

I. Objective

The City of Oceanside (City) is in the process of updating its General Plan with the addition of an Economic Development Element (EDE). As part of the City's efforts to draft an EDE, Project Design Consultants (PDC) and Keyser Marston Associates, Inc. (KMA) prepared an assessment of the City's current land use policies. The purpose of this assessment is to provide an overview of the current General Plan land use policies, zoning standards, and existing permitting processes that may facilitate and/or impede economic development in Oceanside. Recommendations are provided to support the City's goals of maintaining and increasing employment land uses and incentivizing mixed-use development. This assessment also addresses recommendations for agritourism uses.

II. Recommendations

A. Other City Documents and Publications

Based on an analysis of current City documents, PDC/KMA recommend the following action steps to improve the City's marketing and outreach efforts with respect to land use and zoning:

- Prepare a high-level "user manual" that summarizes the City's principal land use and zoning policies, providing clear and concise information regarding what types, densities, and configurations of development are allowed and encouraged in the various districts/sub-areas of the City. Such a "user manual" could take the form of a multi-color brochure/land use map (see attached examples). This resource could be combined with a land inventory database that identifies vacant and under-utilized development parcels Citywide.
- Undertake and adopt Specific Plans for districts/sub-areas within the City that are likely to experience significant transition in coming decades. These may include: (1) substantial private investment resulting in major changes to land use type, density, and configuration; and/or (2) substantial public investment in infrastructure and facilities. A key example of such an area that could benefit from a Specific Plan is the Oceanside Boulevard Corridor.

B. Mixed-Use Development

An analysis of the City's current land use policies indicates that policies are varied regarding mixed-use development. The General Plan does not specify if mixed-use development is permitted. The zoning ordinance, however, includes mixed-use development provisions.

PDC/KMA recommend the following actions be taken as part of the General Plan Update:

- Revise the Land Use Element to clarify that mixed-use development is allowed and encouraged.
- Identify a range of types of mixed-use development for different districts/sub-areas within the City. These may include: mixed-use development with residential

emphasis, i.e., these developments may include little or no commercial use; mixed-use development with employment emphasis, i.e., these developments may include little or no commercial retail use; and mixed-use development commercial emphasis, i.e., these developments must include a certain minimum of commercial retail or employment uses.

- Explore opportunities to simplify its regulatory documents and permitting processes to help facilitate desired development types.
- Streamline the process for mixed-use and transit-oriented development. For example, the requirement for a Mixed-use Development Plan and Conditional Use Permit (CUP) may deter a developer from proposing mixed-use when such applications are not required for other types of development.

C. Residential Development

The highest density residential zones within the Inland Zoning Ordinance are limited to the same 36' building height as the lower density residential zones. This can make achieving the higher densities (up to 43 dwelling units per acre) difficult. The Zoning Ordinance allows development within the RH-U zone to apply for a greater height limit (up to 50'), but this requires the processing of a conditional use permit. In addition, this same provision is not provided to the RT zone, which also has a maximum density of up to 43 dwelling units per acre.

Currently, the smallest residential lot size permitted is 5,000 square feet (SF) in the Inland Zoning Ordinance (applicable to the RM-A zone only) and 6,000 SF in the Coastal Zone. The standard minimum lot size within the Downtown District is 5,000 SF, but there are provisions for smaller lot sizes (as low as 2,500 SF) in certain districts. Similar provisions should be considered for other areas. In addition, the setback requirements should be evaluated to ensure that they accommodate smaller lot development.

PDC/KMA recommend the following actions be taken as part of the General Plan Update:

- Explore greater height limits for residential zones.
- Consider smaller minimum lot sizes for residential zones to provide for a variety of housing types and sizes, including attached products on individual lots.
- Conduct an evaluation of parking needs by land use type and district/sub-area within the City to determine whether it is feasible to amend the Land Use Element and zoning ordinance to: (1) provide for reduced parking ratios; and/or (2) increase the use of shared parking among uses within a development.

D. Commercial Development

Commercial Floor Area Ratios (FARs) within the Inland Zoning Ordinance are low (base FAR of 1.0), especially given the 50' building height limit. It is also unclear whether these FARs only apply to the commercial component of a mixed-use project or whether they would also apply to the residential portion.

To encourage commercial development, PDC/KMA recommends the following actions be taken subsequent to the General Plan and zoning updates:

- Clarify uncertainties in commercial FARs for mixed-use projects
- Contemplate allowing an FAR exemption for commercial space within a predominantly multi-family mixed-use development
- Consider larger FARs (and possibly used as an incentive to encourage mixed-use)

E. Industrial Development

The maximum building height for industrial development within the Inland Zoning Ordinance (80 feet) is very high compared to other zones. By contrast, the allowable FARs (0.8-1.0) are low. As part of the General Plan Update and subsequent zoning update, PDC/KMA recommend the following:

- Re-evaluate industrial development regulations pertaining to building height and FAR. Higher FAR allowances, combined with the existing building height limits, may enable transition over time from low-rise business park buildings to multi-level office buildings.

F. Other Uses

The City has developed vision plans that include recommendations for high quality human scaled and pedestrian-oriented development. As part of the subsequent phases of the General Plan Update and zoning updates, opportunities to implement the recommendations from these plans should be considered. PDC/KMA recommend the following be considered during the update of the General Plan:

- Reduce the minimum parking requirements, allowing a flexible mix of uses from building to building, enhancing and emphasizing quality public spaces, and promoting high quality design, signage, and public art.
- Incorporate incentives to promote mixed-use and transit-oriented development into the City's development regulations and development review process.
- Include guidelines that illustrate the desired design and layout of various zoning districts.
- Require agricultural-specific studies (e.g., fiscal and economic impact, environmental) be performed for development proposals that desire to change the agricultural land use designation to an alternative land use type.
- Implement an Agricultural Overlay Zone (AOZ) to protect and enhance the City's small farms, unique crops, and existing farm land from incompatible uses. The AOZ should accommodate a variety of uses developed at a scale that is

complementary to existing agricultural land. Also, the AOZ could be used to identify opportunities for marketing the area as an agritourism district.

- Adopt land use and zoning policies that enable “urban farming” throughout the City, such as the recent San Diego and Encinitas ordinances.

III. City of Oceanside General Plan

A. Introduction

The City of Oceanside General Plan serves as the long-range comprehensive planning document that guides the physical growth and development in the City. The General Plan addresses the following ten elements: Land Use, Circulation, Recreational Trails (as a sub-element of the Circulation Element), Housing, Environmental Resources Management, Public Safety, and Noise. While many of the General Plan elements were adopted in the 1970s, others were updated and amended more recently to address changes in State law or conditions affecting Oceanside. The following goals are envisioned for Oceanside in 2020:

- Promote friendly, well-planned, coherent business development, with active participation by its business owners. Tourism and light industry will be leading contributors to the economic base.
- Proactively facilitate access to user-friendly, state-of-the-art, two way interactive telecommunication services, affordably priced, and accessible to the community.
- Expand cooperative partnerships with business, community groups, neighborhoods, and schools to promote and enhance services while developing and maintaining the highest aesthetic standards throughout the community.
- Recognize and support all of the arts as essential to the quality of life in the community and as a motivating force to awaken the economic potential of the community.
- Support life-long learning through universal access to information for its residents, serving all educational, civic, cultural, business, and other social and community needs.

B. Land Use Element

The Land Use Element and Land Use Map identify the proposed general distribution, location, and extent of land uses within the City. This Element also provides direction regarding how the future intensity/density and character of new development should occur. The following community development objectives and policies establish the framework for future land use planning and decision making in Oceanside.

Commercial

- Promote and preserve a balance of successful markets and services in aesthetic, people-oriented associations that are compatible and organized to surrounding land uses.
- The City shall preserve and enhance viable, positive commercial developments through the proper allocation of commercial land use designations.
- Promote long-term economic efficiency and provide benefits to the community.

- Maintain sufficient size and dimensions to allow for the efficient potential reuse of the parcel.
- Encourage wherever possible the unification of access and site design with adjacent and surrounding commercial uses.
- Encourage the establishment of specialized districts, centers, and developments for unique commercial uses which contribute positively to the City's revenue and employment generating abilities and cultural enhancement.

Residential

- Direct and encourage the proper type, location, timing, and design of housing to benefit the community consistent with the enhancement and establishment of neighborhoods and a well balanced and organized community.
- Provide building pads of sufficient size, dimensions, and topography to promote overall community enhancement and functional and aesthetically pleasing neighborhoods.
- Provide building pads that reflect the minimum lot area established for the area.
- Discourage large unusable areas.

Agricultural

- Ensure land is sufficiently sized to viably conduct agricultural practices.
- Identify, conserve, and enhance Oceanside's agricultural areas.
- The City shall, in all proposed actions converting agricultural lands to other land uses, consider the loss of those lands to the potential agricultural productivity to the community; and shall assure that land use compatibility to agricultural lands is fully defined and assured.
- Land use compatibility is of primary importance to agricultural areas, since land use conflicts between agricultural and non-agricultural uses can force economic nonviability of agricultural areas.

Industrial

- Promote industries which are consistent with community enhancement and provide stable tax bases and a balance of employment opportunities.
- Industrially designated lands shall be devoted to industrial uses for the preservation of the City's economic future, employment opportunities, and general welfare.
- Industrial land uses shall be compatible with surrounding land uses and available community facilities.
- Ancillary commercial, office, and recreational uses may be permitted when clearly oriented to support the industrial development and serve its population.
- The City shall enhance positive long-term economic and employment opportunities through proper allocation and protection of industrial designations.

Institutional

- Provide and protect areas within the City for both private and public institutional type uses.

Open Space

- Identify and preserve a variety of lands that, due to their topography, use, natural resources, values, and/or limitations, are best left in an open or natural state.

C. General Plan Land Use Designations

The City of Oceanside has 21 land use designations. The following are descriptions of each of these land use designations. The General Plan does not specify that mixed-use development is allowed. However, mixed-use development is permitted by the Zoning Ordinance through a Mixed-Use Development Plan and Conditional Use Permit (CUP) as discussed in Section IV, below. It is strongly recommended that this potential inconsistency be addressed as part of the General Plan Update.

