OLIVE PARK APARTMENTS
100% AFFORDABLE HOUSING DEVELOPMENT

Tentative Parcel Map & Development Plan with Density Bonus

Description & Justification

MARCH 2024

Project Setting and Overview

This application proposes development of the Olive Park Apartments (project) as a 100% affordable housing project ideally situated on an infill site with direct access to light rail transit via the existing College Boulevard Sprinter Station. The project will implement State Density Bonus Law (SDBL) to provide a workforce housing community consisting of two multi-family buildings with up to 282 rental apartments with one, two and three-bedroom floorplan options. The affordability level for all dwelling units within the project will be designated for households not exceeding the 80% area medium income (AMI) level and will provide the City of Oceanside with a much-needed housing option. Development of the project is anticipated to occur over two phases.

Located in Oceanside's Mira Costa Neighborhood, The Olive Park Apartments project will develop a 6.11-acre net developable pad area within a portion of a currently vacant parcel (APN 162-111-04) that covers an area of approximately 43.50 acres. The project comprises a total 10.87-acre impact area, inclusive of manufactured slopes, which are necessary to facilitate development of the pad area. The parcel is generally situated south of Oceanside Boulevard and west of College Boulevard; more specifically, at the western terminus of Olive Drive. The North County Transit District (NCTD) rail line (Rail Line), College Boulevard Sprinter Station (Sprinter Station) and Loma Alta Creek border the site along its northern boundary. Surrounding properties are generally built out and consist of light industrial office/warehouse uses to the north and west, single-family subdivisions to the south and east, and a neighborhood commercial center to the northeast. Vacant land with areas designated as light industrial and open space within the Rancho Del Oro Specific Plan area is located to the west.

The project site will extend from the existing terminus of Olive Drive and incorporate a small open space area at its northeastern corner providing a buffer to existing homes on Olive Drive. The open space area will be maintained and managed by the project and will include an all-weather accessible pedestrian/bicycle connection to the adjacent Sprinter Station. This connection will also be available for use by neighboring residents and serve as an amenity for both the existing neighborhood and the proposed residential community.

The entire parcel has a General Plan designation of Medium Density Residential (MDA-R) with a maximum density of 9.9 du/ac. The zoning designation for the whole parcel is RS-Single Family Residential with a maximum density of 5.9 du/ac.

The project application will incorporate a Tentative Parcel Map and Development Plan with Density Bonus that implements SDBL provisions for parking and building height along with waivers for development standards such as hillside development standards, retaining wall height, and usable open space. Under the provisions of SDBL the project is eligible to receive up to four incentives and an unlimited number of waivers.

Smart Growth Opportunity Area (SGOA)

The project site is located directly adjacent to the College Boulevard Sprinter Station and connects directly to the Oceanside Blvd. / College Blvd. Node (OC-6) SGOA as designated by the San Diego Association of Governments (SANDAG). SGOA Community Centers are identified to promote higher density development in key areas near public transit allowing for a greater density of people and jobs along key transit corridors to help support more frequent and reliable transit, as well as walkable and bikeable communities which reduce vehicle commutes.

The Sprinter Line serves 15 stations along its route between transit centers in Escondido and Oceanside. The Oceanside Transit Center provides connections to the NCTD Coaster, L.A. Metrolink and Amtrak train. Bus service is also readily available with stops located in close proximity to the site near the Sprinter Station and on nearby streets.

SGOA Community Centers are recognized as areas which incorporate the following elements:

- Housing within walking / biking distance of transit stations
- Feature low- to mid-rise residential, office, and commercial buildings
- Draw from nearby communities and neighborhoods
- Served by high-frequency transit

Smart & Sustainable Corridors Specific Plan (SSCSP)

The Project Site is also situated adjacent to the Oceanside Boulevard Corridor as part of City of Oceanside's Smart and Sustainable Corridors Specific Plan (SSCSP). Recognizing the project site's location directly southwest of the College Sprinter Station, the proposed development is designed to provide a direct pedestrian connection to the station - affording the existing and future neighborhood residents improved access to the available light rail transit options. The project's direct connection to the station and close proximity to the commercial and service uses in the corridor will allow the Olive Park Apartments to help implement SSCSP goals as noted below.

SSCSP Vision:

- "The corridors are envisioned to leverage existing urban infrastructure to accommodate new housing and employment growth, which in turn will contribute to the safety, accessibility, vibrancy, and visual quality of these corridors."
- "New nodes of activity located near transit stations and major intersections provide opportunities for infill growth, consistent with state, regional, and local smart growth initiatives."

