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PLANNING " ENGINEERING " SURVEYING

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**Detached Senior Housing and Triplex Residential
Development Development Plan with Density Bonus
APN: 165-493-47-00 TM21-00002 and D21-00005
Description & Justification**

Introduction

This application presents a Development Plan for a senior housing project consisting of 12 detached one-story units and two (2) triplexes (the two triplexes total six units) that have a combined total of 18 units on this property utilizing density bonus provisions for the project per state density bonus law. The Development Plan is on the 1.97 acre site adjacent to Vista Way and North Way. It is proposed using the City of Oceanside's Density Bonus requirements. The existing zoning is RM-A. Senior housing units at achievable and affordable levels are proposed with site design, residential architecture, and landscaping to complement the surroundings and respect the existing neighborhood character. The units are single story and uniquely designed with elevations, forms, façade effects and roof details to present a high-quality "five-sided" design. Adequate parking is provided with garages and open parking areas incorporating handicapped and compact car spaces. Proposed, are 43 spaces. The applicant has worked closely with the staff for more than two years with ongoing meetings and negotiations to develop the proposal and specifications for the most ideal project for this site and to provide additional affordable housing. Input from the Planning, Water Utilities, Engineering and Traffic Engineering Departments has been utilized. The Density Bonus provisions use the City's ordinance as well as the State of California's Bonus Law and provide three affordable units out of the total of 18.

The RM-A Residential Zone, has the base density of 6.0 dwelling units per gross acre and the maximum potential density is 9.9 dwelling units per gross acre, if the proper findings are made and requirements met for the density bonus.

This site was previously part of a residential development with homes and streets. These improvements have been removed from the site. There is an existing manufactured slope along the north and west side of the project with several large existing trees. The remainder of the site is relatively flat.

The site slopes west to east towards the southeast corner of the site (the northwest corner of Vista Way and North Way) where there is an existing cross-gutter that conveys runoff easterly across North Way. Both Vista Way and North Way are fully improved streets; no new street dedications or improvements are proposed by this project.

The property is a single parcel of approximately 1.97 acres with no existing visible improvements other than some retaining walls. The project address is 3710 Vista

Way, and is adjacent to the 78 Freeway. The project is located along the north side of Vista Way, at the northwest corner of Vista Way and North Way. The 78 Freeway runs parallel with Vista Way's southerly right-of-way. Access to the site is from Vista Way.

The project will provide additional senior housing options for the community at varying affordability levels. The residential architecture, development plan, and lot pattern are carefully designed to complement the site surroundings and respect the neighborhood character.

REPEAT COMMENT: THE EXACT AFFORDABILITY LEVEL MUST BE PROVIDED; IT DETERMINES ALLOWABLE DENSITY BONUS AND WAIVERS & INCENTIVES/CONCESSIONS

Development Plan

The proposed Development Plan includes the twelve detached units and two triplexes as described. Unit 1 and 3 will have an ADA ramp installed. Units 1-3 will be rear facing to Vista Way and oriented toward Driveway A, and units 4-12 will be oriented to Driveway A and facing Vista Way. Units 13-18 will be oriented toward Driveway B, and facing Vista Way. Vista Way frontage has direct access to Driveways A and B. The units 4, 9, 13 located on Driveway B will be dedicated as low income units.

The 12 new senior designated single-family homes are designed as one-story residences with an attached one-car garage, triplexes are one-story with an attached garage, as well as 19 unattached parking spaces, two compact car parking spaces, and two ADA Van-accessible handicapped parking spaces are proposed. The total number of proposed parking spaces is 43.

Design Description

The homes incorporate two unique floor plan layouts with multiple color scheme options displaying a variety of elevations, facades and a diverse street scene for the project. Unit Plan "A" 2 bedroom and 2 bath, 1089 sq ft, floor plan, and Unit Plan "B" is a 2 bedroom and 1.5 bath, 1069 sq ft floor plan.

The residences include a street-facing front entry set back from the front plane of the home to create a welcoming entry for guests and residents. A waiver of setback requirements will be requested due to the lot shape and size, setbacks 1050 (AA), 1050(DD) and 1050(L). Additionally, a waiver to the 15' rear yard size required by 1050(T) will be requested for the same lot size and shape restriction. Driveway A and B will be designed to allow parking for one full size car, effectively allowing parking of 2 cars per home.