Commercial Designations		
Designation Title	Minimum Site Size	Location
<p>Community Commercial (CC)</p> <p>The CC designation is intended to provide a wide variety of commercial establishments. Major tenants shall provide larger, low volume, higher cost items, such as home furnishings, apparel, durable goods, and specialty items and generally have citywide market areas. Support facilities, such as entertainment establishments and restaurants, are encouraged.</p>	30+ acres	Major arterials or higher rated roads
<p>Neighborhood Commercial (NC)</p> <p>The NC designation is intended to meet the daily shopping needs of the community. Commercial center development is implicit. Key tenants shall be limited to supermarkets, variety stores, drug stores, specialty stores, and similar businesses. Most retail shops, restaurants, and services are permitted as minor tenants and “convenience” businesses may be allowed when well integrated into the center’s design.</p>	10 – 30 acres	Near residential areas along major arterials or secondary arterials, preferably at their intersections with collector streets
<p>General Commercial (GC)</p> <p>The GC designation is intended to provide retail shops, restaurants, and services that meet the “immediate” commercial needs of the</p>	5-10 acres	Streets designated as major arterials or higher or at the intersection of two secondary arterials

Commercial Designations		
Designation Title	Minimum Site Size	Location
community. High intensity, drive-up/drive through, and convenience businesses shall be developed in commercial centers of clustered together in coordinated site or development plans.		
Special Commercial (SC) The SC designation identifies commercial sites within and/or adjacent to areas with unique characteristics, such as scenic areas, historic areas, freeway off-ramps, the Coastal Zone, and other unique or special areas.	N/A	Scenic areas, historic areas, freeway off-ramps, the Coastal Zone, etc.
Professional Commercial (PC) The PC designation is intended to provide a wide variety of professional office, administrative, and business service uses. Development intensities shall vary and reflect surrounding uses.	N/A	Secondary arterials or higher. High intensity, high traffic generating uses are encouraged near institutions, developments, or facilities of a similar intensity.

Residential Designations		
Designation Title	Potential Range of Dwelling Units per Gross Acre*	
	Base Density**	Maximum Potential Density**
Estate A	0.5	0.9
Estate B	1.0	3.5
Single Family Detached	3.6	5.9
Medium Density A	6.0	9.9
Medium Density B	10.0	15.0
Medium Density C	15.1	20.9
High Density	21.0	28.9
Urban High Density	29.0	43.0

*Explanation of developable and non-developable lands:

Density ranges of residential designation do not imply minimum and maximum residential densities that can be uniformly applied to any particular site.

Physical characteristics of a site along with a site's relationship to external factors can modify a site's density. A careful examination of City policy should be made to clarify developable lands and undevelopable lands within a particular site.

Residential Designations	
Designation Title	Potential Range of Dwelling Units per Gross Acre*
<p>**Explanation of residential density ranges:</p> <p>Densities between the base density and maximum potential density within each residential range represent density potentials that could be obtained on developable portions of a site.</p>	

Industrial Designations		
Designation Title	Minimum Site Size	Location
<p>General Industrial (GI)</p> <p>The GI designation is intended to provide industrial lands that can accommodate a wide range of industrial uses, including those of relatively high intensity, while minimizing negative impacts to surrounding land uses.</p>	<p>100 acres. Smaller sites may be considered when located adjacent to industrial uses.</p>	<p>Major arterial or higher rated streets</p>
<p>Light Industrial (LI)</p> <p>The LI designation is intended to provide and protect industrial lands that can accommodate a wide range of moderate to low intensity industrial uses capable of being located adjacent to residential areas with minimal buffering and attenuation measures.</p>	<p>200 acres. Smaller sites may be considered when located adjacent to land uses of similar intensity.</p>	<p>Secondary arterial or higher rated streets either directly or through non-residential areas</p>
<p>Research Park (RP)</p> <p>The RP designation is intended to provide and protect industrial lands for the development of communities of high technology, research and development industries, and related uses set in campus or park-like settings.</p>	<p>100 acres. Smaller sites may be considered when located within or adjacent to other industrial areas.</p>	<p>Major arterial or higher rated streets either directly or through non-residential areas.</p>

Institutional Development

- Institutional (I).** The I designation is characterized by spacious and extensively landscaped settings stressing retention and enhancement of natural features. Development is distinguished by a general inward orientation creating a community of complementary uses.
- Civic Institutional (CI).** The CI designation is intended to provide for public and quasi-public uses and facilities. These included, but are not limited to, public

schools, colleges and universities, facilities for public services and utilities, community centers, and other government buildings.

- **Private Institutional (PI).** The PI designation provides for private uses and facilities that are situated in campus or park-like settings. These include, but are not limited to, the following: religious institutions, private schools, colleges, and universities, cemeteries and memorial parks, private recreation areas and facilities, and institutions associated with the medical and surgical arts.

Agricultural

- Agricultural areas are primarily characterized by farming, grazing, or conducting animal husbandry. These areas typically involve contiguous tracts of agricultural land uses with only a very minor intrusion of non-agricultural land uses. Residential development shall be permitted provided such development does not interfere with existing agricultural operations and that the open space character of the area is preserved. Appropriate minimum lot areas shall be determined by the area's topography, adjacent land uses, and the availability of public services and utilities; however, under no circumstances shall lot areas be less than two and one-half acres. Lot configurations and dimensions shall provide areas of sufficient size to conduct limited, low-intensity agricultural activities such as orchards, gardens, and the keeping of livestock.

Open Space

- Public parks, flood channels, public and private outdoor recreation facilities, water recharge areas, and water bodies shall be designated as open space. The City shall require open space designation on lands set aside for significant permanent protection and enhancement through the utilization of planned common open space in proposed land development.

IV. Zoning Ordinances

The City of Oceanside currently utilizes multiple zoning ordinances to regulate land use within its boundaries. The following describes the 1992 Zoning Ordinance for inland areas, the 1986 Zoning Ordinance for coastal areas, and the Redevelopment Zoning Ordinance for Downtown.

A. 1992 Inland Zoning Ordinance

The City's 1992 Inland Zoning Ordinance is the primary implementation tool for the General Plan. The Zoning Ordinance and Zoning Map identify the specific types of land use, intensities, and development and performance standards applicable to specific areas of land within the City. Properties located within the coastal zone and the Downtown area are subject to different regulations, which are described in Section 3.2 and 3.3 below. The following summarizes the base zone districts for Oceanside.

Residential Zones

- **Residential Estate (RE).** The RE district is intended to provide opportunities for very low density single-family residential land use (except as otherwise noted in Section 1030) that is compatible with the topography and public-service capacities.
- **Residential Single-Family (RS).** The RS district is intended to provide opportunities for single-family residential land use in neighborhoods, subject to appropriate standards. Duplexes, triplexes, and fourplexes may remain if existing prior to adopted ordinance. New residential construction shall be single-family dwellings or approved accessory structures.
- **Medium-Density Residential (RM).** The RM district is intended to provide opportunities for residential uses, including patio homes, duplexes, townhouses, multi-dwelling structures, and cluster housing. Single-family dwellings may remain if existing prior to adopted ordinance, but no new single-unit conventional (SU-C) single-family family dwellings may be permitted unless developed on a pre-existing legal lot.
- **High-Density Residential (RH).** The RH district is intended to provide opportunities for an intensive form of development, including apartments and town houses with relatively high land coverage.
- **Residential Tourist (RT).** The RT district is intended to provide opportunities for tourist and year-round visitor-serving facilities, including permanent and transient residential and related uses within the City's Coastal Zone.

Residential Zoning Regulations					
Designation Title	General Plan Designation	Density Range	Building Height	Minimum Lot Area	Maximum Non-Residential FAR
Residential Estate (RE)	Estate A (RE-A)	0.5 – 0.9	36'	1 acre	n/a
	Estate B (RE-B)	1.0 – 3.5	36'	10,000 s.f.	n/a
Residential Single-Family (RS)	Single Family Detached	3.6 – 5.9	36'	6,000 s.f.	n/a
Medium-Density Residential (RM)	Medium Density A (RM-A)	6.0 – 9.9	36'	5,000 s.f.	n/a
	Medium Density B (RM-B)	10.0 – 15.0	36'	7,500 s.f.	n/a
	Medium Density C (RM-C)	15.1 – 20.9	36'	7,500 s.f.	n/a
High-Density Residential (RH)	High Density	21.0 – 28.9	36'	7,500 s.f.	n/a
	Urban High Density	29.0 – 43.0	36 [*]	10,000 s.f.	1.0
Residential Tourist District (RT)	Urban High Density	29.0 – 43.0	36'	6,000 s.f.	1.0

* RH-U zoned property may obtain additional height up to a maximum of 50' subject to a conditional use permit if the project demonstrates superior architectural features, quality facades, dramatic roof treatments, and design elements that enhance the overall presentation of the project.

The maximum building height for the residential zones is 36 feet regardless of the density range. A higher building height should be considered for the higher density

residential designations to ensure that the higher densities can be accommodated. In addition, smaller minimum lot sizes would provide greater flexibility to accommodate a variety of different housing types.

Commercial Zones

- **Neighborhood Commercial (CN).** The CN district is intended to provide sites for businesses serving the daily needs of nearby residential areas while establishing development standards that prevent significant adverse effects on residential uses adjoining a CN district. Relocating buildings require an administrative Conditional Use Permit (CUP). Dwelling units are subject to the standards set forth in the RM-A District. Single-family residential is not permitted on the ground level and mixed-use requires a “Mixed-Use Development Plan” and CUP.
- **Community Commercial (CC).** The CC district is intended to provide sites for commercial centers containing a wide variety of commercial establishments, including businesses selling home furnishings, apparel, durable goods, and specialty items. Support facilities such as entertainment and restaurants are permitted, but are subject to certain limitations. Relocating buildings require an administrative CUP.
- **General Commercial (CG).** The CG district is intended to provide opportunities for the full range of retail and service businesses deemed suitable for location in Oceanside, including businesses not permitted in other commercial districts because they attract heavier vehicular traffic or have certain adverse impacts. This district also provides opportunities for certain limited manufacturing uses that have impacts comparable to permitted retail and service uses to occupy space not in demand for retailing or services.
- **Limited Commercial (CL).** The CL district is intended to provide opportunities for a limited range of retail and service businesses that do not generate significant amounts of traffic or high public service demands. Automobile oriented uses, such as stations and drive-up restaurants, are not permitted or are limited.
- **Commercial Recreation (CR).** The CR district is intended to provide sites for recreation-oriented residential and commercial activities conveniently located near recreational and scenic areas with easy access to freeways, expressways, and arterials.
- **Commercial Visitor (CV).** The CV district is intended to provide opportunities for recreation oriented and visitor serving commercial activities conveniently located near recreational and scenic areas. This district is intended for specialized commercial uses directly dependent, supportive or related to the Cost, including the Harbor, the San Luis River area, and the municipal pier.
- **Special Commercial (CS)**The CS district is intended to provide opportunities for residential, commercial, public, and semipublic uses appropriate for the special commercial areas identified by the General Plan. Subdistrict designators are established as:
 - HO for highway oriented commercial areas;
 - L for limited commercial areas including the Mission Area and certain scenic areas.

