design

The architectural designs proposed for single family cluster residences within PA-3 are consistent with architectural design guidelines presented in the Villa Storia PD Plan and the residential design proposed within PA-1 and PA-4. Two-story detached homes are proposed, ranging in size from approximately 1,800 to 2,200 square feet, with 3-4 bedroom and 2.5 – 4 bathroom options. Each home is provided an attached two-car garage. Three separate floor plan and elevation options are presented. The conceptual elevations show an approximate 25-foot building height, which is lower than the single-family homes proposed in PA-1 and the neighboring River Ranch community and well within the maximum height of 36 feet permitted by the PD Plan.

The residential clusters feature common drive courts that extend from the main private street serving the neighborhood. This arrangement minimizes garage exposure from the street scene and allows for more landscaping along main internal streets. Each residential cluster features common landscape and open space areas while private yard areas for provided for each home.

The variable floor plan options will each feature two-car garage configurations with most garages arranged to the rear of each cluster and not visible from the street, thus creating a desirable streetscape element within the PA-3 neighborhood. The homes are designed to meet the development regulations prescribed in the PD Plan.

The detached and attached homes in Planning Areas 3 and 4 feature residential designs consistent with those proposed in PA-1 which respect the historic character of the Mission San Luis Rey. The homes feature traditional forms with building accents and features that implement Spanish and Early California themed architectural design concepts.

Home designs feature interesting variations in façade and roof planes accented by pitched gable and hip roof forms all which minimize mass of the proposed structures. The detached cluster homes present unique elevations that will create visual interest and design variety along the neighborhood. The attached building elevations feature individual entry designs and façade details that clearly represent the individual units within the building.

Residential design elements proposed throughout each neighborhood feature arched entry overhangs and colonnades prominent wall depth, recessed window details, wood fascia, cornice detailing, decorative gable accents and corbels, shutter and awning accents, decorative iron grilles, rafter tails, and tiled roofs. These elements combine to create high-quality ‘five-sided’ architecture within the neighborhood.

PA-3 Access and Circulation

The circulation plan designed for PA-3 features 36-foot wide private streets with single- and double-loaded five-foot wide sidewalks. Each cluster features a common driveway with decorative paving material. Sidewalks connect the neighborhood to the common recreation area as well as the adjacent neighborhoods. Two points of vehicular access are provided via Academy Road while the main internal private street also connects to the adjacent PA-4 neighborhood. A two-car garage is designed with each home to meet parking requirements with a total of 166 garage spaces provided. Guest parking is accommodated as designated along the private streets and adjacent to the common recreation area. A total of 58 guest spaces are provided where only 17 spaces are required under the PD Plan (20% of 83 units requires 17

spaces). An overall total of 224 parking spaces are provided in PA-3 with a ratio of 2.70 spaces / unit.

PA-3 Landscape and Open Space Design

The Conceptual Landscape Plan proposed for the PA-3 neighborhood will feature small common open space areas, a large common recreation area, streetscape landscaping, slope and perimeter landscaping.

A primary element of the landscape plan is the common recreation area (Lot J) featuring pool, patio, and open space areas. This open space amenity is planned at the southeast corner of PA-3 and is approximately 14,000 square feet in size. This area will include a pool and spa, a bathroom structure and a fire pit area. Shade structures and cabanas, along with complementary landscaping will complete the design concept. With its central location adjacent to the Academy Road roundabout, this recreation area is designed to connect into the overall pedestrian circulation system proposed for the PD Plan area.

The PD Plan requires a minimum of 350 square feet of usable open space per dwelling unit in conjunction with proposed developments – with at least 50% of that amount provided in common usable open space areas. The remaining 50% of open space may be provided in private yard or balcony areas. With 83 dwellings proposed, the PA-3 neighborhood requires 29,050 square feet of usable open space areas, including 14,525 square feet of common usable open space. The Lot J common recreation area will provide 14,000 square feet of common usable open space, while common usable open space areas located between residential clusters will contribute an additional 16,000 square feet - totaling approximately 30,000 square feet of common usable open space. Private yard and patio areas designed with each home will contribute an additional 34,800 square feet of private usable open space area, totaling 64,800 square feet – far exceeding the requirements designated by the PD Plan.