SSCSP Land Use Recommendations:

- Residential:
  - "With California and the San Diego region in the midst of a profound housing crises, and with many residents experiencing homelessness, it is incumbent upon local jurisdictions to facilitate additional housing production across the income spectrum, with an emphasis on senior, supportive, and lower income housing. This Plan seeks to boost availability of housing sites by promoting a range of housing opportunities along the corridors."
- Housing locations:
  - Support medium- to high- density development along the corridor in strategic locations near transit hubs while balancing the needs of existing industrial areas, such as between Canyon Drive and El Camino Real.
- Support a Pedestrian-Oriented City:
  - Promote land uses that help shape new growth to create a denser, pedestrian-oriented environment in mixed-use or pedestrian-focused areas.

Development Plan

Th net developable pad area of the proposed project will consist of a 6.11-acre portion of the currently vacant 43.50-acre parcel. The project comprises a total 10.87-acre impact area which includes manufactured slope areas necessary to facilitate development of the net pad area and allow for the repair and stabilization of the ancient landslide slopes located south of the project site. Areas considered as "Undevelopable Lands" (slopes in excess of 40% with a minimum elevation differential of 25 feet, riparian corridors and associated vegetation) are avoided by the proposed development area and have not been included in the density calculations. The proposed community's design will preserve the significant riparian areas and sensitive habitats as found throughout this parcel. These areas will generally be preserved and designated as open space through a conservation easement in conjunction with the project entitlements. Project grading is also generally avoided in these areas that are proposed as open space. Primary site constraint areas are described in more detail below.

Wetland/Riparian Areas

Loma Alta Creek and adjacent riparian areas are located in the northwestern portion of the parcel. The proposed development pad area and related slope grading avoids these areas (approximately 1.98 acres total) and the associated 50' biological and 50' planning buffers as required by the City's Sub-Area Plan.

Habitat Areas

Various habitat areas have also been identified across the southern and western portions of this parcel. The proposed project impact area is designed to avoid existing habitat and riparian areas to the greatest extent possible.

Steep Slope Areas

A detailed slope analysis has been prepared for the project parcel and is included with the entitlement application. Approximately 7.01 acres of the parcel is comprised of slopes greater

than 40% with more than a 25' elevation differential. The proposed development avoids these significant slope areas occupying the southern portions of the lot.

In determining the Developable Acreage Calculation for the parcel, the areas noted above as "Undevelopable Lands" have been excluded as required:

- Total Parcel Size: 43.50 acres
- Wetland/Riparian Areas:
  (Loma Alta Creek / Freshwater Marsh / Southern Willow Scrub) -1.98 acres
- Steep Slope Areas:
  (slopes greater than 40% with more than a 25' change in elevation) -7.01 acres
- **Developable Acreage: 34.51 acres**

The project development is expected to occur over two phases. Phase 1 would include grading of the full 6.11-acre development pad area along with adjacent manufactured slope areas which would result in the total impact area of 10.87 acres.

Phase 1 would also include the construction of Building One located in the western portion of the development pad along with the following project components:

- Open space area at project entry
- Central courtyard space and landscape areas
- Pedestrian path connection to Sprinter Station
- Podium parking garage
- Interior amenities including a community room, fitness room, computer lab & club room
- Vehicle circulation and parking areas for full development site
- Secondary emergency vehicle access road connection to College Boulevard

Phase 2 would incorporate the construction of Building Two located at the eastern end of the site and include the following elements:

- Central courtyard space and landscape areas
- Interior amenities including a club room and leasing office

Table 1 – Site Area Development Summary

	Parcel Area	Percent Coverage
Site Area	43.50 ac	100%
Building Lot Coverage	1.54 ac	3.5%
Landscape / Greenspace	37.62 ac	86.5%
Impervious/Paved Area	4.34 ac	10.0%

The project would develop a maximum of 282 multi-family residential units (Option A) with an option to build 260 dwelling units (Option B) with a different unit mix. All dwelling units within the project will be designated for households not exceeding the 80% area medium income level and include one, two and three-bedroom floorplan options with one to two bath per floorplan.

The proposed development will be comprised of two separate three to four-story residential apartment buildings integrated within a network of landscape, open space, and amenity areas. Pedestrian pathways and vehicular drives are also designed to provide connectivity throughout the site.