- **Commercial Professional (CP).** The CP district is intended to provide a landscaped environment for offices that is protected from the more intense levels of activity associated with retail commercial development.

Residential Uses in Commercial Zones									
	CN	CC	CG	CL	CR	CV	CS	CP	Add. Reg.
Residential									(A)
Single-family residential	P	P	P	P	P	P	P	P	
Day Care, Ltd.	L1		L1	L1	L1		L1	P	
RV Parks	-	-	U	-	-	U	-	-	(L)
P – Permitted U – Use Permit L – Limited (See Additional Use Regulations) LI – Not permitted on ground level A – Administrative Use Permit required if buildings are relocated									

As shown in the table above, multi-family residential is not identified as a permitted use in the commercial zones but single-family residential is. Single-family residential refers to buildings containing one dwelling unit located on a single lot. This classification includes mobile home and factory-built housing. Single-family residential is permitted in the CN, CG, CL, CR, CS, and CP zones. Except for the CP zone, single-family is not permitted on the ground floor.

Per Section 1130 of the Zoning Ordinance, dwelling units proposed within commercial zones shall be subject to the standards for height limits, maximum density, court provisions, and outdoor living areas for the RM-A District, as prescribed in Section 1050. Recreational vehicle parks shall be subject to the requirements of Section 3029.

Mixed-use development is permitted in commercial zones, but requires the approval of a “Mixed-Use Development Plan” and Conditional Use Permit (CUP) to determine the compatibility with surrounding development and uses in the area. The minimum area of a Mixed-Use Plan is one acre, but smaller sites may be approved. Residential types included in a Mixed-Use Plan shall not exceed 29 du/ac for the total areas of parcels designated for mixed-use.

Designation Title	Density Range	Building Height	Minimum Lot Area	Maximum Base FAR	Maximum FAR Bonus
Neighborhood Commercial (CN)	3,600 to 6,000 s.f./unit	50'	10,000 s.f.	1.0	0.2
Community Commercial (CC)	n/a	50'	10,000 s.f.	1.0	0.5
General Commercial (CG)	3,600 to 6,000 s.f./unit	50'	10,000 s.f.	1.0	0.2

Designation Title	Density Range	Building Height	Minimum Lot Area	Maximum Base FAR	Maximum FAR Bonus
Limited Commercial (CL)	3,600 to 6,000 s.f./unit	50'	10,000 s.f.	1.0	0.2
Commercial Recreation (CR)	3,600 to 6,000 s.f./unit	50'	10,000 s.f.	1.0	0.2
Commercial Visitor (CV)	n/a	50'	10,000 s.f.	1.0	0.2
Special Commercial (CS)	3,600 to 6,000 s.f./unit	50'	10,000 s.f.	1.0	0.2
Commercial Professional (CP)	3,600 to 6,000 s.f./unit	50'	10,000 s.f.	1.0	0.5

As shown in the table above, the commercial FARs are rather low, even with the FAR bonus, especially given the 50' building height limit. It is unclear whether these FARs only apply the commercial component of a mixed-use project or whether they would also apply to the residential portion. To encourage mixed-use development, these uncertainties should be clarified and larger FARs should be explored as part of the General Plan Update.

Industrial Zones

- **Limited Industrial (IL).** The IL district is intended to provide areas appropriate for a wide range of (1) moderate to low-intensity industrial uses capable of being located adjacent to residential areas with minimal buffering and attenuation measures and (2) commercial services and light manufacturing, and to protect these areas, to the extent feasible, from disruption and competition for space from unrelated retail uses or general industrial uses.
- **General Industrial (IG).** The IG district is intended to provide and protect industrial lands for the full range of manufacturing, industrial processing, general service, and distribution uses deemed suitable for location in Oceanside; and to protect Oceanside's general industrial areas, to the extent feasible, from disruption and competition for space from unrelated retail and commercial uses that could more appropriately be located elsewhere in the city. Performance standards will minimize potential environmental impacts.
- **Industrial Park (IP).** The IP district is intended to provide and protect industrial lands for the development of communities of high technology, research and development facilities, limited industrial activities (including production and assembly but no raw materials processing or bulk handling), small-scale warehousing and distribution, industrial office centers, and related uses in a campus or park-like setting.

Designation Title	Building Height	Minimum Lot Area	Maximum Base FAR
Limited Industrial (IL)	80'	20,000 s.f.	1.0
General Industrial (IG)	80'	40,000 s.f.	1.0
Industrial Park (IP)	80'	40,000 s.f.	0.8

The maximum building heights for industrial development seem very high compared to other zones. In addition, the FARs are low. These regulations should be revisited as part of the General Plan Update.

Agricultural

- The agricultural district is intended to provide a suitable classification for large-scale agricultural and mining operations and related open space uses. This district permits only very low-density residential development, compatible with low-intensity agriculture and keeping of livestock on a minimum 2.5 acre lot.

Open Space

- The open space district is intended to provide a suitable classification for large public or private sites permanently designated for park or open space use. This district protects public health and safety by limiting lands subject to flooding, slides, or other hazards to open space use.

Public and Semipublic

- The public and semipublic district is intended to allow consideration of a large public or semipublic use separately from regulations for an underlying base zoning that may or may not be appropriate in combination with the public or semipublic use. It also allows consideration of establishment or expansion of a large public or semipublic use at rezoning hearings and gives notice to all of the extent of a site approved for a large public or semipublic use by delineating it on the zoning map.

Planned Development

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

- Encourage the preservation of serviceable existing structures of historic value or artistic merit by providing the opportunity to use them imaginatively for purposes other than that for which they were originally intended.
- Encourage the assembly of properties that might otherwise be developed in unrelated increments to the detriment of surrounding neighborhoods.

Military Reservation and Public

- The military reservation and public district is intended to identify on the zoning map those properties within the city under exclusive federal or state ownership and/or jurisdiction that are used or authorized for military, public utility, open space, public recreation and related uses.

Mobile Home Park

- The mobile home park district is intended to:
 - Provide appropriate areas for residential mobile home park development that are consistent with the General Plan and with standards of public health and safety as established by State or City Code.
 - Ensure adequate light, air, privacy and open space for each dwelling, and protect residents from the harmful effects of excessive noise, population density, traffic congestion and other environmental effects
 - Avoid the economic and social dislocation, and the reduction of housing stock resulting from conversion of mobile home parks to other uses.
 - Achieve design compatibility with surrounding neighborhoods and promote and encourage orderly residential development with appropriate physical amenities.

B. 1986 Coastal Zoning Ordinance

The City's 1986 Coastal Zoning Ordinance is intended to regulate properties within the coastal zone. The following summarizes each zone.

Residential Zones

- **Single Family Residential (R-1).** The R-1 zone is intended to classify and set standards for the orderly development of single family residences in a manner that will be compatible with surrounding properties and the protection of their values.
- **Two Family Residential (R-2).** The R-2 zone is intended to classify and set standards for the orderly development of two family residential subdivisions in a manner that will be compatible with surrounding properties and the protection of their values. It is further intended to provide a transition between low density and high density residential developments and/or non-residential developments.
- **Medium Density Residential (R-3).** The R-3 zone is intended to classify and set standards for the orderly development of multiple family residences in a manner that will be compatible with surrounding properties and the protection of their values. It is intended that this zone is located adjacent to major or secondary streets, shopping areas, or other intense uses.

- **Manufactured Housing (M-H).** The M-H zone is intended to preserve areas for manufactured home residential uses and to avoid the economic and social dislocations, and reduction of housing stock resulting from conversion of manufactured home parks to other uses.
- **Planned Residential Development (PRD).** The PRD zone is intended to:
 - Encourage development of small parcels of land under Planned Residential Development standards;
 - Encourage a more desirable living environment;
 - Encourage a more efficient, desirable and aesthetic use of land through utilization of modern innovation for residential developments;
 - Encourage the reservation of a greater proportion of land for common open areas;
 - Encourage the retention of natural slopes, waterways, and other natural features by utilizing such areas as open space;
 - Encourage more efficient use of those public facilities required in connection with such residential development;
 - Ensure compatibility with established residential areas; and
 - Provide affordable housing.
- **Scenic Park (SP).** The SP zone is designed to:
 - Protect valuable natural resources of recreational and scenic areas;
 - Ensure that the future development will be compatible with adjacent recreational and scenic areas;
 - Encourage the retention of natural slopes, waterways and other natural features;
 - Ensure that the terrain will suffer minimum disfigurement by scarring from extensive cut and fill;
 - Encourage the reservation of greater proportion of land for common open areas; and
 - Encourage a more efficient, desirable, and aesthetic use of land surrounding the recreational and scenic areas through utilization of modern innovation in various types of development.

Designation Title	Density	Density Bonus	Building Height	Minimum Lot Size
Single Family Residential (R-1)	1 du/6,000 sq. ft.	1 du/12,100 sq. ft. of lot area (i.e. 3.6 du/ac)	35' or two stories, whichever is less	6,000 sq. ft.
Two Family Residential (R-2)	1 du/2,500 sq. ft.	n/a	35' or two stories, whichever is less	6,000 sq. ft.
Medium Density Residential (R-3)	Lots west of I-5: 1 du/1,000 sq. ft. Lots east of I-5: 1 du/1,500 sq. ft.	Lots west of I-5: 1 du/1,500 sq. ft. of lot area (i.e. 29 du/ac) Lots east of I-5: 1 du/2,900 sq. ft. of lot	35' or three stories, whichever is less	6,000 sq. ft.

Designation Title	Density	Density Bonus	Building Height	Minimum Lot Size
		area (i.e. 15 du/ac)		
Manufactured Housing (M-H)	Conform to applicable densities in the General Plan	n/a	n/a	5 acres
Planned Residential Development (PRD)	Refer to approved master plan	For every 1 acre of land dedicated or offered for schools, fire stations, libraries, or other public uses except parks and streets, the total number of dwelling units planned within the boundaries of the project area may be increased by 9 du/1 acre dedicated for such purposes	May be stipulated by the Planning Commission or City Council. For residential, 35' or three stories, whichever is less.	
Scenic Park (SP)			35' or 3 stories, unless approved otherwise by a specific or development plan	6,000 sq. ft.

