

Marian Catholic Property



Master Plan Development Permit: October 09, 2014

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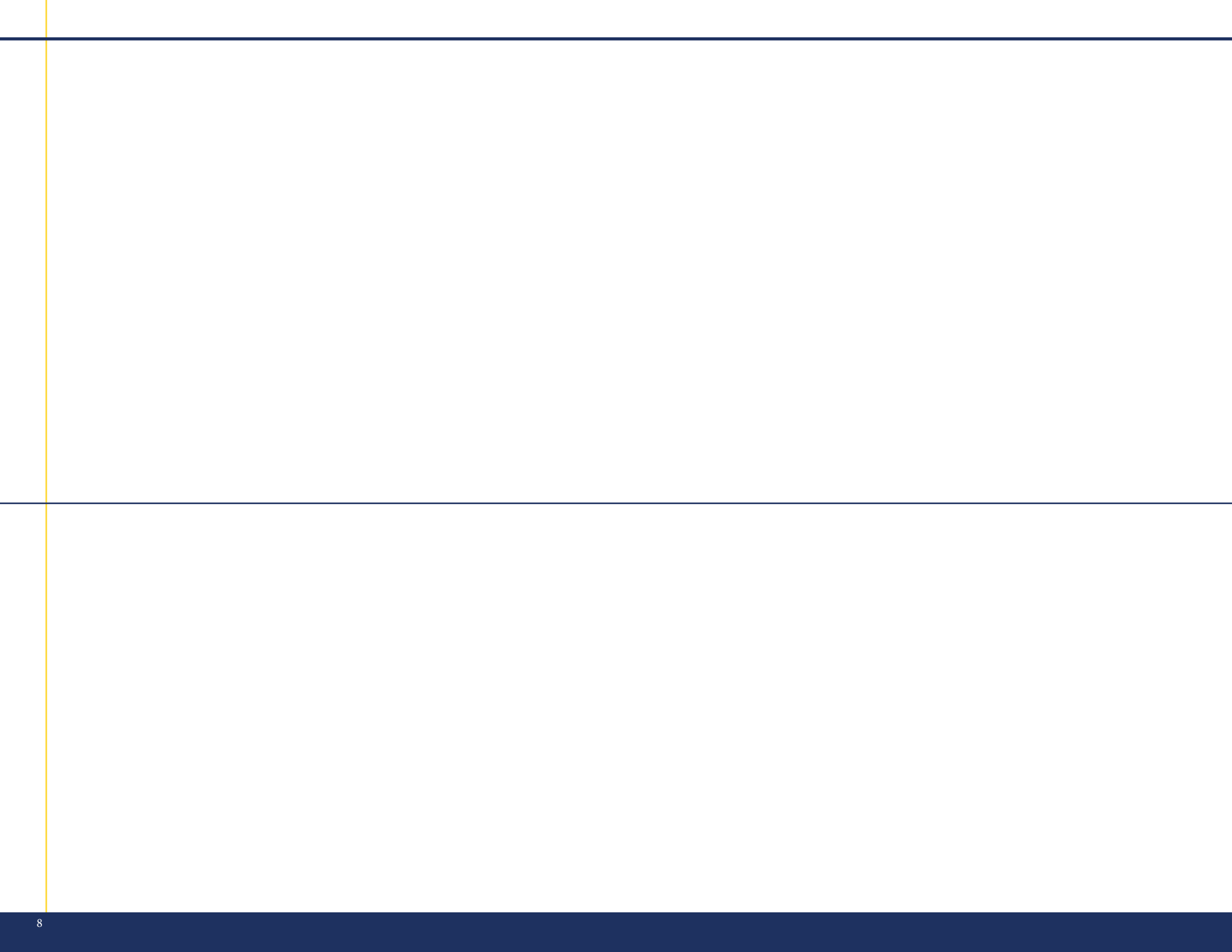
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Introduction

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1. INTRODUCTION

1.1 OVERVIEW

The Marian Catholic site is intended to establish a community that will provide future residents a comfortable and safe environment within an existing neighborhood predominantly comprised of single-family homes and small apartment/condo buildings. The project will reflect the surrounding housing inventory with an assortment of single-family detached homes all planned to enrich the aesthetic quality of the development.