PA-3 Grading

The Tentative Map proposes 7 lots within PA-3, with 3 lots planned for condominium purposes, and 4 lots designated for open space and private streets. Pad grading is specific to the proposed lot and street layout with elevations ranging from approximately 79 feet in the southeast corner to 87 feet in the northwest corner.

Grading will be balanced across the overall PD Plan area with a raw cut and fill volume of approximately 181,000 cubic yards each. Included within the overall grading quantity, PA-3 proposes a total export quantity 87,440 cubic yards.

Storm flows within PA-3 will generally be conveyed from the individual lots, along the proposed private interior streets (generally from west to east), and into the storm drain system as designed. Storm water will be conveyed from each neighborhood area via 24” pipes connecting to the existing 54” and 84” storm drains located near the eastern project boundary.

PA-3 Utilities

Water service for the proposed development within PA-3 will connect to water facilities located in Academy Road. The new water service for PA-3 will consist of internal 8” distribution lines connecting at two points to a proposed 24” line in Academy Road – forming a looped system.

Water lines will generally be located within the private street network in PA-3 providing service to the individual residences.

New 8" gravity sewer lines will also be installed to serve the proposed residential development in PA-3. These lines will generally be located within the private streets and cluster drives based on the proposed grades within the area. The proposed sewer lines will connect to the existing 10" sewer main in Academy Road at two separate points along the eastern boundary of the Planning Area.

PLANNING AREA – 4
DEVELOPMENT PLAN / TENTATIVE MAP

An attached duet home and townhome neighborhood is proposed within Planning Area 4 as this area will develop at slightly higher densities transitioning from PA-3 to the PD area boundary along Mission Avenue. The northern part of the neighborhood will feature attached duet homes oriented along private streets. The southern portion of the neighborhood, situated near Mission Avenue will feature 3, 4, 5 and 6-unit attached townhome buildings.

The Development Plan proposed for PA-4 corresponds to the accompanying Tentative Map that will create a total of 16 lots, with 10 lots proposed for duet and townhomes, and 6 lots designated for open space and private streets. PA-4 includes a total acreage of 10.32 acres as presented in the PD Plan and applicable to density calculations – excluding existing street rights-of-way. The Villa Storia PD Plan designates this area for a density of 15.1 – 20.9 du/ac under the MDC-R land use category, allowing for a corresponding range of 155 – 215 dwelling units. The 149 units proposed under the current plan equates to a density of 14.4 du/ac, which is consistent with and does not exceed the MDC-R base density as presented in the PD Plan.

The land area within PA-4 is comprised of the following build-out mix:

Landscaping	34.5% (155,171 sf. / 3.6 ac) -Includes 87,700 sf. of Usable Open Space
Paving	32.5% (146,166 sf. / 3.3 ac) -Includes internal private streets and drives
Building Coverage	33.0% (148,428 sf. / 3.4 ac)

The Tentative Map/Development Plan for PA-4 presents duet homes and townhome buildings organized along interior private streets. Common open space in the form of a one-acre Community Park, a Community Paseo and a neighborhood park contribute to the amenities for this neighborhood. Two points of entry, one from Academy Road and a second from PA-3 to the north serve as access to the neighborhood. PA-4 also features townhomes that front directly on the Community Paseo and Academy Road frontage in effort to “activate” the pedestrian space and street frontage areas.

PA-4 is located within the Core Area of the Mission San Luis Rey Historic Area and proximity to the nearby historical resources has been considered in the design of the neighborhood. Residences are designed at a maximum of two stories with homes generally oriented to the interior of the site. The neighborhood pattern, building scale and orientation work to minimize physical and visual influences on the Mission San Luis Rey and adjacent Parish properties.

PA-4 Architectural Design

The architectural designs proposed for the duet and townhome residences within PA-4 are consistent with architectural design guidelines presented in the Villa Storia PD Plan and the

residential design proposed within PA-1 and PA-3. Four building configurations featuring two separate floor plans and up to four elevation options are presented as design options for the duet homes. The townhome designs feature 2 to 5 – unit buildings with varying elevation and floor plan options. The conceptual duet elevations are designed up to 30’ in height, with the townhome buildings designed at approximately 28 feet in height. These building heights are designed to be complementary to the PD surroundings and consistent with the residential development proposed in PA-1 and PA-3.