As part of the update to the Local Coastal Program, the City may want to consider reducing the minimum lot sizes for the R-2 and R-3 zones to allow for a wider variety of housing types.

Mixed Residential/Commercial Zones

- **Planned Community Development (PCD).** The PCD zone is intended to:
 - Encourage development of large parcels of land (generally 100 acres or more) under Planned Community Development standards;
 - Provide the developer with greater flexibility in site design, density, and housing unit options in order to stimulate variety and innovation within the framework of a quality residential environment;
 - Direct new community growth and development in the process of implementing the General Plan;
 - Achieve more interest, individuality, and character within and among neighborhoods;
 - Provide criteria for the inclusion of compatible uses designed to service the residential developments within the community; and
 - Encourage the most effective use of a site with a variety of residential environments providing necessary public facilities, ample open space, and a functional, well balanced community.

- **Recreation – Commercial (R-C).** The R-C zone is intended to provide recreation-oriented residential and commercial activities, conveniently located near recreational and scenic areas with immediate and easy access to freeways and major thoroughfares. This zone is intended to be compatible with surrounding residential developments and encourages high-quality development to ensure continued tourist support.
- **Residential Tourist (R-T).** The R-T zone is intended to accommodate tourist and year-round visitor-serving facilities by providing permanent and transient residential and related uses to serve all income levels. This zone is primarily designated on shorefront property in order to optimize public access to the beach.
- **Residential Professional (R-P).** The RP zone provides areas for the development of low-intensity business and professional offices and related uses. Low intensity uses are defined as those which function during normal business hours on weekdays. This zone provides a transition from areas of intense uses and areas of lesser intensity. It is intended to provide housing within walking distance of business and services and provide an opportunity for an integrated mixed-use and unified development composed of a dominant use and subordinate uses over the entire site area as well as within individual structures.
- **South Strand (SS).** The SS zone is intended to specify development criteria for certain oceanfront properties which, because of their unique location, topographical constraints, and limited access, requires special consideration in order to stimulate the execution of the Local Coastal Program. These criteria are designed to permit economically viable residential, visitor-serving commercial, and open space uses.

Designation Title	Density	Density Bonus	Building Height	Minimum Lot Size
Planned Community Development (PCD)	Refer to approved community master plan	For every 1 acre of land dedicated or offered to schools, fire stations, libraries, recreational improvements, or other public uses, the total number of dwelling units planned within the boundaries of the project area may be increased by 9 du/1 acre dedicated for such purposes.	May be stipulated by the Planning Commission and/or City Council	100 acres unless qualified by the City Council
Recreation – Commercial (R-C)	Lots west of I-5: 1 du/1,000 sq. ft. Lots east of I-3: 1 du/1,500 sq. ft.	n/a	45' or 4 stories, whichever is less. For residential, 35' or 3 stories, whichever is less.	10,000 sq. ft. unless shown otherwise on the zoning map
Residential Tourist (R-T)	Maximum 43 du/ac, except when higher densities are approved by the Planning Commission when development is in a master planned development.	1 du/1,500 sq. ft. (i.e. 29 du/ac)	35' or three stories, whichever is less, unless a Conditional Use Permit is issued in accordance with Article 15	2 acres unless otherwise shown on the zoning map
Residential Professional (R-P)	Up to 15 du/acre	n/a	45' or 4 stories, whichever is less. For residential, 35' or 3 stories, whichever is less.	10,000 sq. ft. unless shown otherwise on the zoning map
South Strand (SS)	43 du/ac	n/a	Refer to adopted height restriction that	6,000 sq. ft.

Designation Title	Density	Density Bonus	Building Height	Minimum Lot Size
			may appear is any adopted City Plan or Policy including Proposition A	

Commercial Zones

- **Neighborhood Commercial (C-1).** The C-1 zone is intended for retail and service commercial uses that are of moderate intensity. This zone provides convenient daily shopping facilities to residential home and apartment dwellers and is generally located near residential uses.
- **General Commercial (C-2).** The C-2 zone provides for retail and service commercial uses that have a relatively high intensity. They are necessary to provide a wide range of shopping facilities and good, professional and administrative offices, and entertainment establishments that generally within close proximity to residential uses.
- **Office Professional (O-P).** The O-P zone is intended for business, office, administrative, or professional land uses that have a relatively low intensity and, therefore, when properly located and designed are compatible with adjacent residential uses.
- **Planned Commercial (P-C).** The P-C zone provides for a wide range of relatively high intensity retail and service commercial uses. Such uses typically include shopping facilities and goods, professional and administrative offices, and entertainment establishments that are generally within close proximity to recreational and scenic areas.
- **Visitor Commercial (VC).** The VC zone provides recreation-oriented and visitor-serving commercial activities near recreation and scenic areas with immediate access to freeways and major thoroughfares. This classification encompasses specialized commercial uses which are directly dependent, supportive or related to the coast including the Harbor area, the San Luis Rey River area, and the municipal pier area.

Designation Title	Building Height	Minimum Lot Size
Neighborhood Commercial (C-1)	45' or 4 stories, whichever is less	2 acres unless otherwise shown on the zoning map
General Commercial (C-2)	45' or 4 stories, whichever is less	10 acres
Office Professional	45' or 4 stories, whichever is less. For residential,	10,000 sq. ft.

Designation Title	Building Height	Minimum Lot Size
(O-P)	35' or 3 stories, whichever is less	unless shown otherwise on the zoning map
Planned Commercial (P-C)	45' or 4 stories, whichever is less	10 acres
Visitor Commercial (VC)	45' or 4 stories at any point measured vertically from the finished grade below or any adopted height restriction that may appear in any other adopted plan or policy of the City including Proposition A	100' lot width and lot depth

Residential dwelling units may be permitted in the PC, RC, C-2, and C-1 zones subject to the following criteria:

- The residential use is a secondary use to an office or commercial use.
- The residential unit shall be located above or on the same lot as the primary commercial use.
- The total number of units shall not exceed the formula of one dwelling unit per 1,000 s.f. of lot area.
- For new construction, off-street parking shall be provided at a ratio of one space for each dwelling unit. 25% of the parking spaces required by the office or commercial use may be included within the parking spaces provided by the residential units.
- For existing structures no additional parking need to be provided when the Planning Commission finds that adequate off-site parking is provided elsewhere in close proximity to the property.

Industrial Zones

- **Industrial Park (I-P).** The I-P zone is characterized by large tracts with numerous building sites which are directly accessible from major streets or highways.
- **Light Industrial (M-1).** The M-1 zone allows for a wide variety of industrial uses under minimum development and operational controls in areas where such uses will not have an adverse effect upon adjacent residential areas.
- **General Industrial (M-2).** The M-2 zone is intended to expand and strengthen the industrial base and to permit development of heavier industrial uses.

Designation Title	Building Height	Minimum Lot Size
Industrial Park (I-P)	4 stories or 45', whichever is less	1 acre, 150' width at the street line and an average depth of no less than 200'
Light Industrial (M-1)	45' or 4 stories, whichever is less	100' minimum lot width for any new lot created after the effective date of this

Designation Title	Building Height	Minimum Lot Size
		ordinance
General Industrial (M-2)	45' or 4 stories, whichever is less	100' minimum lot width for any new lot created after the effective date of this ordinance

Public/Quasi Public Zones

- **Military Reservation and Public (MR-P).** The MR-P zone applies to those properties within the City under exclusive Federal or State ownership and/or jurisdiction that are used or authorized for military, public utility, open space, public recreation, and related uses.
- **Harbor (H).** The H zone is a multi-use zone for those land and water areas owned and governed by the Oceanside Small Craft Harbor District. Development standards within this classification shall be established in the Harbor Design Standards adopted by resolution of the Oceanside Small Craft Harbor District Board of Directors.
- **Public Utility and Transportation (PUT).** The PUT zone is intended to be applied to those lands in which major transportation corridors or public utility facilities are existing or proposed. Past practices of applying traditional zoning classifications to these parcels have not shown the true use of any given parcel. Secondary uses that are compatible to the primary uses and uses abutting properties in a PUT Zone will permit the full utilization of land that may otherwise be non-productive.

Agricultural Zones

- **Sub-urban Agricultural (A-2 ½).** The A-2 ½ zone permits any use allowed in the R-A zone.
- **General Agricultural (A-5).** The A-5 zone permits any use allowed in the A-2 ½ zone.
- **Dairy Agriculture (A-20).** The A-20 zone permits any use allowed in the A-5 zone.
- **Residential Agricultural (R-A).** The R-A zone is intended to serve as a “holding zone” which will provide a transition between present agricultural activities and future land uses. Any land in the R-A with a lot size of less than one acre shall be rezoned to conform with the General Plan and shall not be subdivided for residential, commercial, or industrial purposes until the reclassification is effective.

Designation Title	Density	Building Height	Minimum Lot Area
Sub-urban Agricultural (A-2 ½)	2 ½ ac/du	35', except for non-dwelling structures requiring a greater height for functional purposes (i.e. windmills, silos, water tanks, etc.)	2 ½ ac
General Agricultural	5 ac/du		5 ac
Dairy Agricultural (A-20)	20 ac/du		20 ac
Residential Agricultural (R-A)	1 ac/du	35' or two stories, whichever is less	1 ac

- **O**
pen Space (O). The O zone is characterized by natural and/or aesthetic attributes of open space.

C. Downtown Zoning Ordinance

The Downtown Zoning Ordinance is intended to regulate properties within the Downtown District. The purpose of this district is to promote the long-term viability of and rejuvenation of the Redevelopment Project Area, protect and enhance primarily boating, water-dependent activities, and public-oriented recreation uses in the Oceanside Small Craft Harbor, maintain and enhance an appropriate mix of uses, and provide land-use controls and development criteria consistent with the General Plan, Redevelopment Plan, and Local Coastal Program.

The Downtown District is divided into the following special land-use subdistricts, which are summarized below.

Downtown Subdistricts	
Subdistrict 1(A)	Provide a commercial/retail and office complex promoting the conservation, preservation, protection, and enhancement of the historic district and stimulate the economic health and visual quality of the community to tourists and visitors. Residential uses are encouraged when and where appropriate.
Subdistrict 2	Provide sites for a financial center supported by professional offices. Residential uses are permitted when and where appropriate as part of a Mixed-Use Development.
Subdistrict 3	Provide a mix of office development, interspersed with residential development, in response to market demands.
Subdistrict 4(A)	Provide a mix of transient and permanent residential uses along the South Strand between Tyson and Wisconsin streets.
Subdistrict 4(B)	Provide transient and permanent residential uses (hotels and motels) in close proximity to beach and recreational facilities.
Subdistrict 5	Provide a high-density residential neighborhood in an urban setting in close proximity to shopping, employment, transportation, and recreational facilities.
Subdistrict 5(A)	Provide a medium-density residential neighborhood at South Pacific Street with an urban setting in close proximity to shopping, employment, transportation, and recreational facilities.

