

901 Mission Ave, Oceanside, CA 92054

Mixed Use Development Plan With Density Bonus

Description & Justification

DRAFT – 05/22/2024

PROJECT SETTING AND OVERVIEW

- **PROJECT DESCRIPTION**: The proposed project is located at 901 Mission Avenue, encompassing an eight (8) story mixed-use development to include 273 multi-family dwelling units complemented with approximately 4,006 square feet of commercial/retail space. The total building area (residential & commercial) is approximately 373,778 gross square feet. Additionally, 28 of the dwelling units are to be designated as affordable units. A total of 323 parking stalls are provided within four (4) levels of parking, two and one-half (2.5) levels of which are subterranean parking.
- **PROJECT SITE**: The project site is a single block bounded by Mission Avenue to the north, Seagaze Drive on the south, N. Horne Street on the east, and N. Clementine Street on the west. Totalling 1.513 acres (65,912 square feet) and comprised of one (1) parcel (Assessor's Parcel Numbers 147-196-10), which is currently vacant land. The site slopes to the west with a change in grade of approximately seventeen (17) feet.
- **PROJECT SETTING**: The project site is located near the heart of downtown Oceanside, in proximity to the Civic Center and various commercial establishments and visitor attractions, including retail shops, restaurants, and personal services. The Oceanside City Beach is about three-quarters (0.75) of a mile distance directly to the west, while the Oceanside Pier Amphitheater begins at the western terminus of Mission Avenue. The Oceanside Transit Center (OTC) is a short walk away located approximately one-half (0.5) mile distance to the south-west, and functions as a major regional transit hub providing rail and bus connections to much of San Diego County, along with Orange County, Los Angeles, and points north via multiple bus routes and train lines, including the Coaster, Sprinter, Metrolink, and Amtrak. The connectivity of the site promotes a live-work-play environment that is highly desirable and contributes to the vibrancy of downtown.
- **ENTITLEMENT REQUEST**: The entitlement application is for a Mixed-Use Development Plan with Density Bonus. The project site has a General Plan land use designation of Downtown (DT), and a zoning designation of Downtown, Subdistrict 2 (D-2). The stated objective of the D-2 zoning subdistrict is to provide sites for a financial center supported by professional offices, with residential use permitted as part of a mixed-use development. The project benefits from an SB 330 application accepted by the City on November 30, 2023. As a result, the project is subject to the City rules and regulations in place at the time of that application including unlimited density in zone D-2 and an inclusionary housing requirement of 10%. The project site is located outside the Coastal Zone. For driveway access, the project will need to apply for a Revetment of Access Rights for the new driveway on Clementine St. because a portion of the driveway falls outside the existing approved assess. A Public Utility Easement vacation within the alley will be requested during this process (containing a public sewer, public water, and SDGE gas line).

MIXED USE DEVELOPMENT PLAN

- **MIXED USE DEVELOPMENT REGULATIONS:** In accordance with Downtown District Property Development Regulations [Section 1232 Additional Regulation (KK)], any mixed-use development with commercial and residential land uses combined requires a Mixed-Use Development Plan to establish site-specific property development regulations for the project. While the development regulations for residential and non-residential use established within that section shall serve as a “general guide” for mixed-use development, deviations may be permitted based upon the merit of the Mixed-Use Development Plan. As noted in the zoning regulations, the purpose and intent of mixed-use development regulations is to allow increased density and flexibility, while maintaining ground floor pedestrian orientation and activation through design rather than only type of use.

Exhibit “A” as attached provides the Mixed-Use Development Plan standards proposed for 901 Mission Ave. The development standards incorporate the Base District Regulations for Residential and Nonresidential land uses as a guideline, and modify provisions in accordance with State Density Bonus Law related to density, parking and design, which are also specified in Exhibit “A.”

MIXED-USE DEVELOPMENT PLAN DESCRIPTION: The proposed project is designed to provide a new and vibrant mix of uses of residential and commercial. The goal with the proposed project is to increase the number of residences downtown to support local businesses, contribute to an active and exciting community and complement the overall uses in Subdistrict D-2. The project will provide 245 market rate units and 28 affordable units (10% of base density) that will be affordable to low-income households, offering the advantages of downtown living, including convenient and walkable access to transit, numerous downtown services and amenities, as well as the beach and other attractions. Apartment homes can provide this at a rate that is more attainable for a broader part of the population, with onsite amenities for social gathering opportunities and fitness. The commercial spaces have been flexibly designed with two-story volumes to accommodate a variety of tenants such as retail and/or small office uses. Commercial spaces have been located at a prime corner to activate the intersection of Mission Ave/N Horne St.