The following table provides a summary of the building mix and unit plans proposed for the overall project:

Table 2 - Mixed-Use Development Building & Unit Summary

Building #	Building Size	Building Type	# of Units	Floor Plan Type (# of each)
1	230,500 sf (with podium)	Residential 4-story Courtyard building / podium with below grade parking	172	1 bd / 1 ba (78) 2 bd / 1 ba (51) 3 bd / 2 ba (43)
2 (Option A)	90,500 sf	Residential 3-4-story Courtyard building with surface parking	110	1 bd / 1 ba (86) 2 bd / 1 ba (24)
2 (Option B)	90,500 sf	Residential 3-4-story Courtyard building with surface parking	88	1 bd / 1 ba (42) 2 bd / 1 ba (24) 3 bd / 2 ba (22)
Totals	**321,000 sf**	**Project Option A**	**282**	
	321,000 sf	**Project Option B**	**260**	

Architecture

The contemporary Spanish architectural style proposed for the Olive Park Apartments evokes the historic character of the Spanish Mission, while also reflecting a modern take on the traditional heritage of Southern California. The design presents a robust mixture of building form and mass, with an emphasis on presenting upper story architectural details, varying roof elements, tower elements, recesses, and offset façade planes. Prominent courtyards, a central paseo and enhanced public spaces are integrated with the project design, serving to enhance and organize the building form, while also creating a pedestrian scaled site aesthetic.

The project is generally comprised of four-story building components presented against the backdrop of the much higher hillside areas preserved in the southern portion of the parcel. Located near the project entry, Building Two will incorporate three and four-story building heights, with the three-story portions of the building at the easternmost façade facing the project entry and single-family neighborhood beyond. The eastern façade of Building Two also features a traditional arcade at its ground level, tower elements and traditional roof forms which offset the four-story portions of the structure to create a dynamic hierarchy of building height, form and mass along this frontage.

The project buildings also present strong horizontal proportions which are significant criterion of the historic Spanish architectural style. The elevations implement a variety of traditional building features and accents throughout which help to define the design, such as prominent tower elements, arched entryways, clay roof tiles, iron balcony railings, decorative window and door surrounds, window awnings, elements of prominent wall depth, stucco wall finishes, variable wall and roof planes, and an appropriate color palette – all which work together in presenting a traditional architectural aesthetic.

Color variations in materials and building elements will highlight the organization of masses and planes incorporated throughout the structure. The color scheme includes various shades of off-white, warm gray, tan, brown and other earthtones designed as part of a complementary palette.

Landscaping, Amenities and Community Open Space

The conceptual landscape plan for the Olive Park Apartments is designed to respect the traditional project character, enhance community spaces and soften the overall site environment. Plant materials have been selected for their appropriateness to scale and suitability of use throughout the site. Tree and shrub plantings are designed to enhance key site and architectural elements and to screen the perimeter edges of the project area.

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

A small open space area with enhanced landscaping and bench seating is situated adjacent to the site entry as a gateway amenity for the project. This passive open space area will not only be accessible to project residents, but also open to the public, and incorporates a public pedestrian walkway ramp connecting directly to the Sprinter Station. Landscape plantings within this area are designed to soften the edge of the site and provide a buffer to the existing neighborhood.

Central courtyards are designed as integral site features for both project buildings in conjunction with a prominent paseo space located between the buildings. These community open space areas provide active and passive recreational amenities and outdoor living areas for residents and guests. Such elements include seating clusters, site furnishings, BBQ areas, tot lots and landscape features for sheltered outdoor space.

A resident community garden is also designed at the western end of the project site and a dog run amenity space is located along the south side of Building One.

Table 3 summarizes the significant community open space and amenity features designed throughout the site.

Table 3 – Common Usable Open Space

Open Space Amenity	Area
Entry Open Space	7,042 sf
Building One Courtyard	21,179 sf
Building Two Courtyard	8,033 sf
Paseo Area	11,247 sf
Community Garden	1,870 sf
Dog Run	2,957 sf
Total	52,328 sf
Average Open Space with 282 units	185 sf/unit
Required Usable Open Space Per Unit *Waiver implemented to reduce required open space.	300 sf/unit

Natural Open Space

A total of approximately 32.60 acres of natural open space will be designated on the parcel south and west of the 6.11-acre site development pad. This acreage will be placed in a conservation easement as part of the proposed project. Additional acreage may be placed in the conservation easement from manufactured slopes located adjacent to the development pad.

Access, Transit & Parking

The entry to the development would be from the western terminus of Olive Drive at the eastern boundary of the project parcel approximately 1,000 feet west of College Boulevard. Connections to the nearby surrounding street network, including Oceanside Boulevard, are readily available via College Boulevard. The project is situated on an infill site and will provide direct access to the NCTD Rail Line via the proposed pedestrian connection to the existing College Boulevard Sprinter Station.