Subdistrict 6(A)	Provide sites for highway business and tourist/visitor uses related to the harbor and the I-5 freeway, primarily oriented to visitor-serving commercial establishments.
Subdistrict 6(B)	Provide sites for highway business and tourist/visitor uses related to the harbor and the I-5 freeway, primarily oriented to recreational commercial facilities. Residential uses are allowed as part of a Mixed-Use Development.
Subdistrict 6(C)	Provide sites for uses supporting the Oceanside Small Craft Harbor, consistent with the Harbor Precise Plan.
Subdistrict 6(D)	Provide a recreational facility for boating oriented and park-oriented passive and active recreation, and appropriate ancillary commercial and residential uses consistent with the Harbor Precise Plan.
Subdistrict 7(A)	Provide sites for a high-density residential environment in an urban setting in close proximity to shopping, employment, transportation, and recreational facilities.
Subdistrict 7(B)	Provide a mix of recreational and commercial uses conveniently located near recreational and residential areas. Residential uses are allowed as part of a Mixed-Use Development.
Subdistrict 8(A)	Provide a mix of hospital and medical uses.
Subdistrict 8(B)	Provide a mix of hospital and medical uses, office development, interspersed with residential development in response to market demand.
Subdistrict 9	Provide opportunities for commercial uses supporting other land uses within Downtown and the entire community. Residential uses are encouraged where appropriate.
Subdistrict 10	Provide a joint open space and recreational area within the floodplain of the San Luis Rey riverbed.
Subdistrict 11	Provide sites for commercial uses serving the adjacent residential neighborhood.
Subdistrict 12	Provide a special tourist/visitor oriented subdistrict that relates to the pier, ocean, beach, marina, and freeway.
Subdistrict 13	Provide a mix of visitor/commercial and office uses. Residential uses are allowed as part of a Mixed-Use Development.
Subdistrict 14	Provide public transportation and railway uses.
Subdistrict 15	Provide public facilities, public parks, open spaces, and other public oriented uses.

Transit Oriented Development

The downtown core commercial area is designated a Transit Overlay District (TOD), which is intended to encourage a mix of commercial, retail, professional, office, and residential uses supported by alternative modes of travel. Mixed-use projects within the TOD require a Mixed-Use Development Plan and should incorporate specific amenities that encourage alternate travel modes (i.e. bike lockers/racks, employee locker rooms/showers, preferred car/van pool parking). Parking reductions will be considered for mixed-use projects that can demonstrate a varied peak parking demand for each use by time of day and/or day of the week.

Downtown District Property Regulations		
Residential Development	Basic Requirements	Additional Regulations
		(II) Development within Subdistricts 6(C) and 6(D)

Downtown District Property Regulations		
Residential Development	Basic Requirements	Additional Regulations
		<p>shall be subject to the Harbor Design Standards.</p> <p>(JJ) The Property Development Regulations (Section 1230) for residential uses shall apply to all exclusively residential projects within commercially oriented subdistricts.</p> <p>(KK) Any mixed-use development with commercial and residential land uses combined requires a Mixed-Use Development Plan approved in accordance to the following requirements, to establish the property development regulations for the project. Base District Regulations and Property Development Regulations for Residential and Nonresidential land uses shall serve as the guideline for a mixed-use project. Height shall be regulated by the maximum height allowed in the Subdistrict as set forth in Additional Development Regulations sub-section.</p>
Base Density: Site Area Per Unit	1,500 s.f.	<p>(C) The maximum density for Subdistrict 5A is one dwelling unit per 1,500 s.f. of site area.</p> <p>(D1) The Land Use Plan would allow for a maximum of 29 to 43 units per acre. The base of 29 units per acre shall be considered the appropriate density for development within each residential land use designation. The base density may be increased from 29 units per acre to 33 units per acre if an underground parking structure that is 50% or more below grade is used in a residential project to provide all of the required parking. All residential projects that do not have an underground parking structure shall have a maximum density of 29 units per acre.</p> <p>(D2). Residential projects located within Subdistrict 8B may request a waiver, through the conditional use permit process, to the requirement that all required parking be contained in an underground parking structure. Such projects within Subdistrict 8B may achieve density up to 43 dwelling units per acre provided the project possesses the excellence of design criteria and characteristics. Residential projects with density below the base densities shall be considered to be consistent with the land use designation.</p> <p>(D3) Residential projects using an underground parking structure which is 50% or more below finish grade to provide 75% of the required parking, and</p>

Downtown District Property Regulations		
Residential Development	Basic Requirements	Additional Regulations
		<p>which possess an excellence of design features, shall be granted the ability to achieve densities above the base density of 29 or 33 units per acre if underground garage is provided, up to the maximum density of 43 units per acre upon approval of a Conditional Use Permit.</p> <p>(a) Residential projects on lots 5,000 s.f. or smaller may achieve densities above 29 units per acre without providing an underground parking structure, upon approval of a Conditional Use Permit.</p> <p>(b) Projects located on The Strand may achieve densities above 29 units per acre without providing an underground parking structure upon approval of a Conditional Use Permit.</p>
Maximum Potential Density: Site Area Per Unit	1,000 s.f.	<p>(C) The maximum density for Subdistrict 5A is one dwelling unit per 1,500 s.f. of site area.</p> <p>(D1) The Land Use Plan would allow for a maximum of 29 to 43 units per acre. The base of 29 units per acre shall be considered the appropriate density for development within each residential land use designation. The base density may be increased from 29 units per acre to 33 units per acre if an underground parking structure that is 50% or more below grade is used in a residential project to provide all of the required parking. All residential projects that do not have an underground parking structure shall have a maximum density of 29 units per acre.</p> <p>(D2). Residential projects located within Subdistrict 8B may request a waiver, through the conditional use permit process, to the requirement that all required parking be contained in an underground parking structure. Such projects within Subdistrict 8B may achieve density up to 43 dwelling units per acre provided the project possesses the excellence of design criteria and characteristics described in Section B below. Residential projects with density below the base densities shall be considered to be consistent with the land use designation.</p> <p>(D3) Residential projects using an underground parking structure which is 50% or more below finish grade to provide 75% of the required parking, and which possess an excellence of design features, shall</p>

Downtown District Property Regulations		
Residential Development	Basic Requirements	Additional Regulations
		<p>be granted the ability to achieve densities above the base density of 29 or 33 units per acre if underground garage is provided, up to the maximum density of 43 units per acre upon approval of a Conditional Use Permit.</p> <p>(a) Residential projects on lots 5,000 s.f. or smaller may achieve densities above 29 units per acre without providing an underground parking structure, upon approval of a Conditional Use Permit.</p> <p>(b) Projects located on The Strand may achieve densities above 29 units per acre without providing an underground parking structure upon approval of a Conditional Use Permit.</p>
Minimum Lot Area	5,000 s.f.	<p>(A) The provisions of Section 3013: Development on Substandard Lots shall apply except that in the D District mergers of lots under common ownership shall not be required for purposes of compliance with this ordinance.</p> <p>(B) See Section 3014: Uncertainty of Boundaries.</p> <p>(E) Lots within Subdistricts 5 may be subdivided upon the approval of the Community Development Commission (pursuant to the Subdivision Map Act and the Subdivision Ordinance), provided that each lot thus created is 2,500 s.f. or more in area and 25' or more in width, and has vehicular access to a public or private alley. Lots within Subdistrict 9 which front on Tremont or Freeman Streets and total 30,000 s.f. or more of contiguous area, in a single or multiple ownership, may also be subdivided upon the approval of the Commission with the same provisions as within Subdistrict 5. One dwelling unit may be located on each subdivided lot provided that each lot meets the yard, density and occupancy requirements of a standard lot with the following exceptions:</p> <p>(1) Vehicular access to enclosed garages shall be provided from the public or private alley.</p> <p>(2) Courts shall be provided opposite one interior property line which shall be a minimum depth of 8' from a window of a habitable room and a minimum width of 16' and shall be open to the sky, except for balconies 3 ft. in width and</p>

Downtown District Property Regulations		
Residential Development	Basic Requirements	Additional Regulations
		less, provided that eaves may project 2' into a court.
Minimum Lot Width	50'	<p>(E) Lots within Subdistricts 5 may be subdivided upon the approval of the Community Development Commission (pursuant to the Subdivision Map Act and the Subdivision Ordinance), provided that each lot thus created is 2,500 s.f. or more in area and 25' or more in width, and has vehicular access to a public or private alley. Lots within Subdistrict 9 which front on Tremont or Freeman Streets and total 30,000 s.f. or more of contiguous area, in a single or multiple ownership, may also be subdivided upon the approval of the Commission with the same provisions as within Subdistrict 5.</p> <p>One dwelling unit may be located on each subdivided lot provided that each lot meets the yard, density and occupancy requirements of a standard lot with the following exceptions:</p> <ul style="list-style-type: none"> (1) Vehicular access to enclosed garages shall be provided from the public or private alley. (2) Courts shall be provided opposite one interior property line which shall be a minimum depth of 8' from a window of a habitable room and a minimum width of 16' and shall be open to the sky, except for balconies 3 ft. in width and less, provided that eaves may project 2' into a court.
Minimum Setbacks:	Front: 10'	<p>(H) Along Mission Avenue and North Coast Highway, setbacks shall be as follows:</p> <ul style="list-style-type: none"> (1) Lots fronting Mission Avenue: 50' from street centerline; (2) Lots fronting North Coast Highway Street: 45' from street centerline. (3) Front yard setbacks on commercial projects within Subdistrict 1, 1A and 2 alternate setbacks are allowed upon Community Development Commission approval. <p>(K) Parking structures shall not encroach upon setback areas unless it is entirely underground.</p>
	Side: 3' for lots	