The site will be home to 175 households comprised of three and four-bedroom units in a variety of configurations allowing for housing diversity and variety. Design guidelines in this Master Plan provide more detail of the development concept and design intent.

1.1.1 Document Purpose

The Master Plan is a tool that will guide the build-out of the project site using a thoughtful development plan. It lays out development standards for the site, implementation of the objectives of the City of San Diego General Plan, as well as the vision/strategies commensurate with the Otay Mesa-Nestor Community Plan.

This Master Plan will serve to initiate a Planned Development Permit (PDP) for the site by establishing land use and development regulations specifically adapted to the proposed development. The provisions of this Master Plan are intended to be responsive to constraints and opportunities of the site and the development objectives of the project. It creates a framework for the successful development of a diverse and unique high-quality community achieved through a set of design standards applied to the site.

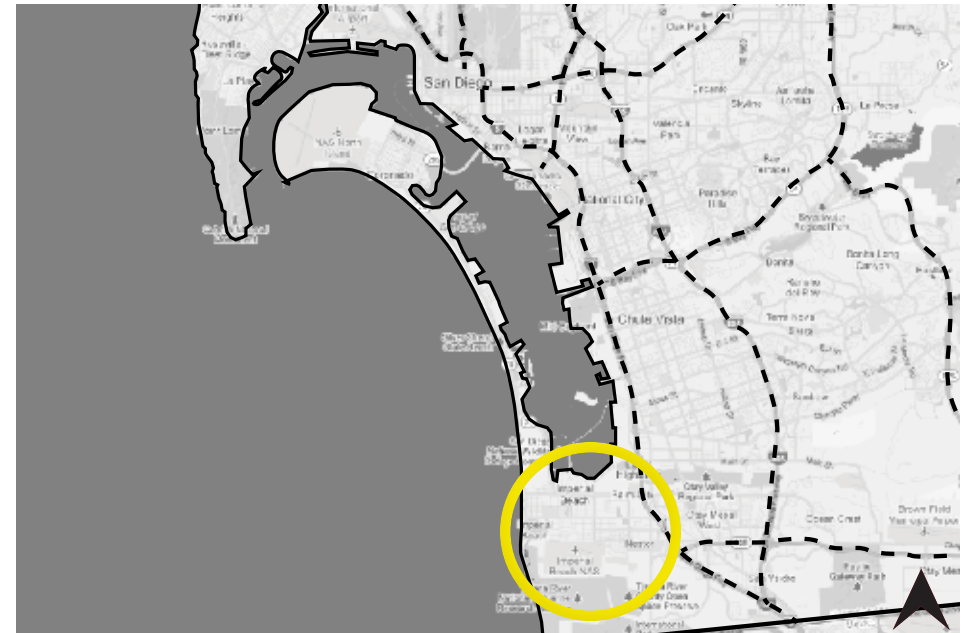


Figure 1.1 Regional Map

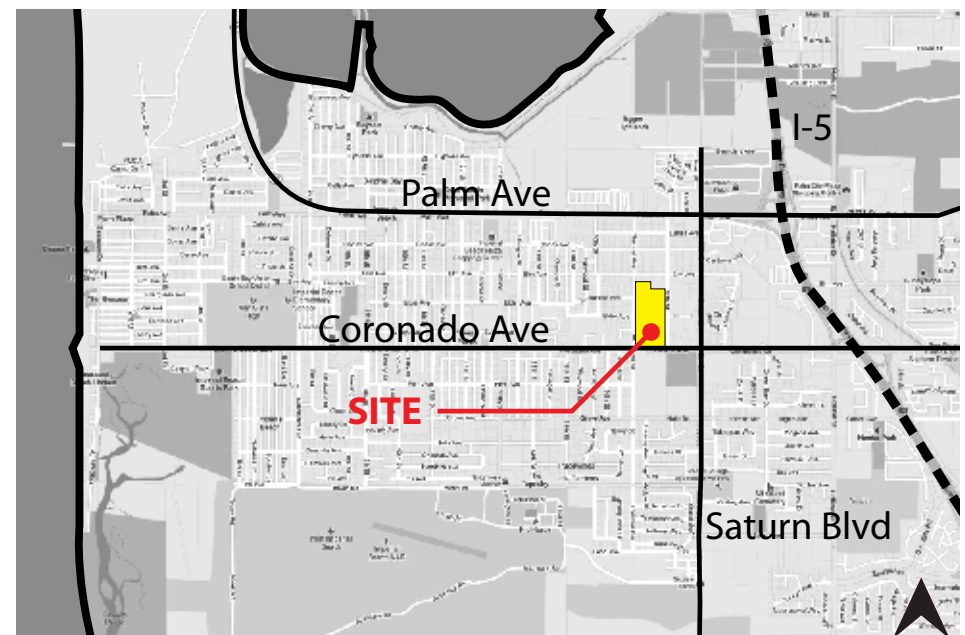


Figure 1.2 Vicinity Map

1.1.2 Document Scope

The Master Plan offers Design Guidelines and aids the entitlement processes for the development of the project site. It provides text, tables, figures, exhibits and reference images describing the range of land uses, development intensities, architectural intent, landscape features, traffic and pedestrian circulation routes, public transportation, recreational facilities, and potential phasing of the project. It delivers design guidelines that will ensure build-out in a manner consistent with City policies.

1.1.3 Authority

Preparation of this document is authorized by Section 143.0480 of the San Diego Municipal Code. It was written under the direction of the City of San Diego Planning and Development Services Department and is intended to be a planning and policy document. This Master Plan is subject to City Council approval as a Planned Development Permit. Once adopted by City legislative action, this document serves both planning, and policy functions for the Marian Catholic Property.