The pedestrian connection to the Sprinter Station will also provide residents from the project and the existing neighborhood with direct access to goods and services available in the adjacent neighborhood commercial center. The project will link to the existing sidewalk system in the area providing pedestrian connections to surrounding properties and to nearby bus transit with stops located near the Sprinter Station on Oceanside Boulevard and along College Boulevard.

Internal circulation through the project site will consist of a system of vehicular drives and pedestrian walkways providing access around the entire building and serving parking areas throughout the site. Drives surrounding the project buildings are designed at 28 and 36-foot minimum widths to provide required fire department access adjacent to the proposed three and four-story structures.

Fire apparatus staging areas and a truck turn-around are provided via 36-foot-wide drive sections to allow for laddering access to both buildings. Secondary emergency vehicle access (EVA) is also provided to the site via the existing NCTD access easement which extends from the northeast corner of the parcel to College Boulevard along the south side of the Rail Line. The easement will be improved with a 20-foot-wide paved roadway to meet fire department access and design requirements. The project applicant has engaged with NCTD staff on multiple design reviews for the proposed improvements and NCTD is supportive of both the proposed improvements and the proposed easement for use of the emergency vehicle access road.

The proposed project is a 100% affordable housing project within ½ mile of a major transit stop and is therefore not regulated by parking minimums under SDBL. However, the development will provide 335 spaces on site through surface and podium garage parking.

Parking spaces for the development will be distributed throughout the site to best meet the needs of the proposed residential apartment uses. Parking will be provided via a podium garage constructed as part of Building One containing 141 spaces. The garage will also house a bicycle parking area, trash rooms, service and utility areas. Parking will also be provided via surface spaces located around the perimeter of both buildings and in the western portion of the development area with 194 spaces.

Site Engineering

Parcel Configuration

The proposed Tentative Parcel Map will divide the existing vacant 43.50-acre parcel into four separate parcels. The proposed lot configuration will accommodate project development and planned open space preserve areas with lots ranging in size from 0.41 to 32.60 acres.

Project Grading

The proposed project will develop an approximate 6.11-acre pad with an overall area of disturbance of 10.87-acres. This impact area includes grading for manufactured slopes designed around the project perimeter in order to facilitate development of the proposed pad area and to address the existing challenging slope and geotechnical conditions of the site.

Undocumented fill underlies the northern and western portions of the site. The northern fill areas are associated with a berm that was apparently graded to control water flow in Loma Alta Creek and support the existing rail line. The fill material is not considered suitable for support of site development in its present condition and will require remedial grading.

The preliminary grading design indicates that 116,900 cubic yards of raw cut and 146,900 cubic yards of raw fill are required for the site development, resulting in a net import of no greater than 30,000 cubic yards. This is necessary to allow for development of the proposed building pad, parking and circulation areas. The proposed site grading will all occur in conjunction with the initial phase of development and construction of Building One. The overall import amount is a conservative "worst case" estimate dependent on the specific soil conditions to be determined on site.

A single continuous retaining wall designed along the north boundary of the development pad adjacent to the Rail Line will vary in height from 4 feet up to 32 feet on the exterior side of the wall. This wall design responds to the existing site and grading conditions along the railway frontage and is necessary to support the required grading and storm drainage design for the affordable project as proposed. A waiver is requested as noted in the project's Density Bonus Addendum to allow for installation of a retaining wall over 6 feet in height (including a non-plantable retaining wall for portions of 4 feet in height). The area required to provide an otherwise conforming tiered wall system would significantly reduce the developable area of the site and preclude the development at the density proposed. At this height the wall will also buffer the proposed development and existing neighborhood from the Sprinter and various freight train activity occurring along this rail corridor.

A series of smaller retaining walls, generally less than four feet in height, are also proposed along the length of the NCTD easement / secondary EVA access road as necessary to support the grading and design requirements for the proposed road improvements.

Wet Utilities

Water and sewer facilities exist in the surrounding area serving the residential areas and commercial developments near the project site. The project will connect to available water and

sewer utilities located near the terminus of Olive Drive, with on-site systems designed as required to fully serve the proposed development.

A proposed 8-inch water line is designed to connect to the existing 8-inch main in Olive Drive and will extend around the perimeter of the development pad to provide domestic water and fire service as required. A proposed 8-inch gravity sewer line will also connect to the existing 8-inch sewer main located in Olive Drive which flows east to College Boulevard.

Water and sewer studies prepared for the project conclude that adequate water service and sewer capacities exist to serve the proposed project without adverse impacts to the adjacent neighborhood and existing City systems.