Downtown District Property Regulations

Residential Development	Basic Requirements	Additional Regulations
	<p>75' wide or less except where courts are required; 10' from one side-lot line for lots greater than 75' wide or as required for courts.</p>	
	<p>Corner Side: 10'</p>	<p>(H) Along Mission Avenue and North Coast Highway, setbacks shall be as follows:</p> <ul style="list-style-type: none"> (1) Lots fronting Mission Avenue: 50' from street centerline; (2) Lots fronting North Coast Highway Street: 45' from street centerline. (3) Front yard setbacks on commercial projects within Subdistrict 1, 1A and 2 alternate setbacks are allowed upon Community Development Commission approval. <p>(J) The corner side yard setback may be reduced to 5' provided that the landscaping or structures within the setback do not exceed a height of 30 inches and conforms to sight distance requirements on a case by case basis upon approval by the Community Development Commission.</p> <p>(K) Parking structures shall not encroach upon setback areas unless it is entirely underground.</p>
	<p>Rear: 5' and as required for courts</p>	<p>(I) A 5' side or rear yard setback shall be provided along all alleys. A 10' side or rear yard shall adjoin any residential area, and structures shall not intercept a 1:1 or 45-degree daylight plane inclined inward from a height of 12' above existing grade at the R district boundary line.</p> <ul style="list-style-type: none"> (1) Projects located on The Strand shall be allowed to encroach into the side yard setback, as long as a minimum 3' setback is maintained, with Community Development Commission approval. <p>(K) Parking structures shall not encroach upon</p>

Downtown District Property Regulations		
Residential Development	Basic Requirements	Additional Regulations
		setback areas unless it is entirely underground.
Maximum Height Structures	35'	<p>(M) Height is to be measured from the existing grade, unless otherwise specified.</p> <ul style="list-style-type: none"> a) Existing Grade: The surface of the ground or pavement at a stated location as it exists prior to disturbance in preparation for a project as regulated by Section 1240. b) Street Grade: The top of the curb, or the top of the edge of the pavement or traveled way where no curb exists. <p>(N1) Additional limitations on heights shall apply as follows:</p> <ul style="list-style-type: none"> (a) The Strand: No building shall exceed the present elevation of Pacific Street as defined at the time of passage of Proposition A, passed on April 13, 1982, and set forth in the Proposition A Strand Survey dated May 9, 1986. (b) Subdistrict 4B: Nonresidential structures along Pacific Street shall be the lesser of three stories or 35'. (c) Within Subdistrict 5A residential structures above 27', but below 35' in height, are allowed upon approval of a Conditional Use Permit. (d) Within Subdistrict 2 mixed use structures above 65', up to 90', are allowed upon approval of a Conditional Use Permit. (e) Within Subdistrict 5 the area located on the west side of North Pacific Street between Surfrider Way and Breakwater Way the maximum height shall be limited to two-stories or 27' whichever is less. The exceptions to height limitations provided by Section 3018 shall not apply to any development within this area. <p>(N2) Additional height may be approved with a Conditional Use Permit on a case-by-case basis for:</p> <ul style="list-style-type: none"> (a) All nonresidential uses except as otherwise

Downtown District Property Regulations		
Residential Development	Basic Requirements	Additional Regulations
		<p>noted in this section.</p> <p>(b) Master plan mixed use projects located within Subdistricts 1 and 12, if the Commission finds superior design results incorporating the following design standards and regulations:</p> <ul style="list-style-type: none"> i. Site coverage requirement - Maximum coverage of 60% based on entire gross acreage of Master Site Plan. ii. Additional setbacks at the corners of the center block (bounded by Pacific, Mission, Myers and Third Streets) shall be required to create plazas. A minimum dimension of 15' shall be required. Minimum encroachments may include landscaping, outdoor seating, street furniture, and art displays. iii. A pedestrian promenade shall be required adjacent to development on Pacific Street. iv. Public Space Amenity - A minimum of 30% of the entire Master Site Plan area shall be for public or semi-public uses for recreational purposes. Such space shall have minimum dimensions of 15'. Paved areas devoted to streets, driveways and parking areas may not be counted toward this requirement. A maximum of 15% may be enclosed recreation space such as gyms, health clubs, handball/racquetball courts, cultural institutions, meeting/conference facilities or similar facilities. A fee may be imposed for the use of such facilities. v. View Corridor Preservation - View corridors shall be preserved through staggered building envelopes or breezeway requirements. Cross block consolidations shall be required to preserve view corridors by permitting only minimal encroachments into existing right-of-ways. Permitted encroachments may include but not be limited to landscaping, food/ sundries kiosks and street furniture.

Downtown District Property Regulations		
Residential Development	Basic Requirements	Additional Regulations
		<ul style="list-style-type: none"> vi. Maximum Density/Intensity - The maximum intensity of development shall be regulated by Floor Area Ratio (FAR) for Subdistrict 12. The FAR shall apply to the entire Master Site Plan area. FAR shall be calculated on gross acreage of the entire Master Site Plan area. The maximum FAR for Subdistrict 12 shall be 4.0. vii. Maximum Height - 140'. Mid-rise towers shall be oriented with their long axis parallel to the ocean sight line and the east-west streets may only permit minimal encroachments so as to open up and maximize the view corridors. Upper floors of towers shall be of varying heights and stepped back or architecturally fenestrated creating plane breaks in the roof or parapet treatment to add interest to the skyline profile. viii. Mid-rise tower facades shall feature multifaceted plane breaks and horizontal cornice and frieze elements, which will diminish the perception of mass and create interesting daytime shadow play and nocturnal lighting effects. Towers shall rise from a horizontally articulated building base to bring human scale to the street level pedestrian activity. Additional human scale elements shall include but not be limited to protruding balconies, colorful awnings, fenestration, iron railings, etc. ix. Only those uses which are transient residential/visitor serving accommodations in nature shall be permitted to achieve the maximum height of 140' and only 30% of the Master Site Plan may achieve this maximum height. x. All other uses permitted within these subdistricts may not exceed a maximum height of 90', and only 30% of the Master Site Plan may achieve the mid-height of

Downtown District Property Regulations		
Residential Development	Basic Requirements	Additional Regulations
		<p>90'.</p> <p>xi. All other structures in these subdistricts (the remaining 40% of the Master Site Plan) may not exceed a height of 45'.</p> <p>(c) In Subdistricts 7A and 7B, the maximum height limit shall be 45', except that a height limit of up to 65' may be permitted within an approved master plan where the total building floor coverage (footprint) of the development does not exceed more that 35% of the total developable area of the master plan, and the following criteria are met:</p> <p>i. The architectural elevations shall vary in height along any road or street, especially along Hill Street.</p> <p>ii. Roof lines shall be pitched with flat roof lines allowed only for intermittent visual relief in character.</p> <p>iii. The maximum achievable elevation shall not extend for the entire roof line of the given building. (The use of jogs, offsets, height differentiations and other architectural features shall be used to reduce the appearance of a constant roof height.)</p> <p>iv. The use of a full roof, not flat, with appropriate pitch, shall be used whenever possible. (A full roof aids in the reducing any environmental noise pollution by providing proper sound attenuation.)</p> <p>v. In no case shall a building elevation exceed 45' in height unless developed under the auspices of a Disposition and Development Agreement, Owner Participation Agreement, Development Agreement or Conditional Use Permit (CUP). In such case, each such Agreement or CUP shall require a site plan and design criteria approval by the CDC.</p> <p>vi. No structure within 50' of the 100 Year</p>

Downtown District Property Regulations																																																
Residential Development	Basic Requirements	Additional Regulations																																														
		<p>Floodplain boundary shall exceed 45' in height.</p> <p>(d) Residential projects east of the AT&SF railroad right-of-way.</p> <p>(e) In addition to the FAR standard required for commercial and mixed use development, the following shall be the maximum height limit per district:</p> <table border="1"> <thead> <tr> <th>Subdistrict</th> <th>Maximum Height</th> </tr> </thead> <tbody> <tr><td>1</td><td>140'</td></tr> <tr><td>1A</td><td>45'</td></tr> <tr><td>2</td><td>65'</td></tr> <tr><td>3</td><td>65'</td></tr> <tr><td>4A</td><td>Restricted by bluff height</td></tr> <tr><td>4B</td><td>35'</td></tr> <tr><td>5</td><td>35' west of AT&SF 45' east of AT&SF</td></tr> <tr><td>5A</td><td>27'</td></tr> <tr><td>6A</td><td>65'</td></tr> <tr><td>6B</td><td>65'</td></tr> <tr><td>6C&6D</td><td>Pursuant to Harbor Precise Plan</td></tr> <tr><td>7A</td><td>65'</td></tr> <tr><td>7B</td><td>65'</td></tr> <tr><td>8A</td><td>65'</td></tr> <tr><td>8B</td><td>65'</td></tr> <tr><td>9</td><td>45'</td></tr> <tr><td>10</td><td>San Luis Rey River/Not Applicable</td></tr> <tr><td>11</td><td>35'</td></tr> <tr><td>12</td><td>140'</td></tr> <tr><td>13</td><td>90'</td></tr> <tr><td>14</td><td>45'</td></tr> <tr><td>15</td><td>Beach/Strand Park/Restricted by bluff height</td></tr> </tbody> </table> <p>(f) In Subdistrict 6A and 6B provisions i – vi herein above Section 6(2)(c) shall apply.</p> <p>(O) See Section 3018: Exceptions to Height Limits. All height exceptions, omitting those allowed under Section 3018, require approval by the Community Development Commission.</p>	Subdistrict	Maximum Height	1	140'	1A	45'	2	65'	3	65'	4A	Restricted by bluff height	4B	35'	5	35' west of AT&SF 45' east of AT&SF	5A	27'	6A	65'	6B	65'	6C&6D	Pursuant to Harbor Precise Plan	7A	65'	7B	65'	8A	65'	8B	65'	9	45'	10	San Luis Rey River/Not Applicable	11	35'	12	140'	13	90'	14	45'	15	Beach/Strand Park/Restricted by bluff height
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Downtown District Property Regulations		
Residential Development	Basic Requirements	Additional Regulations
Parking	See Article 31	<p>(W) The following parking standards and regulations apply specifically to the D District. If there is a conflict with Article 31, the following parking standards shall apply:</p> <ol style="list-style-type: none"> 1. All parking shall be in an enclosed garage. Up to 25% may be in a semi-enclosure with Community Development Commission approval. 2. Tandem Parking: <ol style="list-style-type: none"> (a) Tandem Parking may be allowed with a Conditional Use Permit for property located on The Strand. (b) For projects located outside of The Strand area but within the Redevelopment Project Area, tandem parking shall be allowed for parcels 33' wide or less with a Conditional Use Permit. (c) When tandem parking is permitted, parking spaces are assigned to a single unit. Each parking space shall be numbered/lettered. Each unit shall be assigned a specific space or spaces. Each unit whose unit number/letter appears on the corresponding space(s) shall have an exclusive easement for parking purposes over that designated parking space. 3. Visitor parking spaces are required in projects with 25 or more units at a ratio of one additional space per five units above 25 units. 4. Within the Transit Overlay District the number of on-street parking spaces available on the contiguous street frontage of the site may be counted toward the total number of parking spaces required for a non-residential Mixed Use Development Plan. 5. Non-residential Mixed Use Development Plans within the Transit Overlay District may receive a mixed-use parking requirement reduction of up to 25% based upon all of the

Downtown District Property Regulations		
Residential Development	Basic Requirements	Additional Regulations
		following criteria: a) proximity to the Oceanside Transit Center, b) demonstrated varied peak demand for parking, and c) project amenities which encourage alternate travel modes.