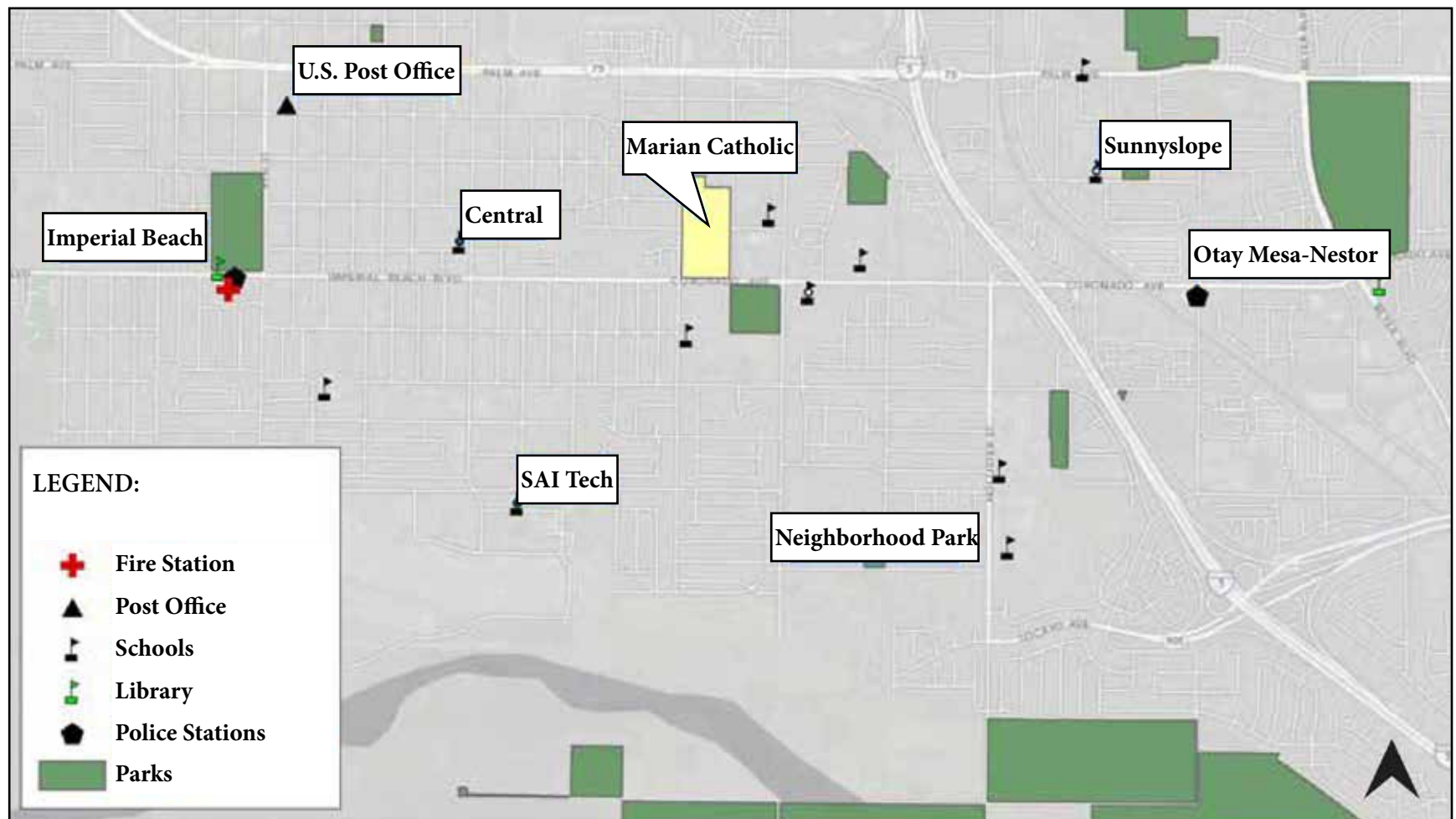


Figure 1.3 Basic Services G.I.S. Map

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Figure 1.5 Aerial Photograph

1.2 RELATIONSHIP TO OTHER PLANS AND POLICIES

The Marian Catholic Master Plan addresses the policies of the City of San Diego General Plan by establishing permitted uses, development standards, design guidelines and entitlement processes for the development of the project site. A Community Plan Amendment (CPA) will be processed to accommodate the change in land use designation from School to Low/Medium Density Residential as indicated in Figure 1.4. See Section 1.10.2 for further discussion regarding the Community Plan Amendment.

1.3 SITE LOCATION AND SETTING

The Marian Catholic site is located in the South Bay area of San Diego in the community of Nestor. The site lies just west of the Interstate 5 freeway (I-5) along the east-west thoroughfare of Coronado Avenue that runs to Imperial Beach where the street name changes to Imperial Beach Boulevard.

The site is bounded on the west by Thermal Avenue, on the east by 18th Street, on the south by Coronado Avenue and on the north by private homes that front Elm Avenue and the Guadalupe Center, part of St. Charles Parish.