Storm Drain

Storm drain systems are designed to convey storm water flows through the project site into an underground storage and treatment vault located under the parking area located in the western portion of the development site. The treated storm flows would then be conveyed into existing drainage facilities at various points along the north boundary of the site.

Affordable Housing Density Bonus Addendum

The State of California's Density Bonus Law (Government Code §65915-65918) was established to promote the construction of affordable housing units and allows projects to exceed the maximum designated density and to use development standard waivers, or incentives and concessions, in exchange for providing affordable housing units in compliance with all current density bonus regulations. In accordance with SDBL, qualifying projects may choose to implement a reduced amount of density bonus, including, but not limited to, no increase in density. The City of Oceanside zoning regulations implement the state requirements.

State Density Bonus Law (SDBL) provides that for a 100% affordable housing development located within ½ mile of a major transit stop that no maximum controls on density shall be imposed. SDBL also entitles projects to certain development incentives or concessions and provides waivers from development standards that would physically preclude the project at the density proposed. SDBL also allows for up to four incentives and a height increase of up to three additional stories, or 33 feet. The following is a summary of the project qualifications and provisions applicable under State Density Bonus Law.

Project Qualifications:

- Project is 100% Affordable Development qualifying for SDBL provisions.
- Project is within 1/2 mile of a major transit stop.
- Project therefore qualifies for unlimited density.
- Project also qualifies for no minimum parking requirement.

Density Bonus Qualification:

- 65915(b)(1)(G) – Qualifies as a density bonus project as 100% of all units in the development, exclusive of manager's unit(s) are for lower income households (80% of the

area median income or below), except that 20%of the units may be for moderate-level households. The Project will qualify using this section.

Incentives/Concessions:

- 65915(d)(2)(D) – Project is eligible to receive up to four incentives by meeting the criteria of 65915(b)(1)(G)
- The project will be eligible for 4 concessions from development regulations in addition to the density bonus and height increase of 33 feet detailed below. As such, concessions for height and maximum density will not be necessary, as the proposed development does not exceed 63-feet in height as currently designed. (Hillside Development height allowed of up to 30' + 33' SDBL increase = 63')

Building Height:

- 65915(d)(2)(D) – Project may also receive a height increase of up to 3 additional stories, or 33 feet, if the project is also located within one-half mile of a major transit stop or in a very low vehicle travel area.
- The proposed development will be within one-half mile of the Sprinter station, so may receive the additional height permitted under this section.

Parking:

- 65915)(p)(3) – For projects that qualify under 65915.b.1.G, no parking standards shall be imposed if the project is (A) located within one-half mile of a major transit stop and there is unobstructed access to the stop from the development, OR (B) the project is for-rent housing for seniors (62 years and older) and the development has either paratransit service or unobstructed access within one-half mile to a fixed bus route that operates at least 8 times per day.
- As noted above, the proposed development is a 100% affordable housing project within ½ mile of a major transit stop and is therefore not regulated by parking minimums and no concessions will need to be used to reduce parking ratios if desired.
- Although not required, the proposed development will voluntarily provide 335 parking spaces on site via surface and podium parking areas.

Density Bonus Calculations:

The proposed project is a 100% affordable housing development located within ½ mile of a major transit stop where SDBL provides that no maximum controls on density shall be imposed.

Table 4 presents the actual project density and density bonus calculations applicable for the proposed development as required by the City of Oceanside.

Table 4 – Allowable Density Bonus Calculations*

STEP 1:	Calculate Base Allowable Density
	The project parcel has a General Plan designation Medium Density A (MDA-R) and a Zoning designation of Single Family (RS). The MDA-R land use designation allows for a maximum potential density range of 6.0 to 9.9 units per acre. Under Density Bonus Law, where a density range is provided, the base number of units permitted is determined by multiplying the gross developable parcel acreage (34.53 acres) by the maximum density for the specific zoning range or land use element of the general plan applicable to the project (9.9 units per acre). **34.51 developable acres x 9.9 dwelling units per acre = 341.6 du** **-Rounded up to 342 units as base allowable**
STEP 2:	Determine Affordability Percentage and Units
	The project proposes to provide 100% of the development as affordable units to households not exceeding the 80% (AMI) level. SDBL provides that for a 100% affordable housing development located within ½ mile of a major transit stop that no maximum controls on density shall be imposed. In addition, qualifying projects may choose to implement a reduced amount of density bonus, including, but not limited to, no increase in density. **Project proposes to develop up to 282 affordable units.** **282 units / 34.51 acres = 8.17 du/ac (maximum density)** **Project is consistent with MDA-R density which allows up to 9.9 du/ac**

*** Note: Per State Density Bonus Law, all fractional units shall be rounded up.**

Permitted Incentives / Concessions and Development Waivers

In addition to the density bonus and parking standards specified in State Density Bonus Law, the project is also entitled to certain incentives or concessions. Cities are required to grant these incentives/concessions and waivers to encourage the construction of density bonus projects. These can include, for example, a reduction in site development standards or a modification of zoning code or architectural design requirements. By providing 100% affordable units, this project is entitled to receive up to four incentives / concessions, although it is not implementing any under the current plan.