The duet homes range from 1,590 to 1,810 square feet in size with 3 - 4 bedroom / 2.5 – 3 bathroom plan options. The townhomes will range in size from 1,460 to 1,630 square feet featuring 3-4 bedroom / 2.5 bathroom plan options. The variable floor plan and elevation options will each feature two-car garage configurations accessible from the private streets. The homes are designed to meet the development regulations as prescribed in the PD Plan.

The detached and attached homes in Planning Areas 3 and 4 feature residential designs consistent with those proposed in PA-1 which respect the historic character of the Mission San Luis Rey. The homes feature traditional forms with building accents and features that implement Spanish and Early California themed architectural design concepts.

Home designs feature interesting variations in façade and roof planes accented by pitched gable and hip roof forms all which minimize mass of the proposed structures. The detached cluster homes present unique elevations that will create visual interest and design variety along the neighborhood. The attached building elevations feature individual entry designs and façade details that clearly represent the individual units within the building.

Residential design elements proposed throughout each neighborhood feature arched entry overhangs and colonnades prominent wall depth, recessed window details, wood fascia, cornice detailing, decorative gable accents and corbels, shutter and awning accents, decorative iron grilles, rafter tails, and tiled roofs. These elements combine to create high-quality ‘five-sided’ architecture within the neighborhood.

PA-4 Access and Circulation

The circulation plan designed for PA-4 features 28 to 36 foot variable width private drives with single-loaded five-foot wide sidewalks. Interior sidewalks and paths provide direct access to each home. The Community Paseo is designed as a central path through PA-4 connecting the one-acre Community Park to the neighborhood park area at the Academy Road roundabout intersection. The main vehicular access to PA-4 is from Academy Road via a private street connection, while a second access point connects to the adjacent PA-3 neighborhood. Guest parking is accommodated as designated along the private streets and through parking spaces distributed throughout the planning area. A two-car garage is designed with each home providing required parking with a total of 298 garage spaces. A total of 93 guest spaces are provided where 30 spaces are required under the PD Plan (20% of 149 units requires 30 spaces). An overall total of 391 parking spaces are provided in PA-4 with a ratio of 2.62 spaces / unit.

PA-4 Landscape and Open Space Design

The PA-4 neighborhood will feature a variety of landscape and open space areas. As previously described prominent elements of the landscape plan are the one-acre Community Park, a neighborhood park and plaza area at the northeast corner of PA-4, and the Community Paseo connecting to both park areas. The Paseo will provide direct access to the duet and townhome

residences designed to front along the pathway.

The neighborhood park and plaza area located at the northeast corner of PA-4 contributes to the overall open space and park area provided at the Academy Road roundabout intersection. This area will provide shaded turf, a BBQ area and hard surface areas to allow for community gathering and socializing. The space will also provide utilities for vendors including gas and electric hooks ups to promote this area's use in future community events. The Paseo features an eight-foot wide meandering sidewalk accentuated with landscape plantings. The Community Park will be framed by canopy and ornamental trees and buffered from Mission Avenue by a citrus grove. The park will also feature open lawn and playground areas.

The PD Plan requires a minimum of 350 square feet of usable open space per dwelling unit in conjunction with proposed developments – with at least 50% of that amount provided in common usable open space areas. The remaining 50% of open space may be provided in private yard or balcony areas. With 149 dwellings proposed, the PA-4 neighborhood requires 52,150 square feet of usable open space, including 26,075 square feet of common usable open space. The one-acre Community Park, neighborhood park and paseo areas within PA-4 will provide over 60,300 square feet of common usable open space, while yard and patio areas designed with each residence will contribute over an additional 27,400 square feet of private open space, totaling over 87,700 square feet – far exceeding the designated requirements.

PA-4 Grading

The Tentative Map proposes 15 lots within PA-4, with 9 lots planned for townhome purposes, and 6 lots designated for open space and private streets. Pad grading is specific to the proposed lot and street layout with elevations ranging from approximately 79 feet in the southeast corner to 84 feet in the northwest corner.

Grading will be balanced across the overall PD Plan area with a raw cut and fill volume of approximately 181,000 cubic yards each. Included within the overall grading quantity, PA-4 proposes a total export quantity 20,019 cubic yards.