Although the site lies within a suburban neighborhood of mostly single-family homes, small apartment and condo buildings also exist and to the east is St. Charles Borromeo Catholic Church and School and a commercial strip center of small retail shops and restaurants. Directly to the south is an empty lot that is part of the Sweetwater Union High School District. Adjacent to it is the South Bay Community Park that contains a recreation center building and park amenities.

Various police stations, fire stations, schools, libraries and other public parks are all located within 1.25 miles from the Marian Catholic site as seen in Figure 1.3.

1.4 BACKGROUND AND HISTORY

The proposed Master Plan complements the historical development of the area. As a predominantly residential neighborhood, the project will provide a variety of single-family homes that will be a welcomed addition to the surrounding property owners and business owners.

1.4.1 Nestor

Nestor is a residential neighborhood of San Diego located next to Palm City and Otay Mesa to the east, Egger Highlands to the north, San Ysidro to the southeast and the Tijuana River Valley to the south. Major thoroughfares include Coronado Avenue, Saturn Boulevard, Hollister Street and Tocayo Avenue.

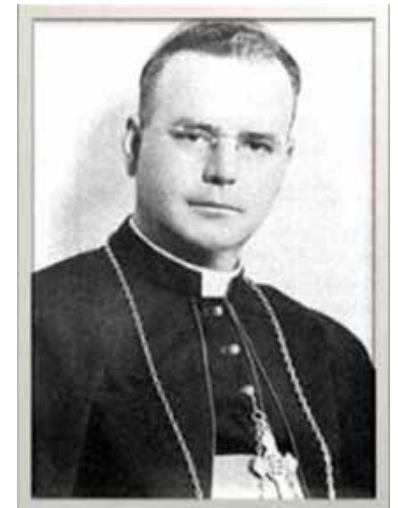
Nestor is named for Nestor A. Young, California state assemblyman from 1884-1886 and San Diego Harbor Master starting in 1889. Nestor, along with other portions of South San Diego, was annexed from the County of San Diego in 1957.