Density Bonus Law also provides for waivers to be applied to development projects. The granting of waivers does not reduce the number of incentives allowed on a project, and the number of waivers that may be requested and granted is not limited.

In order to accommodate the project as proposed and as allowed under SDBL, the project cannot physically comply with all of the development standards that apply to standard projects. Based

on the proposed design to accommodate 100% affordable units, the project seeks a waiver of the following development standards pursuant to SDBL as listed in Table 5.

Table 5 – Project Waivers Implemented

#	Waiver Description
1)	Allow development of a Multiple Unit Structure (MUS) residential unit type
2)	Reduce Usable Open Space Area
3)	Increase Retaining Wall Height & Allow Non-Plantable Retaining Wall
4)	Hillside Regulation: Grading Limitations (Manufactured Slopes)
5)	Hillside Regulation: Grading Limitations (Hillside Grading)
6)	Hillside Regulation: Grading Limitations (Topographical Features)
7)	Hillside Regulation: Building Design
8)	Hillside Regulation: Visible Bulk (Building Wall Offsets)
9)	Hillside Regulation: Visible Bulk (Roof Plane Area)

Table 6 starting on the next page provides a summary of the project development standards and zoning regulations established for the site. The table provides project information to demonstrate compliance with the standards or to indicate a standard for which a waiver is requested.

Table 6 – Development Regulations Compliance & Waiver Summary

DEVELOPMENT STANDARD	REGULATION PER OZO & SDBL	PROPOSED PROJECT (Based on 43.50-ac Parcel)	NOTES
Density (MDA-R GP Land Use & per SDBL)	9.9 du/ac - SDBL	8.2 du/ac - SDBL Based on 282 unit max.	Complies with Code - See Table 4 for SDBL calculation details.
Building Type Multiple Unit Structure (MUS) (OZO 1030 & GP Sec. 2.33**)**	MUS building types are not listed as permitted for the RS zone and MDA-R land use designation	Project proposes two MUS buildings to accommodate the affordable units as allowed per SDBL	**Waiver** to accommodate development at density and design as proposed.
Minimum Area (OZO 1040 – RS Zone)	6,000 sq. ft.	43.50 acres / 1,895,731 sq. ft.	Complies with Code
Maximum Coverage (OZO 1040 – RS Zone)	45%	3.5%	Complies with Code
Lot Width (OZO 1040 – RS Zone)	65 feet (min)	1,150 feet	Complies with Code
Building Setbacks (OZO 1040 – RS Zone) **Front** **Side** **Corner Side** **Rear**	 20 ft. (min) 7.5 ft. (min) 10 ft. (min) 15 ft. (min)	 F: 95 ft S: 104 ft CS: N/A R: 1,990 ft	Complies with Code
Project Parking (OZO 3103 & SDBL 65915(p)(3)): No parking required when located within 1/2 mile of a major transit stop	No parking minimum required	<u>335 Parking Spaces:</u> 194 surface spaces 141 podium spaces	Complies with Code & SDBL
Site Landscaping (OZO 1040 (T))	50% of required yard adjacent to street	Area exceeds 50% adjacent to front entry drive	Complies with Code
	Min. 5 ft. side planting strip required adjacent to (RS)	Area exceeds 5 ft. in width	Complies with Code
Usable Open Space (OZO 1040 (Q))	300 sf/unit (min)	185 sf/unit	**Waiver** to accommodate development at density and design as proposed.
Fences and Walls (OZO 1040 (U) & 3040 – RS Zone)	<u>Decorative Walls & Fencing</u> 5’ in front yards if 75% open 6’ solid in other yards	Ornamental view fence provided along front boundary, entry gates, and open space areas	Complies with Code
	<u>Retaining Walls</u> Max. height of 6 ft., with walls above 4 ft. to be planted and irrigated	Retaining wall along north boundary varying up to 32’ in height, and as a non-plantable, non-irrigated wall)	**Waiver** to accommodate development at density and design as proposed.