- **UNIT MIX SUMMARY:** Table 1

AFFORDABLE UNITS SUMMARY

Unit Type	Average Area (SF)	Affordable	Affordable	Market Rate	Market Rate	Total	Total Unit
		Units	Mix	Units	Mix	Units	Mix
Studio	479	6	21.4%	48	19.6%	54	19.8%
One Bedroom	699	14	50.0%	128	52.2%	142	52.0%
Two Bedroom	1,099	8	28.6%	69	28.2%	77	28.2%
TOTAL	768	28	100.0%	245	100.0%	273	100.0%
<i>Mix</i>		<i>10.26%</i>		<i>89.74%</i>		<i>100.00%</i>	

- **BUILDING DESIGN:** 901 Mission Ave design embraces Oceanside’s vibrant art and beach culture, it is also a symbol of the growth and progress that is shaping up the downtown district. As the form is a product of an efficiently well-planned multi-story urban housing, major design elements were creatively located to maximize its visibility. The comfortably scaled massing features a consistent rhythm of openings and complimentary details. Color and enhanced materials offer a pleasing balance and proportion. A meticulous equilibrium was considered to ensure that a contemporary and timeless design is realized.
- On the street level at Mission Ave, the public spaces like the Leasing and Retail areas will animate and reactivate the east side of downtown, with double height spaces visually providing a grandeur visible

from the street. High quality finishes adorn the building base, while storefront awnings, trellises and canopies provide shade and shadow play, as well as comfort, to maximize usability, alfresco.

- The central courtyard provides a relaxing escape from the world outside. The pool deck/ courtyard has an opening to a double height opening on the west side to catch the ocean breeze and warm sun. The roof deck at the southwest corner takes advantage of the ocean views and metropolitan downtown; its angled canopy beckons westward.
- The single building will be constructed in a “podium” configuration, meaning that the residential dwelling units will occur directly over the structured parking portion of the building.
- **AMENITIES:** The site location naturally provides residents with a host of amenities with the beach, downtown living, and multiple transit options. In addition to that, 901 Mission Ave. will include numerous indoor and outdoor amenities to provide residents with social and recreational opportunities. The communities will include a leasing center and amenities which include rooftop decks, pools and spa, courtyard, BBQ areas, resident lounges, and a fitness center.
- The third level pool deck is an active amenity deck that features various amenity spaces such as a swimming pool, spa, outdoor dining, TV lounging, and fire pit lounging. The roof deck is designed to enhance the beautiful view of the city and beach down Mission Ave. This deck gives the residents spectacular view towards the ocean and downtown Oceanside, providing more passive spaces such as outdoor dining, lounging, and fire pits to take in the beautiful and serene views of Oceanside.
- The project incorporates a variety of indoor and outdoor amenities that will enhance the quality of life for residents. Altogether, approximately 33,043 square feet of designated open space is provided, which is comprised of 17,146 square feet of common outdoor space and 15,897 square feet of private outdoor space. Consistent with other recently approved urban infill projects in the City, as described below, the project will utilize a Density Bonus Law incentive to permit the average of 121 square feet of open space per unit where the Downtown District Property Development Standards provide for 200 square feet of total open space per unit.

- Table 2: Usable Open Space and Amenity Areas

Location of Open Space	
Common Open Space	
Leasing Plaza	1,044
Retail Plaza	2,288
Pool Courtyard	8,527
Amenities (Level 3)	3,446
Roof Deck	868
Clubhouse	973
Total Common Open Space (Sq. Ft)	17,146
Private Open Space	
Balconies and Patios	15,897
Total Private Open Space (Sq. Ft.)	15,897
Total Usable Open Space (Sq. Ft.)	33,043
<i>Per Unit (Sq. Ft.)</i>	<i>121</i>