Many of the single-family homes date from the 1950's, but most development took place after annexation in 1957. The streets are based on a north-south grid arrangement.

1.4.2 Site History

In 1960, Catholic Bishop Charles F. Buddy founded the first coeducational Catholic High School in the Diocese of San Diego. It was built on twenty acres of land donated by Mr. and Mrs. Robert Egger. The original campus consisted of three classrooms and expanded over 46 years to become what was known as Marian Catholic High School.

In July of 2007, Marian Catholic High School closed its doors and the home of the Crusaders moved to a new location in Chula Vista transforming into Mater Dei Catholic High School. The site has been vacant since the move.



Bishop Charles F. Buddy

1.5 SITE CHARACTERISTICS AND DESIGN INFLUENCES

Single-family homes and apartment/condo buildings primarily comprise the neighborhood in which the project site is located. The site is situated on a main arterial road - Coronado Avenue - that serves as a connection to Otay Mesa and Imperial Beach communities. It is bordered by quiet residential streets on the west and east, while Coronado Avenue to the south is a bustling thoroughfare. The site overall is relatively flat yet descending gradually to the northwest.

There is a desire within the community for new housing to counter deterioration of the area. As the Community Plan states,

“Although the community is proud of its affordable single-family housing, local residents are concerned about a gradual decline in single-family home maintenance, as well as overall neighborhood maintenance. Problems include housing disrepair, abandoned vehicles, overgrown lots, illegal storage of boats and vehicles, illegal tractor trailer parking, the accumulation of junk and litter in public and private areas and illegal home businesses. Housing disrepair is most apparent in the community’s oldest neighborhoods of Palm City and Nestor. Approximately one thousand structures in these areas date back fifty years or more and some of these units need to be rehabilitated or replaced. The deteriorating housing contributes to a negative neighborhood image and discourages new investment in these areas.”

1.6 SUMMARY OF PROJECT BENEFITS

As outlined in this document, the Marian Catholic Master Plan will benefit the San Diego and Otay Mesa-Nestor community in multiple ways, including the following:

- New Housing – The addition of new housing is an asset to the community offering quality living units that are well maintained, aesthetically pleasing and complimentary to the neighborhood.
- Smart Growth – Infill development limits urban sprawl and concentrates growth where existing infrastructure is present. As an infill site, the project’s street network integrates with existing streets, provides connections to adjacent neighborhoods, utilizes bike routes and is in close proximity to transit.
- Sustainability – As a development with many sustainable elements, such as re-development of a previously developed site, open community, proximity to existing infrastructure, commercial establishments and community parks, diversity of uses, and compact development and walkable community, the Marian Catholic Site makes an efficient use of San Diego’s limited supply of land.
- Increased Commerce – With the addition of up to 175 new homes and their families, existing commercial enterprises will benefit from an increase in the number of consumers in the area.

- Variety of Housing – An assortment of housing types will complement the housing needs of the Nestor community and appeal to a broader section of prospective residents, providing a variety of housing prices and lifestyle options.
- Walkable Community - with the addition of numerous non-contiguous sidewalks, landscaped parkways and street trees, residents of the community will enjoy an enhanced pedestrian experience. Connections through and across the site can easily be made through pedestrian pathways that encourage people to walk to local destinations.
- Coronado Avenue - To help mitigate the impacts of high vehicular traffic volume and speed along Coronado a 15’ easement is provided to place homes the further away from the street. A landscape parkway, non-contiguous sidewalks and street trees will help provide safety for pedestrians and a sound wall with a unique design approach will serve as a sound buffer to the project.

1.6.1 Additional Public Benefit:

The proposed Community Plan Amendment provides additional public benefit to the community as compared to the existing land use designation, density/intensity range, plan policy and/or site design. The public facilities that serve the proposed development area will be able to handle the proposed increase in density or will be upgraded to adequately serve the proposed increase of population intensity. Additional public benefits to the proposed development project are summarized as follows:

- Continuity - Development of the site will offer continuity to the community; connections and linkages that provide cohesion and walkability via a network of streets, private drives and pathways that improve access to local public and commercial amenities and transit. Type and scale of the proposed Homes and lots are commensurate to that which currently exists in the community.
- Public Utilities - Replacement of affected public utilities, including water and sewer lines.
- Common Space - The proposed Master Plan provides approximately 20,500 SF of improved common space, which is above and beyond the required 4,375 SF as indicated in the LDC.
- Sidewalks – A financial contribution of \$50,000 will be made to the City to

help fill missing portions of sidewalks along Evergreen Avenue and 18th Street within 1000' of the project site.