A summary of the floor plan for each of the residential lots is provided in Table 1.

Table 1 - Residential Plan Summary

UNIT	PLAN	SQ. FT.	BDs / BAs
# 1	ELEVATION <u>TYPE</u> N ¹ Option 1 Plan B	1,069	2/2

2	Plan A Option 1	1,089	2/2
3	Plan A Option 2	1,089	2/2
4	Plan A Option 2	1,089	2/2
5	Plan A Option 1	1,089	2/2
6	Plan A Option 2	1,089	2/2
7	Plan A Option 1	1,089	2/2
8	Plan A Option 2	1,089	2/2
9	Plan A Option 1	1,089	2/2
10	Plan A Option 2	1,089	2/2
11	Plan A Option 1	1,089	2/2
12	Plan A Option 2	1,089	2/2
13	Plan C Triplex 1	1,069	2/2
14	Plan C Triplex 1	1,069	2/2
15	Plan C Triplex 1	1,069	2/2
16	Plan C Triplex 1	1,069	2/2
17	Plan C Triplex 1	1,069	2/2
18	Plan C Triplex 1	1,069	2/2

¹ For elevation color & material details refer to Color / Materials Board - Sheet of Architectural Plan Set

Architecture

The architectural style for each home will feature contemporary designs. Elevations feature an aesthetically pleasing blend of building forms, façade offsets, and roof details to present a high-quality “five-sided” architectural design. A variety of materials and design details are proposed for the homes including lap siding, composite cedar shiplap siding, light sand stucco, stone veneer, steel/glass doors, wood & metal railings, standing seam metal roofs, and composite shingles, all which support a well-thought out composite for each architectural style.

delete as I don't know what the purpose of this text is.

Landscape Design

The landscape design for the project embraces diversity of prospective residents, strives to enhance the site aesthetic and complement the surrounding neighborhood. The selection of plan material is based on cultural, aesthetic, environmental sensitivity,

water conservation and maintenance considerations. Trees, shrubs, vertical accent plants and groundcovers are designed throughout the front yard and parkway areas of the home lots. The tree palette includes species selected for their size, form, and ornamental qualities relative to the proposed architecture and site location.

repeat comment:

Affordable Housing Density Bonus – Unit Calculations

The State of California’s Density Bonus Law (Government Code §65915-65918) was established to promote the construction of affordable housing units and requires cities to provide a density bonus and other incentives or concessions, and waivers of development standards to projects that provide affordable housing units in compliance with current density bonus regulations. The City of Oceanside zoning regulations implement the state requirements, and Table 2 summarizes the calculations under Density Bonus Law for this project with specific detail provided in Table 3. Per State Density Bonus Law, the site is permitted a total of 20 dwelling units ($1.97 \times 9.9 = 19.5$, rounded to 20 units), with 1 dedicated affordable unit (low-income level).

Table 2 - Summary of Project Unit Count

Type of Units	Calculations	Proposed
Total Units	20 units -maximum (per Density Bonus Law)	18 units
Affordable Unit (Low Income)	N/A	3 units
Market Rate Units	N/A	15 units

Add the calculations of the % of affordable units being provided (3 out of 18 = .166 or 17%)

Table 3 - Allowable Density Bonus Calculations*

STEP 1:	Calculate Base Allowable Density <i>At this site, the Land Use Element designates a density of 9.9 units per acre, and the RM-A zone allows a maximum potential density of 9.9 units per acre for 1.97 acres of the site. Under Density Bonus Law, where a density range is provided, the base number of units permitted is determined by multiplying the gross site acreage (1.97 acres) by the applicable maximum density for the specific zoning range and land use element of the general plan applicable to the project area is 20 units.</i>
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STEP 2: **Determine Affordability Percentage and Units**

15%--global change throughout

*excluding units added by a Density Bonus.
15% x 20 units (base)*

The project proposes to provide 15% of the units as affordable to low- income households. Per State Density Bonus Law, affordable unit percentage is calculated

This is not correct. This calculation needs to show the percentage of affordable units provided and at what income level. 3 out of 18= .1667 or 17%

	<i>(allowable) = 3 units , rounded up to 3 units.</i>
STEP 4:	Calculate Total Dwelling Units
	Total allowable units are 26, as a result of the Density bonus. Calculated using 20 units X 27.5% +5.5 or 6 units plus the base of 20 for this total. The proposed project is only 18 units. <i>with 17% affordable; this goes up to 2 concessions/incentives</i>

Required Incentives / Concessions

In addition to the density bonus units and the parking requirements specified in State Density Bonus Law, the project is also entitled to certain incentives/ concessions and waivers. These can include, for example, a reduction in site development standards or a modification of zoning code or architectural design requirements. By providing 15% of the base units as low-income units, this project is entitled to receive one incentive concessions. The granting of waivers does not reduce the number of incentives / concessions allowed for a project, and the number of waivers that may be requested and granted is not limited.