Storm flows within PA-4 will generally be conveyed from the individual lots, along the proposed private interior streets (generally from west to east), and into the storm drain system as designed. Storm water will be conveyed from each neighborhood area via 24" pipes connecting to the existing 54" and 84" storm drains located near the eastern project boundary.

PA-4 Utilities

Water service for the proposed development within PA-4 will connect to water facilities located in Academy Road. The new water service for PA-4 will consist of internal 8" distribution lines connecting at two points to an existing 24" line in Academy Road – forming a looped system. Water lines will generally be located within the private street network in the neighborhood providing service to the individual residences.

New 8" gravity sewer lines will also be installed to serve the proposed residential development in PA-4. These lines will generally be located within the private streets and drives based on the proposed grades within the area. The proposed sewer lines will connect to the existing 10" sewer main in Academy Road at two separate points along the eastern boundary of the Planning Area.

HISTORIC PERMIT

A Historic Permit is also required in conjunction with this proposal due to its location within the Mission San Luis Rey Historic Overlay District. The portion of land west of Academy Road is also located within an area designated as the Historic Core. The Mission San Luis Rey Historic Area Development Program and Design Guidelines are applicable to development proposed within the Historic Area. The Guidelines are intended to provide a design and development framework for land use proposals that respect the Mission's historic setting. The Villa Storia PD Plan also presents development regulations and design guidelines for future residential development intended to complement and respect the historic nature of the Mission and the surrounding district.

SUMMARY

The Villa Storia Planned Development envisions the establishment of a high quality residential community that is respectful of nearby historic resources and complementary to surrounding land uses. The Villa Storia PD site presents a viable opportunity to realize the development of a new high-quality residential community on this infill site that will complement the surrounding residential, institutional, and commercial development.

The accompanying PD Plan document establishes the land use, density, development regulations, design standards, and primary infrastructure components that will direct future development within the Project area. Design and development standards have been prepared to assist in creating a community character and architectural theme that respects the historic surroundings and established development in consideration of the following principals:

- Ensure compatibility with the Mission San Luis Rey Historic District, the adjacent residential neighborhood, and other nearby uses.
- Provide a range of housing types for varying resident and community needs that helps to meet current and future housing demands on a site located near transit, retail and schools.
- Design buildings, spaces and uses that enhance and respect the historic character of the Mission area, create a sense of neighborhood, and complement the vision for Mission area.
- Ensure the vision for site development is economically feasible.
- Create flexibility in the plan to accommodate possible changes in housing types, the local economy and community needs during the development period.
- Provide a high quality, well planned development that the community will be proud of for years to come and that will serve as an admirable example of residential development.
- Create a walkable environment that promotes and enhances the pedestrian experience throughout the site with connections between community open space, parks, paseos, and other amenity areas.
- Develop an infill project that creates a harmonious connection between surrounding land uses and the Mission San Luis Rey Historic District.

RECEIVED

APR 09 2013

CITY OF OCEANSIDE
DEVELOPMENT SERVICES

EXHIBIT "A"

Legal Description_Mission Property
(APN's 158-070-24, 158-070-38, 158-070-40,
158-070-41, 158-101-33 and portions of
158-070-17, 158-070-21 & 158-070-22.)