- **LANDSCAPING:** This project will encompass a little piece of everything Oceanside has to offer. A small fragment of this growing city, this project builds an urban experience amongst a contextual coastal setting. From enjoying the Pier, to bathing in the sun in the Lagoon, or relaxing at the Bluffs, this project

aims to create an enhanced livable experience for the residents of Oceanside. The streetscape design along Mission Ave seamlessly blends the new development to the existing streetscape design as you move down Mission Ave towards the beach. Palm trees are used at Mission Ave to blend into the iconic streetscapes of Downtown Oceanside with additional street trees from the City's approved street tree list complementing the surrounding landscape perimeter and providing ample shade. The enhanced streetscapes around the surrounding perimeter of the new building are intended to create a "Garden Perimeter" both to shield pedestrians from vehicular activity and help to soften the 8-story building mass. Overall, landscape materials selected are to reduce maintenance, and use less water with the use of drought tolerant planting suitable to the coastal environment.

- **TRANSIT, SITE ACCESS, AND PARKING**: The building frontage along Mission Avenue is designed to activate the streetscape and enhance the pedestrian experience; this occurs through commercial uses, active residential uses such as the leasing office and plaza spaces, and the use of high-quality materials and storefront glazing. The project site is located within 1/2 mile of the Oceanside Transportation Center, and therefore falls within Oceanside's Downtown Transit Oriented District (TOD); it is also located within a high-quality transit area per SANDAG. The OTC offers local and regional bus and rail connection, including train options via Amtrak, Metrolink lines that travel north to Los Angeles and Orange County, Coaster lines that travel south to San Diego, and the Sprinter line that runs eastward to Escondido. Additionally, bus service is provided along Mission Avenue, a major east-west corridor, and nearby Coast Highway, a major north-south corridor. The proximity to transit along with the availability of bicycle storage within the building supports transit options and allows movement throughout the region without reliance on individual vehicles.
- The building will have pedestrian access points around the building and two (2) vehicular access points along N Horne St and Clementine St. The access points were designed carefully to provide the best circulation and ingress / egress for the residents and community.
- Per AB 2097, the project is not subject to a parking requirement as the site is located within 1/2 mile of the Oceanside Transit Center. A total of 323 parking stalls are provided within four (4) levels of parking, two and one-half (2.5) levels of which are subterranean parking.
- **STORMWATER MANAGEMENT**: The stormwater management plan (SWMP) proposes to treat all runoff from the building in one or more modular wetland devices. The devices are a pre-engineered, multi-stage, stormwater treatment system designed to meet site-specific water quality treatment requirements. These devices will be located within the basement parking garage and discharge pumped to a surface outlet. The design will replicate existing drainage patterns.
- **WATER**: Oceanside Water Utilities Department (OWUD) manages the public water infrastructure in Horne St. and the alley easement that bisects the site.
- The existing 250 linear feet of 8-inch ACP main within the alley will be abandoned and removed from Horne St. to Clementine St. A new 200 linear foot 8-inch pipe is proposed in Clementine St. and will connect to the south of the site at the Seagaze Dr. intersection. There are 2 existing meters connecting to the site from the 8-inch alley main that will be removed.
- The proposed water connections for the building, irrigation, and fire are anticipated to connect to water mains on Horne St. and Seagaze Dr. Anticipated service sizes for water main connections include; an 8-inch fire service, four (4) 2" domestic water meters, and a 2" irrigation meter. Backflow devices for the domestic water and fire services are anticipated to be located inside the building within a wet room

located at-grade and accessible from the exterior. The irrigation backflow is anticipated to be located on-grade outside of the building.