- **Public Right-of-Way** – Coronado Avenue is classified as a four-lane major arterial street that currently provides pedestrians a marginal sidewalk without any street trees. The proposed project provides an additional 15' public right-of-way easement along Coronado Avenue and a landscaped zone along a non-contiguous sidewalk lined with trees that will enhance the pedestrian experience and provide a buffer from the high volume traffic and noise.
- **Existing Land Use** – The site is vacant and blighted, therefore it fragments the community, and threatens property values in the neighborhood. Because the land is not intended to be used as a school, the proposed residential neighborhood provides more public benefit in terms of connectivity, walkability, added housing quantities, open space and green space.
- **Safety** - The concept of 'eyes-on-the-street' will be integrated into the master plan naturally by orienting buildings to streets and open spaces. Traffic calming measures such as curb radius reduction, sidewalk bulb-outs and pedestrian pathways will be implemented in the street designs of the project.

1.7 MASTER PLAN GOALS

The Marian Catholic site will serve the City by providing an increased supply of housing, which, at this central location, is currently in high demand, while improving the immediate area and improving connections.

The primary goals of this Master Plan are:

- To create an attractive community that draws a wide range of people with the desire to live in closer proximity to their place of work, commercial, recreation amenities and transit.
- To allow for efficient use of land through more compact development and improve the area by removing the effects of unattractive and under-utilized land.
- To beautify the neighborhood by providing improvements to the pedestrian realm via sidewalks, attractive sound walls and fencing, landscaped parkways, street trees, street lighting and furniture.
- To deliver amenities for future residents.

- To allow pedestrian linkages through the site as a way to encourage walkability and community connectivity.
- To fashion a visually pleasing development by consistent application of architectural and landscape guidelines.
- To integrate the proposed development into the existing community street pattern by providing vehicular and pedestrian connections in line with existing streets.

1.8 OPPORTUNITIES

- The planned development of the site will provide for an appropriate reuse of the under-utilized site.
- Comprehensive planning and design will result in efficient circulation.
- The effective utilization of existing infrastructure and other improvements.
- Improve the image of the neighborhood.
- Deliver visual continuity of Elder Street to complete the street grid, including a line-of-sight through the project and allowing pedestrian connections within and through the development.
- Pedestrian circulation through the site will improve walkability.
- Right of Way (R.O.W.) widening of Coronado Avenue will provide more area for landscape improvements to beautify an important thoroughfare, enhance the pedestrian experience and allow for future widening of Coronado Avenue.

1.9 CONSTRAINTS

- Coronado Avenue is a primary arterial road with elevated traffic counts and high velocities. Careful consideration of edge treatment with respect to residential uses must be given. The Master Plan shall not allow general vehicular access into and out from the site along Coronado Avenue in order to avoid traffic conflicts.

1.10 DISCRETIONARY ACTIONS

Development of the subject site will require that multiple discretionary permits be obtained to assure that the project complies with land use policies, and objectives, as well as environmental standards of the State. The following discretionary permits will be required prior to implementation of the project.

1.10.1 Master Planned Development Permit

The Marian Catholic Master Plan is a land use document that contains the standards, procedures, and guidelines necessary to accomplish the ordered development of the project site. Requested deviations from the proposed base zone regulations for the project area requires a Planned Development Permit. Deviations are addressed in Section 4.17 and listed in Table A-1 in the Appendix.

1.10.2 Community Plan Amendment (CPA)

Along with The City of San Diego General Plan, the Otay Mesa-Nestor Community Plan is the direct policy document that will be amended to allow for the type of land uses and densities outlined in the Marian Catholic Master Plan. A Community Plan Amendment initiation must be executed with the Planning Commission prior to beginning the CPA process.

1.10.3 Vesting Tentative Map

A Vesting Tentative Map (VTM) will be processed concurrent with this Master Plan. The Marian Catholic VTM details actual subdivision land development and grading, as well as necessary infrastructure. It has been prepared in accordance with the guidelines and development intensities presented in this Plan, the State Subdivision Map Act and City of San Diego requirements.