Downtown District Property Regulations

Non-Residential Development	Basic Requirements	Additional Regulations
		<p>(II) Development within Subdistricts 6(C) and 6(D) shall be subject to the Harbor Design Standards.</p> <p>(KK) Any mixed-use development with commercial and residential land uses combined requires a Mixed-Use Development Plan approved in accordance to the following requirements, to establish the property development regulations for the project. Base District Regulations and Property Development Regulations for Residential and Nonresidential land uses shall serve as the guideline for a mixed-use project. Height shall be regulated by the maximum height allowed in the Subdistrict as set forth in Additional Development Regulations sub-section.</p>
Minimum Lot Area	5,000 s.f.	<p>(A) The provisions of Section 3013: Development on Substandard Lots shall apply except that in the D District mergers of lots under common ownership shall not be required for purposes of compliance with this ordinance.</p> <p>(B) See Section 3014: Uncertainty of Boundaries.</p>
Minimum Lot Width	50'	
Minimum Setbacks:	Front: 10'	<p>(H) Along Mission Avenue and North Coast Highway, setbacks shall be as follows:</p> <ul style="list-style-type: none"> (1) Lots fronting Mission Avenue: 50' from street centerline; (2) Lots fronting North Coast Highway Street: 45' from street centerline. (3) Front yard setbacks on commercial projects within Subdistrict 1, 1A and 2 alternate setbacks are allowed upon Community Development Commission approval.
	Side: 0'	<p>(H) Along Mission Avenue and North Coast Highway, setbacks shall be as follows:</p> <ul style="list-style-type: none"> (1) Lots fronting Mission Avenue: 50' from street centerline; (2) Lots fronting North Coast Highway Street: 45' from street centerline. (3) Front yard setbacks on commercial projects within Subdistrict 1, 1A and 2 alternate setbacks are allowed upon Community Development Commission approval.

		<p>(I) A 5' side or rear yard setback shall be provided along all alleys. A 10' side or rear yard shall adjoin any residential area, and structures shall not intercept a 1:1 or 45-degree daylight plane inclined inward from a height of 12' above existing grade at the R district boundary line.</p> <p>(1) Projects located on The Strand shall be allowed to encroach into the side yard setback, as long as a minimum 3' setback is maintained, with Community Development Commission approval.</p>
	<p>Corner Side: 10'</p>	<p>(H) Along Mission Avenue and North Coast Highway, setbacks shall be as follows:</p> <p>(1) Lots fronting Mission Avenue: 50' from street centerline;</p> <p>(2) Lots fronting North Coast Highway Street: 45' from street centerline.</p> <p>(3) Front yard setbacks on commercial projects within Subdistrict 1, 1A and 2 alternate setbacks are allowed upon Community Development Commission approval.</p> <p>(J) The corner side yard setback may be reduced to 5' provided that the landscaping or structures within the setback do not exceed a height of 30 inches and conforms to sight distance requirements on a case by case basis upon approval by the Community Development Commission.</p>
	<p>Rear: 0'</p>	<p>(H) H) Along Mission Avenue and North Coast Highway, setbacks shall be as follows:</p> <p>(1) Lots fronting Mission Avenue: 50' from street centerline;</p> <p>(2) Lots fronting North Coast Highway Street: 45' from street centerline.</p> <p>(3) Front yard setbacks on commercial projects within Subdistrict 1, 1A and 2 alternate setbacks are allowed upon Community Development Commission approval.</p> <p>(I) A 5' side or rear yard setback shall be provided along all alleys. A 10' side or rear yard shall adjoin any residential area, and structures shall not intercept a 1:1 or 45-degree daylight plane inclined inward from</p>

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<p>Maximum Height Structures</p>	<p>45'</p>	<p>(M) Height is to be measured from the existing grade, unless otherwise specified.</p> <p>a) Existing Grade: The surface of the ground or pavement at a stated location as it exists prior to disturbance in preparation for a project as regulated by Section 1240.</p> <p>b) Street Grade: The top of the curb, or the top of the edge of the pavement or traveled way where no curb exists.</p> <p>(N1) Additional limitations on heights shall apply as follows:</p> <p>(a) The Strand: No building shall exceed the present elevation of Pacific Street as defined at the time of passage of Proposition A, passed on April 13, 1982, and set forth in the Proposition A Strand Survey dated May 9, 1986.</p> <p>(b) Subdistrict 4B: Nonresidential structures along Pacific Street shall be the lesser of three stories or 35'.</p> <p>(c) Within Subdistrict 5A residential structures above 27', but below 35' in height, are allowed upon approval of a Conditional Use Permit.</p> <p>(d) Within Subdistrict 2 mixed use structures above 65', up to 90' in height, are allowed upon approval of a Conditional Use Permit.</p> <p>(e) Within Subdistrict 5 the area located on the west side of North Pacific Street between Surfrider Way and Breakwater Way the maximum height shall be limited to two-stories or 27' whichever is less. The exceptions to height limitations provided by Section 3018 shall not apply to any development within this area.</p>

		<p>(N2) Additional height may be approved with a Conditional Use Permit on a case-by-case basis for:</p> <ul style="list-style-type: none">(a) All nonresidential uses except as otherwise noted in this section.(b) Master plan mixed use projects located within Subdistricts 1 and 12, if the Commission finds superior design results incorporating the following design standards and regulations:<ul style="list-style-type: none">i. Site coverage requirement - Maximum coverage of 60% based on entire gross acreage of Master Site Plan.ii. Additional setbacks at the corners of the center block (bounded by Pacific, Mission, Myers and Third Streets) shall be required to create plazas. A minimum dimension of 15' shall be required. Minimum encroachments may include landscaping, outdoor seating, street furniture, and art displays.iii. A pedestrian promenade shall be required adjacent to development on Pacific Street.iv. Public Space Amenity - A minimum of 30% of the entire Master Site Plan area shall be for public or semi-public uses for recreational purposes. Such space shall have minimum dimensions of 15'. Paved areas devoted to streets, driveways and parking areas may not be counted toward this requirement. A maximum of 15% may be enclosed recreation space such as gyms, health clubs, handball/racquetball courts, cultural institutions, meeting/conference facilities or similar facilities. A fee may be imposed for the use of such facilities.v. View Corridor Preservation - View corridors shall be preserved through staggered building envelopes or breezeway requirements. Cross block consolidations shall be required to preserve view corridors by permitting only minimal encroachments into existing right-of-ways. Permitted encroachments may include but not be limited to landscaping,
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		<p>food/ sundries kiosks and street furniture.</p> <ul style="list-style-type: none">vi. Maximum Density/Intensity - The maximum intensity of development shall be regulated by Floor Area Ratio (FAR) for Subdistrict 12. The FAR shall apply to the entire Master Site Plan area. FAR shall be calculated on gross acreage of the entire Master Site Plan area. The maximum FAR for Subdistrict 12 shall be 4.0.vii. Maximum Height - 140'. Mid-rise towers shall be oriented with their long axis parallel to the ocean sight line and the east-west streets may only permit minimal encroachments so as to open up and maximize the view corridors. Upper floors of towers shall be of varying heights and stepped back or architecturally fenestrated creating plane breaks in the roof or parapet treatment to add interest to the skyline profile.viii. Mid-rise tower facades shall feature multifaceted plane breaks and horizontal cornice and frieze elements, which will diminish the perception of mass and create interesting daytime shadow play and nocturnal lighting effects. Towers shall rise from a horizontally articulated building base to bring human scale to the street level pedestrian activity. Additional human scale elements shall include but not be limited to protruding balconies, colorful awnings, fenestration, iron railings, etc.ix. Only those uses which are transient residential/visitor serving accommodations in nature shall be permitted to achieve the maximum height of 140' and only 30% of the Master Site Plan may achieve this maximum height.x. All other uses permitted within these subdistricts may not exceed a maximum height of 90', and only 30% of the Master Site Plan may achieve the mid-height of 90'.
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		<ul style="list-style-type: none">xi. All other structures in these subdistricts (the remaining 40% of the Master Site Plan) may not exceed a height of 45'. <p>(c) In Subdistricts 7A and 7B, the maximum height limit shall be 45', except that a height limit of up to 65' may be permitted within an approved master plan where the total building floor coverage (footprint) of the development does not exceed more than 35% of the total developable area of the master plan, and the following criteria are met:</p> <ul style="list-style-type: none">i. The architectural elevations shall vary in height along any road or street, especially along Hill Street.ii. Roof lines shall be pitched with flat roof lines allowed only for intermittent visual relief in character.iii. The maximum achievable elevation shall not extend for the entire roof line of the given building. (The use of jogs, offsets, height differentiations and other architectural features shall be used to reduce the appearance of a constant roof height.)iv. The use of a full roof, not flat, with appropriate pitch, shall be used whenever possible. (A full roof aids in the reducing any environmental noise pollution by providing proper sound attenuation.)v. In no case shall a building elevation exceed 45' in height unless developed under the auspices of a Disposition and Development Agreement, Owner Participation Agreement, Development Agreement or Conditional Use Permit (CUP). In such case, each such Agreement or CUP shall require a site plan and design criteria approval by the CDC.vi. No structure within 50' of the 100 Year Floodplain boundary shall exceed 45' in height. <p>(d) Residential projects east of the AT&SF railroad right-of-way.</p>
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(e) In addition to the FAR standard required for commercial and mixed use development, the following shall be the maximum height limit per district:

Subdistrict	Maximum Height
1	140'
1A	45'
2	65'
3	65'
4A	Restricted by bluff height
4B	35'
5	35' west of AT&SF 45' east of AT&SF
5A	27'
6A	65'
6B	65'
6C&6D	Pursuant to Harbor Precise Plan
7A	65'
7B	65'
8A	65'
8B	65'
9	45'
10	San Luis Rey River/Not Applicable
11	35'
12	140'
13	90'
14	45'
15	Beach/Strand Park/Restricted by bluff height

(f) In Subdistrict 6A and 6B provisions i – vi herein above Section 6(2)(c) shall apply.