This is actually 30.5 if 17% of units are being provided. 20 x .305=6.1 rounded up to 21 units

This format is all off--please revise

global 17%

Staff spent a lot of time on the prior letter to assist you and identifying all required waivers based on the plan set review. Several were not included. See repeat comments in ARC letter.

WAIVERS

To accommodate the increased density allowed under State Density Bonus Law and maintain the single-family lot design and character of the underlying zone, the project cannot physically comply with all the development standards that apply to standard projects. Based on the proposed design to accommodate the affordable unit, the project seeks a waiver of the following development standards for a housing development pursuant to Density Bonus law:

- Number of Garages

- Retaining Walls

- Setbacks

- Private Road

- Rear Yard

- Common Usable Open Space

heights and possibly non=plantable for walls over 4'

There is not a standard setback. You must list the setback req'g a waiver (e.g. front, rear, interior side yard, street side yard). See ARC Letter. Group all setbacks as one waiver but list all (e.g. front, back, side--ones that are needed)

Repeat Comment: you need to say what is required\ and what is proposed. I think you have it here but not labeled clearly. See prior version

Development Standards & Waivers

A summary of development standards and waivers requested is provided in Table 4 to demonstrate compliance with the RM-A zone standards, or where Density Bonus waivers are requested. These standards and waivers are also detailed in the exhibits provided by the civil plans.

Table 4 – Development Standards Matrix - Required Waivers

DEVELOPMENT STANDARDS	RM-A ZONE PROPOSED VISTA WAY PROJECT	NOTES
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Rear Yard

Back Setbacks	15ft (Min) 15 ft Usable Backyard	Waiver to reduce usable backyard space
Standard Setback	20 ft (min) 4-6 ft (min) for front setback	Waiver Requested
Standard Setbacks	20 ft (min) 4-6 ft (min) from Vista Way	Waiver Requested
Parking	2-car attached garage per unit. 1 car garage attached, 1 car detached.	Waiver to reduce attached garage

Fences and Walls	Maximum height of a fence or wall, including retaining walls shall be 6 feet. Retaining walls over 4 feet in height shall be planted and irrigated.	Residential lot fencing will not exceed 6 feet in height. Retaining walls incorporated with the grading plan up to 15 feet to create rear yard is proposed. These walls are required to be planted or a waiver is required.	Fence height in compliance. Retaining wall height waiver required
Common Usable Open Space	Open Space required is 2,700 Sq Ft.	Open Space provided is 1,151 Sq Ft.	Usable open space provided is 8,221 Sq Ft. (5,521 Sq Ft more than required.)

Access

The existing site is bordered by North Way on the east, Lile Street on the west and Vista Way/Highway 78 on the south. All lots will be accessed by a private driveway which will connect to Vista Way on the south.

Grading

The proposed project would involve limited quantities of grading. The total grading quantity estimates are provided in Table 6 below. The grading and lot patterns are designed to respect the existing topography.

Table 5 – Grading

EARTHWORK QUANTITY	
Cut 3,000 CY	
Fill 4,000 CY	
Import 1,000 CY	

Drainage

The project's building pads are located at an elevation greater than 200 feet above Mean Sea Level. Groundwater accumulation is not expected. Stormwater on the for Unit Lots 1 – 12 will be conveyed via an existing storm water inlet. For Unit Lots 13- 18, a Stormwater inlet will be created as per the plan.

This is INCORRECT. The project is required to provide 3 units. Why is 1 unit used throughout document? Global comment--updat to correctly reflect # of affordable units

Summary

The Vista Way Senior Single-Family Residential Development will provide additional single-family housing options for the senior community at achievable and low income levels – including a dedicated affordable unit at the low-income level.