DEVELOPMENT STANDARD	REGULATION PER OZO & SDBL	PROPOSED PROJECT (Based on 43.50-ac Parcel)	NOTES
Urban Forestry OZO 3049	Tree Canopy Min. – 12% of site area	37% (net developable pad area)	Complies with Code
	Permeable Surface Area minimum on sites of one acre or more - 22%	25% (net developable pad area)	Complies with Code
Renewable Energy Facilities (OZO 3047)	Residential projects with 25 or more units shall install and maintain renewable energy facilities that supply at least 50% of forecasted electricity demand	Photo-voltaic system will be installed on each building to meet 50% of forecasted electricity demand	Complies with Code
Electric Vehicle Parking (OZO 3048)	OZO EV Parking based on "Total Parking Required" No parking is required per SDBL Per SDBL 65915(p)(3 when located within 1/2 mile of a major transit stop	<u>335 spaces provided:</u> 25% EVR (Ready) - 82 10% EVC (Capable) - 34 5% EVI (Installed) - 17	<u>Complies with OZO Code and with Cal-Green Building Code:</u> 25% EVR (Ready) 10% EVC (Capable) 5% EVI (Installed)
<u>Hillside Dev. Regulation</u> (OZO 3039(E); Maximum Height (F)): Per SDBL 65915(d)(2)(D): project is allowed a height increase up to 3 additional stories or 33' when located within 1/2 mile of a major transit stop	30 ft.	<u>Phase 1 / Building One</u> Bldg. Ht.: Varies up to 57'	Complies with Code & SDBL
	Up to 63 ft.	<u>Phase 2 / Building Two</u> Bldg. Ht.: Varies up to 51'	Complies with Code & SDBL
<u>Hillside Dev. Regulation</u> (OZO 3039(E); Grading Limitations (J)):	No manufactured slope shall exceed 30 feet in height, nor 400 feet in length	Manufactured slopes designed around perimeter of pad area exceed 400 feet in length and extend up to 60' in height. Retaining wall along north boundary varies up to 32' in height & approximately 950' feet in length.	**Waiver** to accommodate development at density and design as proposed.
<u>Hillside Dev. Regulation</u> (OZO 3039(E); Grading Limitations (Q)):	The amount of hillside grading shall be limited to 7,500 cubic yards or less (Larger of total cut or fill volume divided by total graded area)	146,900 cubic yards fill / 10.88 acres (limits of impact) = 13,502 cy/ac	**Waiver** to accommodate development at density and design as proposed.

DEVELOPMENT STANDARD	REGULATION PER OZO & SDBL	PROPOSED PROJECT (Based on 43.50-ac Parcel)	NOTES
Hillside Dev. Regulation OZO 3039(E); Grading Limitations (R)): Applies to areas with slopes equal or greater than 20% with a minimum elevation differential of 50 feet.	Lands considered to possess significant natural topographical features, as defined by this Section and Section 1.24 of the Land Use Element, shall be preserved and integrated into project designs.	Project is located on small areas of +20% slopes, but avoids more significant steep slopes of 40% & greater than 25' in elevation differential	**Waiver** to accommodate development at density and design as proposed.
Hillside Dev. Regulation (OZO 3039(E); Building Design (L)(1)): Applies to buildings on slopes equal or greater than 20% with a minimum elevation differential of 25 feet.	Conventional flatland building styles should be avoided on portions of any site with slopes of 20% or greater unless approved by the Planning Commission in conjunction with an HD.	Project is located on small areas of 20% slopes, but avoids more significant steep slopes of 40% & greater than 25' in elevation differential	**Waiver** to accommodate development at density and design as proposed.
Hillside Dev. Regulation OZO 3039(E); Visible Bulk (M)(1)): Applies to buildings on slopes equal or greater than 20% with a minimum elevation differential of 25 feet.	No visible portion of a structure shall exceed 40' in length measured parallel to the surface of the structure, unless there is an off-set of 4 feet or more in depth and 6 feet or more in width.	Project design incorporates many design elements, variations and offsets in wall planes to reduce visible bulk, but does not meet the 4' minimum depth requirement noted here.	**Waiver** to accommodate development at density and design as proposed.
Hillside Dev. Regulation OZO 3039(E); Visible Bulk (M)(2)): Applies to buildings on slopes equal or greater than 20% with a minimum elevation differential of 25 feet.	No roof plane shall exceed 600 square feet in area, measured parallel to the roof plane, and a change in pitch of 3 in 12 or greater, or a vertical offset of 2 feet or more shall separate each roof plane. The area of an offset roof plane or change in pitch satisfying this standard for a change in roof plane shall not be less than 150 square feet.	Project design incorporates many design elements and variations in roof planes to reduce visible bulk: multiple gable roof sections; elevation off-sets; etc. However, as an affordable multi-family project, flat roof areas are incorporated which cannot meet these criteria. Such roof areas are not visible from ground level viewpoints.	**Waiver** to accommodate development at density and design as proposed.