- **SEWER**: The Oceanside Water Utilities Department (OWUD) maintains a 15-inch polyvinyl chloride pipe (PVC) sewer main in Horne St. and an 8-inch PVC sewer main in the alley. The Horne St. sewer main flows north to south towards a connection at the intersection of Horne St. and Seagaze Dr. The alley sewer main flows east to west and connects to a manhole at the intersection of the alley and Clementine St. 250 linear feet of 8-inch sewer main located in the alley will be abandoned up to the Clementine St. property line where the stub can be reused as an 8" lateral for a building connection. A second lateral is anticipated on Seagaze St.
- **PROJECT GRADING**: The site slopes to the west with a change in grade of approximately 18 feet. The project design takes advantage of the grade change to mostly conceal the off-street parking garage. The two basement parking levels will be completely underground. Level 1 parking garage has the eastern Horne St. edge underground, The northerly Mission Ave side is concealed by Retail and the Leasing/Lobby use, the and the western Clementine St. edge at sidewalk grade will have ground-floor Leasing/Lobby and residential liner units concealing the garage. "Level 2" will have the top of parking concealed within the interior of the floor, with ground-floor retail at sidewalk grade and residential liner units on the western eastern plus additional height of the Level 1 ground-floor retail on the western edge. The southerly edge will have an exposed wall that will conceal the cars parked within.
- 58,800 cubic yards are estimated to be exported from the site which will be exported to an approved fill site.
- **ALLEY EASEMENT VACATION**: The project site is entirely located on Lot 1 of Map No. 15581. The site is bisected by a 20-foot wide public utility easement (vacated alley) containing a public sewer, public water, and SDGE gas line. The preliminary approvals for the proposed easement vacation will be part of the MUDP application and will be noted on the site plan. The final easement vacation will become a project condition of approval. Final approval and recordation of the easement vacation will not occur until the utilities are removed and relocated during final engineering.

AFFORDABLE HOUSING, DENSITY BONUS, WAIVERS AND INCENTIVES

- **STATE DENSITY BONUS LAW**: The State of California's Density Bonus Law (Sections 65915- 65918 of the Government Code) was established to promote the construction of affordable housing units and allows developers to obtain more favorable development requirements from local governments in exchange for building affordable units. The Density Bonus Law allows projects to exceed the maximum density assigned by the local government, with the percentage increase in density dependent on the amount of affordable housing; it also provides for a reduction in parking requirements and the use of various incentives and concessions.
- **INCLUSIONARY HOUSING ORDINANCE**: The City of Oceanside's Inclusionary Housing Ordinance (Chapter 14c of the Municipal Code) applicable to the project requires 10 percent of a development's pre-density bonus housing units be made affordable to low-income households or that the developer pay an in-lieu fee. The Downtown Zoning Ordinance removes density limits for all mixed-use projects in the Downtown Zone.

- **PROJECT UNIT DISTRIBUTION:** The D-2 zoning regulations applicable to the project do not have a density limit so the project does not rely on Density Bonus Law for an increase in density. As described in Table 3 below, the project will make 10% of the proposed units affordable to low income households.

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- **WAIVERS REQUESTED:** The Project is entitled to unlimited waivers, or deviations from development standards that would physically preclude development of the project as designed, with its proposed density and incentives. (Gov. Code § 659015(e)(1).) 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. Based on the proposed design to accommodate the affordable and market rate units, the Project seeks the following waivers of development standards:

- Table 5: Waivers Requested for Project

Waivers Requested for Project	
Waiver #	Waiver Description
W-1	Allow Setback Encroachments (per Mixed Use Development Plan standards - Article 12)
W-2	Reduce Usable Open Space Requirements (per Mixed Use Development Plan standards - Article 12)
W-3	Amend Required Façade Modulation Requirement (per Mixed Use Development Plan standards - Article 12)
W-4	Increase Allowable Building Height (per Mixed Use Development Plan standards upon approval of a CUP - Article 12)
W-5	Adjust Parking space extension requirement at the end of a parking bay beyond width of parking stall (Article 31)
W-6	Reduce total number of parking (per Mixed Use Development Plan standards - Article 31)
W-7	Increase Allowable Lot Coverage Max (per Mixed Use Development Plan standards - Article 12)

- **INCENTIVES REQUESTED:** State Density Bonus Law entitles the Project to certain incentives. By providing 10% low-income units, this Project is entitled to one incentive/concession, or a regulatory deviation that results in cost reductions to provide for affordable housing costs. (Gov. Code § 65915(k)(3).) The Project has yet to allocate its incentive.
- **ALTERNATIVE AFFORDABLE SCENARIO:** Applicant is studying the viability, and reserves the right, to implement an alternative scenario for 901 Mission Ave Project which includes (1) providing the required density bonus affordable units onsite, (2) affordable units proposed beyond the required density bonus requirements may be provided offsite that is (a) within ½ mile of a SANDAG designated smart-growth site; (b) on a site shown on the city’s Housing Element Update site inventory as suitable for such housing that does not require any amendment to the general Plan; or (c) within a smart growth

corridor as identified in the draft Smart and Sustainable Corridors Plan, or in the South Coast Highway Corridor Study.