THOSE PORTIONS OF THE SOUTHEAST QUARTER OF SECTION 8 AND SOUTHWEST QUARTER OF SECTION 9 LYING WITHIN TOWNSHIP 11 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY APPROVED ON DECEMBER 27, 1870, ALL AS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER OF SECTION 8, THENCE NORTH 89°38'40" WEST 38.00 FEET ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SOUTHEAST QUARTER OF SECTION 8; THENCE SOUTH 00°24'10" WEST 209.97 FEET ALONG A LINE THAT IS PARALLEL WITH THE EAST LINE OF SAID SOUTHEAST QUARTER OF SECTION 8; THENCE NORTH 89°38'40" WEST 697.34 FEET ALONG A LINE THAT IS PARALLEL WITH SAID NORTH LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 8 TO A LINE THAT IS PARALLEL WITH AND DISTANT 585.50 FEET EAST OF THE WEST LINE OF SAID NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 8; THENCE SOUTH 00°30'10" EAST 484.20 FEET ALONG SAID LAST MENTIONED PARALLEL LINE; THENCE SOUTH 89°29'50" WEST 30.15 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 555.35 FEET EAST OF SAID WEST LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 8 ; THENCE SOUTH 00°30'10" EAST 607.95 FEET ALONG SAID PARALLEL LINE TO THE NORTHERLY LINE OF MISSION AVENUE AS DESCRIBED IN A GRANT DEED TO THE STATE OF CALIFORNIA RECORDED ON JANUARY 9, 1952 AS DOCUMENT NO. 2512 IN BOOK 4338, PAGE 480 OF OFFICIAL RECORDS OF SAN DIEGO COUNTY, THENCE, ALONG SAID NORTHERLY LINE OF MISSION AVENUE AS DESCRIBED IN SAID GRANT DEED AND WITHIN A FINAL ORDER OF CONDEMNATION RECITING THE CITY OF OCEANSIDE AS PLAINTIFF AND RECORDED ON JANUARY 8, 1998 AS DOCUMENT NO. 1998-0010714 OF OFFICIAL RECORDS OF SAN DIEGO COUNTY, SOUTH 72°58'20" EAST 169.72 FEET; THENCE NORTH 00°24'10" EAST 5.31 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 2958.14 FEET TO WHICH A RADIAL LINE BEARS SOUTH 16°06'17" WEST; THENCE EASTERLY 274.09 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 05°18'32"; THENCE SOUTH 79°12'15" EAST 353.55 FEET TO THE NORTHWESTERLY LINE OF STATE HIGHWAY 11-SD-76 AS DESCRIBED IN A QUITCLAIM DEED TO THE STATE OF CALIFORNIA RECORDED ON MARCH 2, 2000 AS DOCUMENT NO. 2000-0106756 OF OFFICIAL RECORDS OF SAN DIEGO COUNTY; THENCE, ALONG SAID NORTHWESTERLY LINE OF STATE HIGHWAY 11-SD-76, NORTH 18°01'00" WEST 31.64 FEET; THENCE NORTH 59°16'25" EAST 573.51 FEET TO A LINE THAT IS PARALLEL WITH AND DISTANT 510.00 FEET EAST OF SAID EAST LINE OF THE SOUTHEAST QUARTER OF SECTION 8; THENCE, LEAVING SAID NORTHWESTERLY LINE OF STATE HIGHWAY 11-SD-76, NORTH 00°24'10" EAST 1143.02 FEET ALONG SAID LAST MENTIONED PARALLEL LINE TO THE NORTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 9; THENCE NORTH 89°19'29" WEST 510.01 FEET ALONG SAID NORTH LINE TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 35.588 ACRES, MORE OR LESS.