1.10.4 Rezoning

Present-day zoning of the Project site is RS 1-7. Currently the site, not being used as a school use, is inaccessible and is dotted by various vacant buildings that threatens the quality of the residential character of the area. The proposed uses indicated in this Master Plan require rezoning of the property to RM 1-2.

1.10.5 Technical Reports

Concurrent with this Master Plan document, the following is a list of various

Discretionary Actions		
Permit	Reason	Process
Planned Development Permit (PDP)	Deviations from zoning regulations	4
Community Plan Amendment (CPA)	Update for proposed land use and development intensity	5
Vesting Tentative Map (VTM)	Subdivision of land	3
Rezone	Proposing to replace zones	5

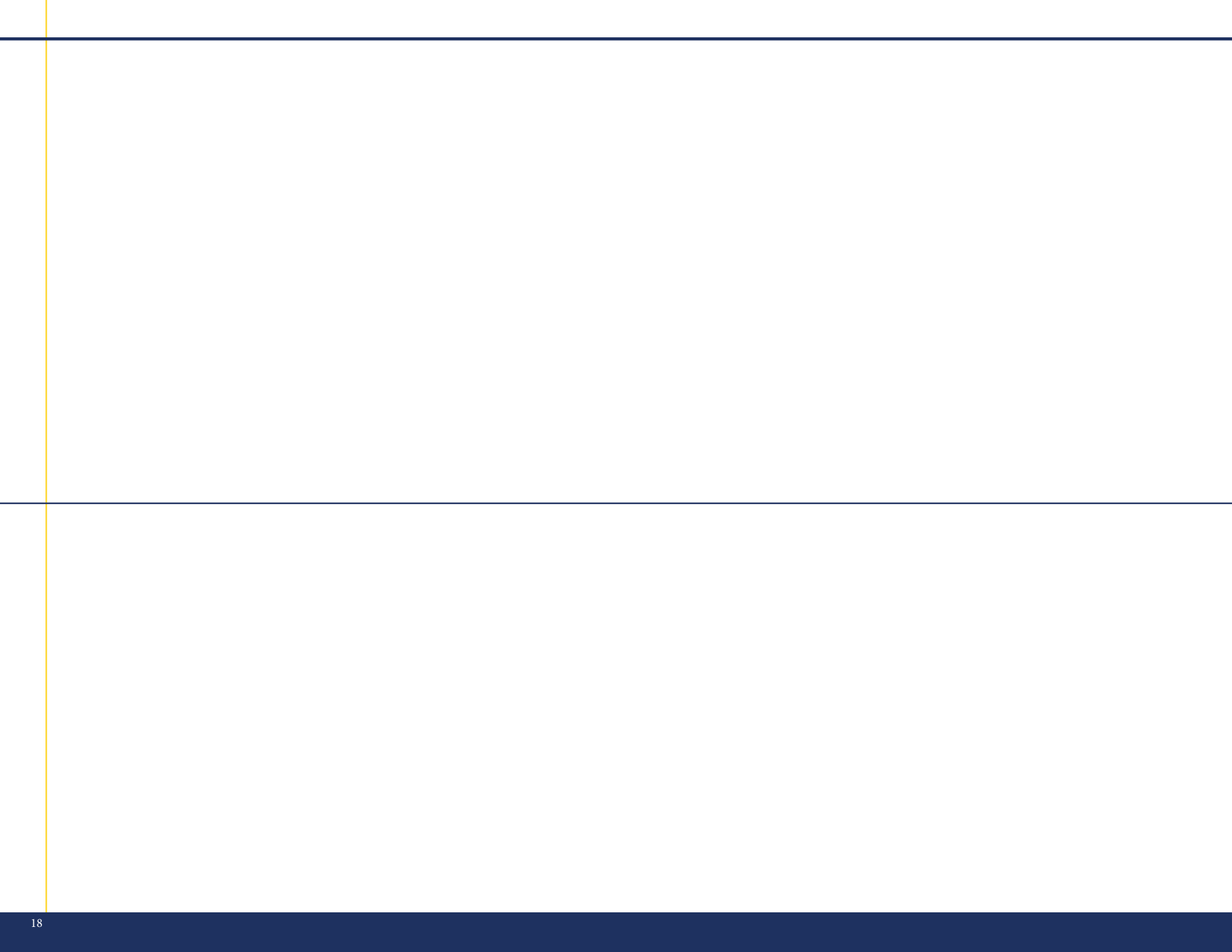
Table 1.1 Discretionary Actions

technical reports and studies will be submitted along with this Master Plan PDP.