SUMMARY

- **NARRATIVE**: The proposed 901 Mission project reimagines a highly visible downtown Oceanside site, adding significant new housing and events. The dynamic architecture draws residents and visitors into the site and along adjacent streetscapes, supporting local businesses and contributing to an exciting urban lifestyle. Reserving 10% of the total units for low-income housing allows residents of various income levels to benefit from living in proximity to the Oceanside Transit Center and within walking distance of the beach and downtown amenities. The additional residents will help activate the surrounding area, supporting local business in the downtown area. 901 Mission implements the goals, intents, and objectives of the City's General Plan, and Zoning Ordinance.

EXHIBIT A – DEVELOPMENT STANDARDS / REGULATIONS COMPARISON

Standard / Regulation	Typical City Standards / Regulations under Downtown Subdistrict 2	Mixed Use Plan Standards / Regulations and Notes	901 Mission Project as Proposed
<p>Note: This table presents the Mixed-Use Development Plan and waiver requests. All references to Sections or Articles are from the City of Oceanside Zoning Ordinance (OZO), as applicable within the D District, Subdistrict 1.</p>			
Maximum Density OZO 1232 (F) OZO 1232 (KK)	None for mixed-use projects in the Downtown Zone	n/a	n/a
Minimum Lot Area	5,000 square feet	5,000 square feet	65,912 square feet
Minimum Lot Width	50 feet	50 feet	Approx. 220 feet
Max Lot Coverage Waiver #7	60% Amended under Mixed Use Development Standards and with Waiver under density bonus to accommodate development at density proposed.	60%	83.9%
Minimum Setbacks:			
Front OZO 1232 OZO 1232 (H) Mission Ave & Seagaze Dr	10 feet (residential) 10 feet (non-residential) In addition: 50 ft. from street centerline on Mission Ave.	10 feet 10 feet 50 feet	50 feet from centerline of Mission Ave; 10 feet from front property line.
Corner Side OZO 1232 Horne St & Clementine St Waiver #1	10 feet (residential) 0 feet (non-residential) Amended under Mixed Use Development Standards and with Waiver under density bonus to accommodate development at density proposed.	10 feet	8 feet (Encroachment of 2 feet)
Daylight Plane		0 feet	Not applicable

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1232 (I)	<p>A 10-foot 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 feet above existing grade at R district boundary line.</p>		
Height:			
<p>Maximum Height of Structures OZO 1232 Waiver #4</p>	<p>35 feet (residential) 45 feet (non-residential) Amended under Mixed Use Development Standards and with Waiver under density bonus to accommodate development at density proposed.</p>	<p>Up to 90 feet Note: Height as measured from finish grade to the ceiling of the uppermost story on a warped plane around the structure perimeter.</p>	<p>Approximately 80 feet (Horne St) to 95 feet (Clementine St) Heights vary at each corner of the building as shown on plans.</p>
<p>Exceptions to maximum height of certain elements OZO 3018 Waiver #4</p>	<p>10 feet above applicable mixed-use limit Amended under Mixed Use Development Standards and with Waiver under density bonus to accommodate development at density proposed.</p>	<p>Exceptions up to 10 feet as permitted per OZO 3018, with additional exceptions for all architectural design features and other mechanical equipment including solar panels.</p>	<p>Up to approximately 9 feet above maximum height as shown on plans.</p>

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<p>Minimum Site Landscaping OZO 1232 OZO 1232 (P)(Q)(R)(S)</p>	<p>25% (residential) 15% (non-residential) Amended under Mixed Use Development Standards and with waiver under density bonus to accommodate development at density proposed.</p>	<p>Landscaping may be reduced for a fee to provide artwork with CDC approval</p>	<p>Total: 7,575 sq. ft. 11% of total site Additional 4,705 sq. ft. in offsite parkway improvements not included in total above</p>
<p>Open Living Space OZO 1232 (FF) Waiver #2</p>	<p>200 sq. ft. per unit of total open space inclusive of 48 sq. ft. minimum of private open space per unit (residential) No minimum (non-residential) Amended under Mixed Use Development Standards and with waiver under density bonus to accommodate development at density proposed.</p>	<p>Residential: 140 sq. ft. per unit of total open space inclusive of private open space with a minimum of 14,000 sq. ft. of common outdoor open space No minimum is required for private outdoor space.</p>	<p>17,282 sq. ft. of shared outdoor open space is provided, including 8,565 sq. ft. in pool courtyard, 868 sq. ft. in roof deck, and 3,520 sq. ft. in two public plazas onsite. An additional 15,823 sq. ft. of private patio and balcony space is also provided. Total open space of 33,105 sq. ft. = 121 sq. ft./unit</p>
<p>Courts Required OZO 1232 (EE)</p>	<p>See Section 1232 (EE) for courts (residential) No courts required (non-residential)</p>	<p>Courts opposite walls on the same site for residential uses shall be a minimum depth of 55 feet, and open to the sky.</p>	<p>Central Courtyard minimum is approximately 65 feet wide.</p>