The project has been thoughtfully designed to:

- Complement the site surroundings and respect the neighborhood character,
- Provide high quality architecture and landscape,
- Utilize freeway frontage unused acreage.

The proposed development meets the goals, intentions, and objectives of the General Plan, Zoning Ordinance, Density Bonus Law, and affordable housing objectives.

REQUIRED FINDINGS – DEVELOPMENT PLAN

Development Plan

1. That the site plan and physical design of the project as proposed is consistent with the standards of the Zoning Ordinance.

The site plan and physical design of the project is consistent with the Zoning Ordinance standards while also accomplishing the goal of providing market rate housing and affordable housing utilizing the state density bonus provisions.

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

The Development Plan as proposed conforms to the General Plan of the City because the proposed project is located near similarly zoned parcels and the project will result in the development of a single-family residential community which meets the goals and objectives designated by the applicable elements of the General Plan.

3. That the area covered by the Development Plan can be adequately, reasonably, and conveniently served by existing and planned public services, utilities and public services.

The project site is located within an urbanized area served by existing public services, utilities, and public facilities.

4. That the project as proposed is compatible with existing and potential development on adjoining properties or in the surrounding neighborhood.

The project is located on an in-fill site where the residential architecture, development plan and lot pattern are carefully designed to complement the site surroundings and respect the neighborhood character.

5. That the site plan and physical design of the project is consistent with the policies contained within Section 1.24 and 1.25 of the Land Use Element of the General Plan, the Development Guidelines for Hillsides, and Section 3039 of this ordinance.

The project site does not contain topographic resources or slopes that are undevelopable per Sections 1.24 and 1.25 of the Land Use Element and Section 3039 of the Zoning Ordinance.

VISTA WAY HOMES
WAIVER EXHIBIT

General Notes

THIS PROJECT IS A COMMON INTEREST DEVELOPMENT FOR SENIOR HOUSING. CCR'S WILL BE PREPARED FOR THIS PROJECT TO DEFINE AND MAINTAIN COMMON USE AREAS SUCH AS DRIVEWAYS, PARKING, LANDSCAPING & ETC. AFFORDABLE HOUSING (D21-00005) IS INCLUDED AS A PART OF THIS PROJECT ALONG WITH BONUS DENSITY (DB21-00003)

- EXISTING GROSS SUBDIVISION AEREA: 1.97 AC
- PROPOSED GROSS SUBDIVISION AEREA: 1.97 AC
- PROPOSED PUBLIC STREET DEDICATION: 0 AC
- PROPOSED PRIVATE STREET AREA: 0 AC
- TOTAL NUMBER OF EXISTING LOTS: 1
- TOTAL NUMBER OF PROPOSED LOTS: 1
- TOTAL NUMBER OF PROPOSED PROPOSED UNITS: 18

9. ASSESSOR'S PARCEL NUMBER: 165-493-47

10. SITE ADDRESS: 3710 VISTA WAY
OCEANSIDE, CA 92056

11. PORTIONS OF LOTS 684, 685, 708 THROUGH 720, LOTS 721 THROUGH 725 AND PORTIONS OF LOTS 726 AND 727 OF COSTA SERENA UNIT NO. 7, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 7690, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 3, 1973, TOGETHER WITH THAT PORTION OF FORT CIRCLE STREET AS VACATED BY RESOLUTION RECORDED FEBRUARY 26, 2002 AS FILE NO. 2002-0159407 OF OFFICIAL RECORDS.

12. EXISTING GENERAL PLAN LAND USE: RESIDENTIAL

13. PROPOSED USE: RESIDENTIAL-SENIOR HOUSING

14. EXISTING ZONING: RM-A

15. -

16. PROPOSED DENSITY: 18/1.97=9.14 DU/AC

17. STATUS OF LEGAL ACCESS: VISTA WAY AN EXISTING & FULLY IMPROVED PUBLIC STREET

24. MINIMUM REQUIRED OPEN SPACE IS 360 SF PER UNIT=18x300=5,400 SF
COMMON OPEN SPACE IS LOCATED IN TWO AREAS OF 1,521 SF+1,203 SF=2,724 SF
EACH UNIT WILL HAVE A MINIMUM OF 150 SF OF PRIVATE OPEN SPACE