OZO = Oceanside Zoning Ordinance
SDBL = State Density Bonus Law

HILLSIDE DEVELOPMENT & WAIVERS

The Oceanside Zoning Code (Section 3039) states that Hillside Development Provisions shall be applied to all residential development proposals on property, portions of which have a natural gradient in excess of 20 percent (20 feet of vertical distance for each 100 feet of horizontal distance) with a minimum elevation differential of 25 feet.

The majority of the proposed project site does not contain qualifying hillside slopes; however, small portions of the proposed development contain existing slope areas of at least 20% with minimum elevations differentials of 25 feet or more and other small existing slope areas of at least 20% with minimum elevations differentials of 50 feet or more. In order to accommodate the project design and provide the quantity of affordable units as proposed and allowed under SDBL, the project cannot physically comply with all the typical development and hillside standards that would otherwise apply to market rate projects. However, the development is carefully designed to avoid more significant steep slope areas, significant natural topographic features and sensitive habitats located on the parcel.

The proposed 6.11-acre net development pad area is designed to minimize the grading footprint on the site while providing for the proposed units and density permitted under SDBL. The project will not occupy areas which contain existing slopes of at least 40% with minimum elevation differentials of 25 feet or more as these areas are located in the southern and western portions of the parcel. Landslide areas are noted to exist in the steep slopes along the southern portion of this parcel south of the project site.

Section 3039 also provides that the Planning Commission may approve a Hillside Development Plan application which proposes hillside grading in an amount greater than 7,500 cubic yards per acre, which applies to this project, provided one or more of certain findings can be made, including the following:

- The site possesses adverse geologic conditions that necessitate remedial work that may require significant amounts of grading.

The proposed overall pad areas and grading design would allow for the repair and stabilization of the ancient landslide slopes and protection of the properties to the south at higher elevations along Wooster Drive.

The proposed development pad area is also purposely situated in the northeast corner of the parcel in order to connect with Olive Drive, which is the only existing road providing legal access to the site. This is also the most feasible site location to provide a direct pedestrian connection to the College Boulevard Sprinter Station affording convenient access to transit for residents of the project and the adjacent neighborhood, while avoiding the Loma Alta Creek area to the west.

The project architecture also incorporates many design elements intended to reduce visible bulk of the structures, such as variations and offsets in wall and roof planes, incorporating multi-gable roof sections, utilizing roof elevation off-sets, etc. However, the project is not able to meet the technical design requirements of the applicable Hillside Development Regulations.

SUMMARY

The proposed Olive Park Apartments development readily implements goals, intents and objectives of the City's General Plan, Zoning Ordinance and State Density Bonus Law. The project will benefit the City of Oceanside by contributing to the City's future housing inventory through the provision of new quality residential dwellings in a 100% affordable unit community.

The development will provide a direct pedestrian connection to the adjacent College Boulevard Sprinter Station and surrounding Smart Growth Opportunity Area (SGOA - Community Center OC-6) affording the existing and future neighborhood residents improved access to the available light rail transit options and helping to support the vibrancy of the area.

The project is also situated adjacent to the Oceanside Boulevard Corridor as part of City of Oceanside's Smart and Sustainable Corridors Specific Plan (SSCSP). The project's direct connection to the station and close proximity to the commercial and service uses in the corridor will allow the Olive Park Apartments development to contribute to the success of the SSCSP implementation.

The North County Transit District is also expected to benefit from implementation of a 100% affordable transit-oriented development. The creation of an open space area with a direct pedestrian connection to the Sprinter Station is anticipated to stimulate ridership from project residents and the surrounding neighborhood. Proposed upgrades to the NCTD service road for the project's secondary EVA route will also provide improved maintenance access to the NCTD station platform and transformer.

The existing transit options will provide project residents, visitors and workers direct connections to the surrounding community and regional area. Transit use will also provide recognized community benefits experienced through reductions in the amount of vehicle trips associated with the development.

Additionally, in response to applicable Hillside Development standards, the project is carefully designed to avoid significant steep slope areas, natural topographic features and sensitive habitats located on the parcel. The development pad area is designed to minimize the grading footprint on site while providing for construction of the proposed units and density as permitted under SDBL. The proposed grading design would also allow for the repair and stabilization of the ancient landslide slopes and protection of the residential properties to the south located at higher elevations.