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<p>Required Façade Modulation OZO 1232</p> <p>Waiver #3</p>	<p>25% of front and side street elevation horizontal and/or vertical must be set back at least 5 feet from setback line (residential)</p> <p>No modulation required (non-residential)</p> <p>Amended under Mixed Use Development Standards and with waiver under density bonus to accommodate development at density proposed.</p>	<p>Minimum 25% of overall façade to be offset from setback line, averaging a 5-foot offset across the entire façade (ground level to top of parapet). In addition, balcony structures and plaza recesses shall count toward modulation requirements.</p>	<p>Mission Avenue: 35%</p> <p>Horne St: 22%</p> <p>Seagaze Drive: 11%</p> <p>Clementine St: 19%</p>
<p>Off Street Parking Spaces Required with Density Bonus</p>			
<p>Residential</p> <p>Guest</p> <p>Commercial</p>	<p>1.0/unit for studio/ 1-bed. 1.5/unit for 2-/3-bed. in accordance with SDBL</p> <p>None in accordance with SDBL</p> <p>1/ 200 sf</p> <p>Residential parking - Per AB 2097, the project is not subject to a parking requirement as the site is located within ½ mile of the Oceanside Transit Center.</p>	<p>1.0/unit for studio/ 1-bed (189 total units) 1.5/unit for 2-bed (83 total units)</p> <p>None required but spaces in excess SDBL and commercial use required may be designated guest or shared by guest/ commercial.</p> <p>1/200 sq. ft.</p> <p>None required per AB 2097.</p>	<p>No Guest parking or may be designated shared with commercial</p> <p>326 spaces provided in parking garage.</p> <p>20 spaces for Retail</p>

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<p>Parking Garage Design:</p>			
<p>Dimensional Requirement OZO 3110 (B)</p> <p>Waiver #5</p>	<p>1. Each parking spaces adjoining a wall, column, or other obstruction higher than 0.5 feet shall be increased by 1 foot on each obstructed side.</p> <p>2. At the end of a parking bay, a parking space perpendicular to the aisle shall extend 2 feet beyond the required width of the parking space</p> <p>Amended under Mixed Use Development Standards and with waiver under density bonus to accommodate development at density proposed.</p>	<p>1. Each parking space adjoining a wall or other obstruction higher than 0.5 feet shall be increased by 1 foot on each obstructed side.</p> <p>2. At the end of a parking bay, a parking space perpendicular to the aisle shall extend 2 feet beyond the required width of the parking space</p>	<p>1. All spaces adjoining a column or wall are increased by 12 inches on each obstructed side.</p> <p>2. Not all spaces at the end of a parking bay are extended 2 additional feet beyond the required width, but most spaces are 9 feet wide adjoining a column or wall</p>
<p>Screening of Mechanical Equipment</p>	<p>Section 3021</p>	<p>See Section 3021</p>	<p>Meets standard requirements</p>
<p>Underground Utilities</p>	<p>Section 3023</p>	<p>Section 3023</p>	<p>Meets standard requirements</p>
<p>Renewable Energy Facilities</p>	<p>Section 3047</p>	<p>Section 3047</p>	<p>Project will either meet requirements with onsite roof top solar panels, or will work with staff to determine an acceptable alternative to make up any shortfall in onsite generation to meet the minimum 50% renewable energy use.</p>

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<p>Electric Vehicle Parking and Charging Facilities</p>	<p>Section 3048</p>	<p>Section 3048</p>	<p>Project meets requirements for 2024 update of 50% EV stalls</p>