(O) See Section 3018: Exceptions to Height Limits. All height exceptions, omitting those allowed under Section 3018, require approval by the Community

		Development Commission.
FAR	2.0	(F) The floor area ratio for sites 30,000 s.f. up to 175,000 of gross site area shall not exceed 3.0. The floor area ratio for sites greater than 175,000 s.f. of gross site area shall not exceed 4.0. The floor area ratio may be distributed over the gross area of the entire site. Any residential portion shall not exceed 43 dwelling units per acre.
Off-Street Parking and Loading		(V) See Article 31: Off-Street Parking and Loading Regulations.

V. Other City Planning Documents

A. Coast Highway Vision and Strategic Plan

The Coast Highway Vision and Strategic Plan is an advisory document that should be used to guide future changes to the General Plan, Local Coastal Plan, and zoning ordinance. It is intended to enhance and revitalize the Coast Highway corridor. Coast Highway encompasses approximately 485 acres and extends from Harbor Drive to the north and Buena Vista Lagoon in the south. The Plan re-envision the historic Highway into a vibrant and economically successful community that is supported by a diverse mix of land uses, recreation, transportation, and employment opportunities. The following describes the primary objectives of the Plan:

- Reflect the Oceanside identity of economic and cultural diversity, coastal character, civic-minded tourism, artistic and artful, and environmentally conscious community.
- Promote environmentally and economically sustainable smart growth.
- Enable corridor development by optimizing urban connectivity, capitalizing on transportation/mobility options, and rationalizing parking.
- Maintain adequate regulatory flexibility to accommodate the community's emerging needs and safeguard the future prosperity of the reinvented district from economic market fluctuations.
- Promote high quality urban and architectural design, sustainable development, synergistic land uses, and enhancement of environmental resources through incentives.
- Promote a preservation ethic that encourages and supports the preservation of Oceanside's historical heritage and resources to the extent possible.

The Vision Plan focuses on creating a place that is human scaled and pedestrian-oriented with diverse options for housing, recreation, transportation, and employment. It encourages mixed-use development and vibrant and unique public spaces. In addition, it focuses on being in harmony with the natural environment and ensuring the long-term economic viability of the community.

Significant policy initiatives to catalyze development of the area include, but are not limited to:

- Allowing a flexible mix of uses from building to building (for example, a building may host retail and commercial uses and later be occupied by a restaurant and residential uses);

- Charging for curb parking and using the meter revenue to reinvest in neighborhoods;
- Reducing minimum parking requirements;
- Establishing a Transferable Development Right (TDR) program that would protect lands, structures, and streetscapes of aesthetic, architectural, and historic significance; and
- Attract development projects that provide what the City wants in terms of sustainable design, transit-oriented development, or high-quality, mixed-use development through incentives such as expediting projects that are found to be in compliance with the Vision Plan and reducing or eliminating fees for green design.

Together the underlying principles and implementation strategy work to preserve existing residential areas, enhance existing commercial areas, integrate arts, technology, and the environment into the fabric of the community, and leverage the City's transit amenities and water supplies.

B. Oceanside Boulevard Vision Plan

On February 21, 2007, the Oceanside City Council directed staff to initiate a vision/master planning effort for the portion of Oceanside Boulevard bounded by I-5 and El Camino Real. As a result, a 15 member Task Force was formed to represent the interests in the community. From April to mid-November of 2007, the Task Force carefully crafted ideas from the public into a bold and implementable vision for the Oceanside Boulevard corridor. These efforts involved a series of site visits, task force meetings, and community workshops. The following summarizes the vision and principles that should guide the quality, pattern, and character of future development along the Oceanside Boulevard corridor:

- Develop a master plan that creates a beautiful and sustainable creek along a vibrant and prosperous Oceanside Boulevard corridor.
- Transform the corridor into a beautiful, vibrant, neighborhood friendly, and safe street that defines the character of the community.
- Landscape and beautify the entire length of the corridor.
- Seek a plan and policies that will decrease the concentration of social service providers.
- Beautify the SPRINTER corridor, minimize noise, and reduce the barrier between the North and South side of the rail line while enhancing and emphasizing quality public spaces.
- Develop new areas and retrofit existing ones to offer quality services.
- Actively recruit new businesses.
- Promote and enable high quality design, signage, and public art.
- Support bicycle and pedestrian friendly accommodations.
- Promote economic development by carefully balancing goals of revenue generation and job creation with quality of life.
- Introduce traffic management techniques.
- Study and evaluate the traffic implications of new development.
- Make the Loma Alta Creek an integral part of the corridor.
- Rejuvenate the Loma Alta Creek and restore native plants in the creek bed.

- Create a unique sense of place by embracing Loma Alta Creek as the theme for the valley with signs, landscapes, and places.
- Implement the vision for the Oceanside Boulevard corridor with standards that support sustainability, reduced energy and water use, and encourage the use of renewable or recycled materials for public and private developments.
- Change the Oceanside Boulevard corridor into distinctive high quality areas and places differentiated by character, topography, and history.
- Consider creating richer street network connectivity where feasible.
- Develop a plan to aggressively recruit high paying jobs.

4.3 Oceanside Small Craft Harbor Precise Plan

Adopted in August of 1977, the Oceanside Small Crafts Harbor (OSCH) Precise Plan was developed to optimally protect and enhance boating oriented and public recreation uses in the Harbor. The Precise Plan focuses on the 70 acres of water and 30 acres of land governed by the OSCH District. The area is roughly bounded by the San Luis River to the south and Camp Pendleton to the north.

The OSCH Precise Plan covers two recommended phases of implementation – a Short-Range Plan (present to 1985) and a Long-Range Plan (post-1985). Both plans represent actions and physical improvements to enhance the appearance and function of the Harbor. The following assumptions and criteria were used to develop the Plan:

- The OSCH is primarily a recreational facility for the purpose of boating oriented and park oriented passive and active recreation.
- The scale and intensity of development in the Harbor should be compatible to existing structures (e.g. Villa Marina, Chart Housing, Cape Cod Village).
- The design theme should be unified through sign controls, landscape and building material, and improved directional graphics.
- The circulation plan should incorporate parking improvements, where feasible, and encourage bicycle, pedestrian, and tram access to various activity centers.
- Commercial development should be encouraged in areas that will least impact the boating and recreation activities.
- To the extent possible, short-range public facility improvements should be built to accommodate both existing and future needs.
- Recommendations should be compatible with the design, use, intensity, and timing of the Harbor Expansion Plan. The Precise Plan must allow the Harbor to function physically and economically without the Expansion.
- No critical or essential elements of the Short and Long-Range Plans should be tied to assumed or required actions by “third parties.”
- Maintain a balance between the necessary functional and economic considerations of the Harbor.

4.4 City of Oceanside Agritourism Strategic Plan

The Agritourism Strategic Plan is intended to inform local public policy in the creation of an agritourism area for the City of Oceanside. The agritourism strategy is an important way to increase farmer profits, maintain current land uses, resist development, and strengthen the local tourism economy. The following summarizes the primary objectives of the Plan:

- Ensure an inclusive process for stakeholders that will participate in or be impacted by an agritourism area.
- Develop focused efforts that blend the unique aspects of the industry with the broader Oceanside community.
- Leverage agricultural efforts with existing tourism promotion efforts.
- Explore opportunities to develop agritourism programs.
- Expand agritourism marketing programs.
- Establish food systems.
- Promote education and training, reduced regulatory provisions, and regional alliances.

4.5 El Corazon Master Plan

The El Corazon Master Plan identifies the land uses, development review process, general community design elements, and development standards for the El Corazon Specific Plan Area. The approximately 465 acre property is roughly bounded by Oceanside Boulevard to the south, El Camino Real to the west, Mesa Drive to the north, and Rancho del Oro to the east. The vision for El Corazon is to create a welcoming, pedestrian-friendly atmosphere that captures the character of Oceanside. The area is designed to transform into an identifiable and inviting place supported by abundant parks and commercial and community activity. At build out, El Corazon will include approximately 212 acres of parks and recreation, 164 acres of habitat, 34 acres of civic services, 25 acres of commercial uses along Oceanside Boulevard, 19 acres of Village Commercial, and 11 acres of hotels.

The following principles should guide the future development of El Corazon:

- Provide active and passive recreational facilities and uses.
- Provide educational/cultural facilities and uses.
- Develop fiscally balanced future uses.
- Retain City ownership of El Corazon.
- Retain portions of El Corazon as open space and habitat.
- Assure compatibility of futures uses with surrounding areas.
- Allow for compatible public facilities.
- Emphasize pedestrian or non-vehicular transportation on site.
- Provide a variety of visitor-oriented land uses.
- Phase the development of the site over time.
- Commercial uses should complement other El Corazon uses.

On August 31, 2011, the City Council approved Sudberry Properties/Soccer Field of Dreams as the commercial developer of El Corazon. The commercial core will function as a Town Center encompassing a variety of restaurants, retail, boutique shops, service providers, hotels, and potential residential uses. Soccer Field of Dreams will provide the City with state of the art soccer/multi-use fields that will not only place Oceanside on a national recreational platform, but provide a strategic location for retail promenade, commercial, hotels, and civic uses that will help the City realize their community and financial goals.

On November 4, 2015, City Council approved a Professional Services Agreement with RNT Architects for the design, entitlement, and environmental approvals for an aquatics center at El Corazon. Conceptual design and environmental studies were submitted to

the Planning Department on May 5th, 2016. The proposed Aquatics Center will feature a 56-meter competition pool, diving boards, instructional pool, splash pad, administrative offices, meeting rooms, large multi-purpose hall, locker rooms and outdoor recreational and viewing areas.

4.6 Rancho Del Oro Master Plan

Adopted in 1985, the Rancho del Oro Specific Master Development Plan guides development for approximately 1,941 acres near the center of Oceanside. The overall concept for Rancho del Oro is to create a sense of community through development of uniform streetscape elements and commercial, residential, business, and industrial uses. The following describes the typical guidelines for development:

- Feature cohesive design elements such as architectural style, signage, and common landscape treatments in commercial development.
- Provide a variety of residential product types.
- Maintain design compatibility with adjacent development.
- Locate higher density product types near arterial streets, commercial areas, and community facilities.
- Provide varying design features to break up clustered product types.
- Locate business and industrial activities in areas that will protect the health, safety, peace, and general welfare of the public.