PREPARED BY: Philip D. Buccola
PHILIP D. BUCCOLA, RCE 27732

DATE: 4.5.13

**BUCCOLA
ENGINEERING, Inc.**

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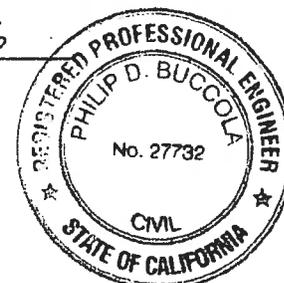
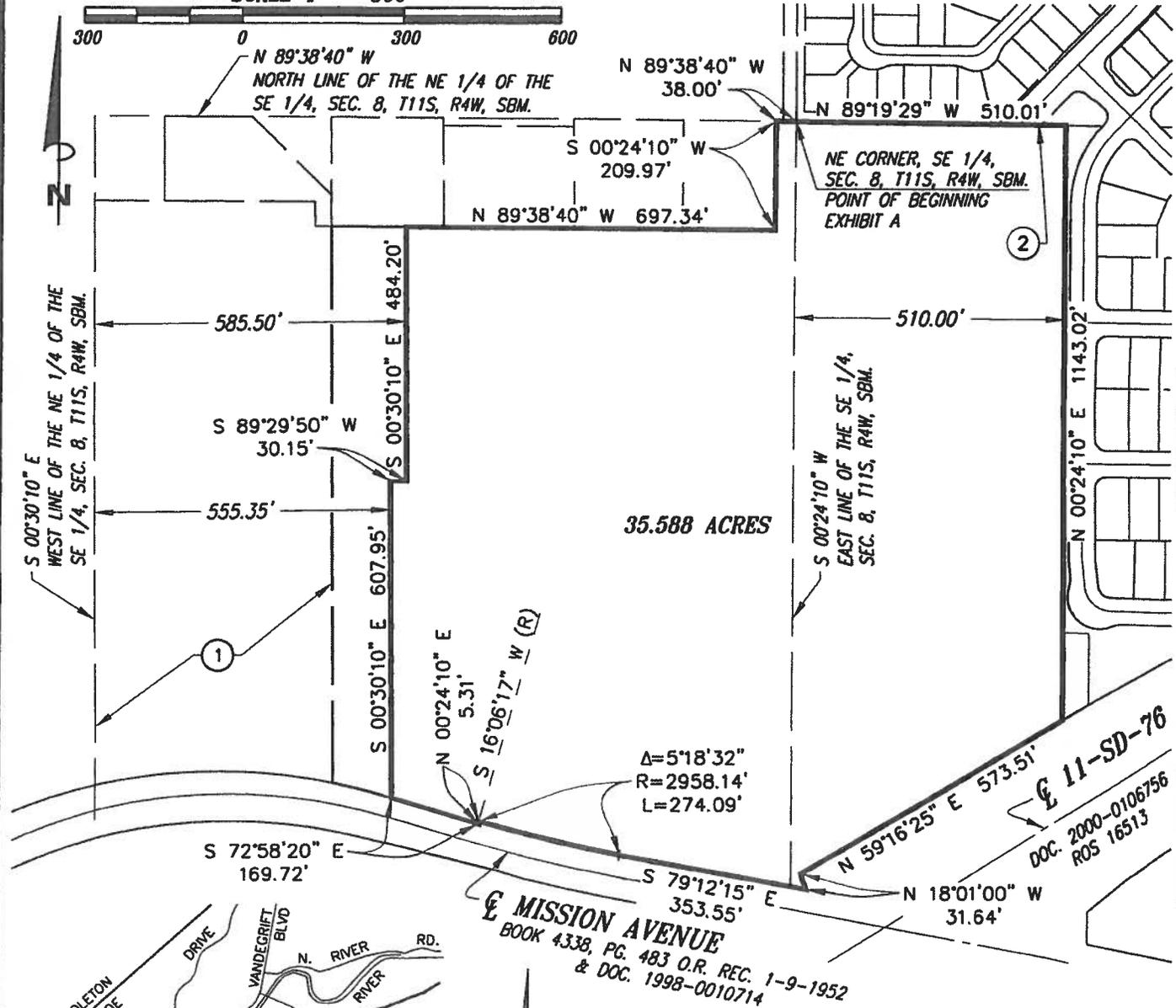
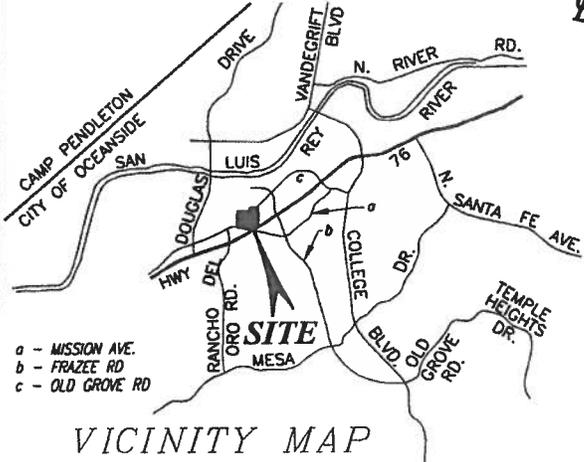


EXHIBIT "B"

SCALE 1" = 300'



35.588 ACRES



MISSION AVENUE
 BOOK 4338, PG. 483 O.R. REC. 1-9-1952
 & DOC. 1998-0010714

- ① POR. OF THE NE 1/4, SE 1/4, SEC. 8, VESTING: THE ROMAN CATHOLIC BISHOP OF SAN DIEGO, FILE/PG. 81-047180
- ② NORTH LINE OF THE SW 1/4, SEC. 9, T11S, R4W, SBM

PREPARED IN THE OFFICE OF:

BUCCOLA ENGINEERING, inc 760/721-2000

3142 Vista Way, Suite 301, Oceanside, CA 92056

CITY OF OCEANSIDE
 PLANNING DEPARTMENT
 GENERAL PLAN AMENDMENT &
 ZONE CHANGE

FILE# _____ DATE: SHEET 1 OF 1