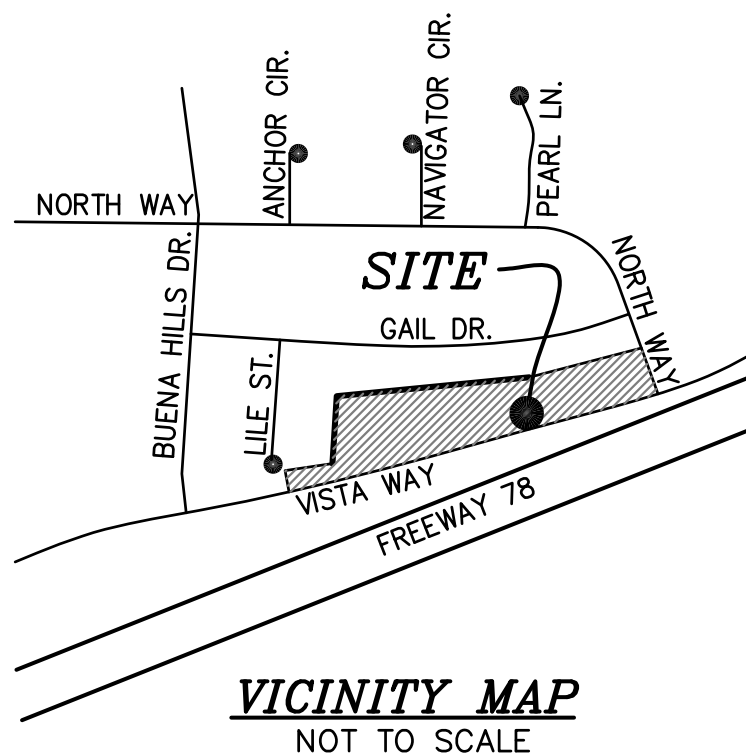
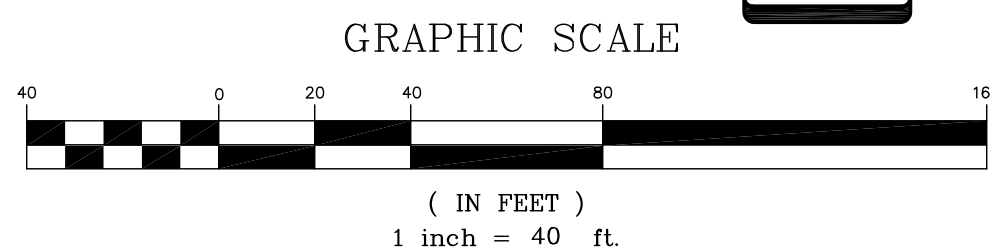
WAIVER LEGEND:

STANDARD SETBACKS	-----	
PRIVAT STREET/ DRIVEWAY BUILDING SETBACK	----	
PRIVAT STREET/ DRIVEWAY GARAGE SETBACK	----	
15' USABLE BACKYARD	-----	
6' RETAINING WALL	-----	
DEVELOPABLE AREA LOST W/ 6' RETAINING WALL	----	
TWO CAR GARAGE	-----	
OPEN SPACE SEE NOTE 24	-----	

this SF does not
match the landscape
plans; please revise
to be consistent with
the l/s open space
calculations

LEGEND:

BOUNDARY	-----	
CENTERLINE	-----	
RIGHT-OF-WAY	-----	
EXISTING LOT LINE	-----	
SETBACK LINE	-----	
EXISTING CURB & GUTTER	-----	
EXISTING WATER	-----	
EXISTING SEWER	-----	
EXISTING FENCE	-----	
EXISTING RETAINING WALL	-----	
EXISTING CONCRETE	-----	
EXISTING FIRE HYDRANTS	-----	
EXISTING STREET SIGN	-----	
PROPOSED G-2 CURB & GUTTER	-----	
PROPOSED G-1 GUTTER	-----	
PROPOSED ROLLED CURB	-----	
PROPOSED FENCE	-----	
SEE LANDSCAPE PLANS FOR DETAILS	-----	
PROPOSED RETAINING WALL	-----	
PROPOSED CONCRETE	-----	

ENGINEER OF WORK

Bartolome J. Pastor, RCE 38606

DATED: JULY 2022

OWNER

OWNER: NEPTUNE INVESTMENTS, LLC

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JOB NO. 499-01, DATE JULY 25, 2022

Date: 7/25/2022

SHEET 1 OF 1