- Water Quality
- Drainage
- Sewer
- Water
- Traffic
- Geotechnical
- Preliminary Grading
- Acoustical
- Historical Building
- Air Quality
- Greenhouse Gas
- Waste Management
- Archeological

1.10.6 Environmental Review

The project will have a certified environmental document in accordance with California Environmental Quality Act (CEQA) prior to City approval of the project.



Land Use

02

2.0 LAND USE

2.1 PROJECT OVERVIEW

The objectives of the Master Plan include the creation of a quality infill low/medium-density residential neighborhood that is pedestrian-oriented, attractive, tight-knit, and easily accessible. Connections to the surrounding neighborhoods are an important ingredient of this plan. This is in contrast to a gated community which is isolated and closed off to the outside. This master plan proposes fronting existing streets with homes that are built on lots comparable in size with adjacent lots and are aesthetically pleasing and scaled for the community to become an integral part of the greater neighborhood. The extension of Elder Avenue into the project site creates a connection with the established street grid and visually connects the site by providing an attractive access through a neighborhood park and encouraging pedestrian activity within the development and to the surrounding neighborhood. Evergreen Avenue is also extended into the site at Thermal Ave.

Although the relatively small size of the site will preclude the need for establishing multiple districts, a Planning Area Summary diagram (Figure 2.1) will help to identify planning areas that indicate multiple housing types and orientation strategies. The Project is surrounded by public streets, namely Thermal Ave, Coronado Ave and 18th Street. A network of private driveways and pedestrian pathways are proposed for the interior of the project. The surrounding public streets and neighborhoods influence the placement and orientation of various private driveways, pedestrian pathways and home location along the perimeter and within the site. Homes facing public streets will utilize direct front driveway and/or gate entrances while some homes will share common motor courtyard access serving all the residents of that cluster. A few distinctive housing models of varying scale and orientation not only provide a variety of choices for home owners, but also offers added visual interest.

2.2 LAND USE COMPATIBILITY

The Nestor Community is primed for renewal with the City of San Diego focusing efforts in this area for infill redevelopment. This opens the door to the possibility of planning a unique neighborhood that takes advantage of the established neighborhood context, existing infrastructure and close proximity to community amenities and commercial uses. With the decreasing amount of available land to develop within the city limits, this vacant site affords the opportunity to build a

compact neighborhood with varying housing types in a relatively central location.

Principles that are expressed in the latest Otay Mesa-Nestor Community Plan are supported in this Master Plan. Because of the project’s site location, this Master Plan directs a variety of housing types and slightly increased density near neighborhood commercial areas where a high level of activity already exists, building upon the existing community.

The proposed development takes advantage of the existing infrastructure, reinforces pedestrian connections within the community. The proposed development becomes a catalyst to further development and implements the objectives of the Otay Mesa-Nestor Community Plan.

2.3 AREA SUMMARIES

The Area Summary diagram serves to define the planning areas within the site; each receiving specific design considerations in planning, housing type, orientation, circulation, street design, and outdoor spaces. These are based upon site constraints, neighborhood characteristics and community context. Each planning area is given specifically tailored regulations for the placement of homes on lots (i.e. setbacks, etc.) in their respective areas. The ‘Homes’ planning area is defined for larger lots for larger single-family homes, the “Commons’ planning area is defined by smaller compact single-family homes arrayed around a common motorcourt. These areas are referenced in Table 2.1 and illustrated in Figure 2.1 Planning Area Summary Diagram.

Planning Area	Land Use	Land Area (net)	Density DU/Ac (net)	Target Development Intensity
Homes	Single-Family Detached Residential	6.3 Acres	13.3	84 Dwelling Units
Commons	Single-Family Detached Residential	4.9 Acres	18.6	91 Dwelling Units
Total	Net Planning Areas	16.7 Acres	10.5	175 Dwelling Units

Table 2.1 Land Use and Development Intensity

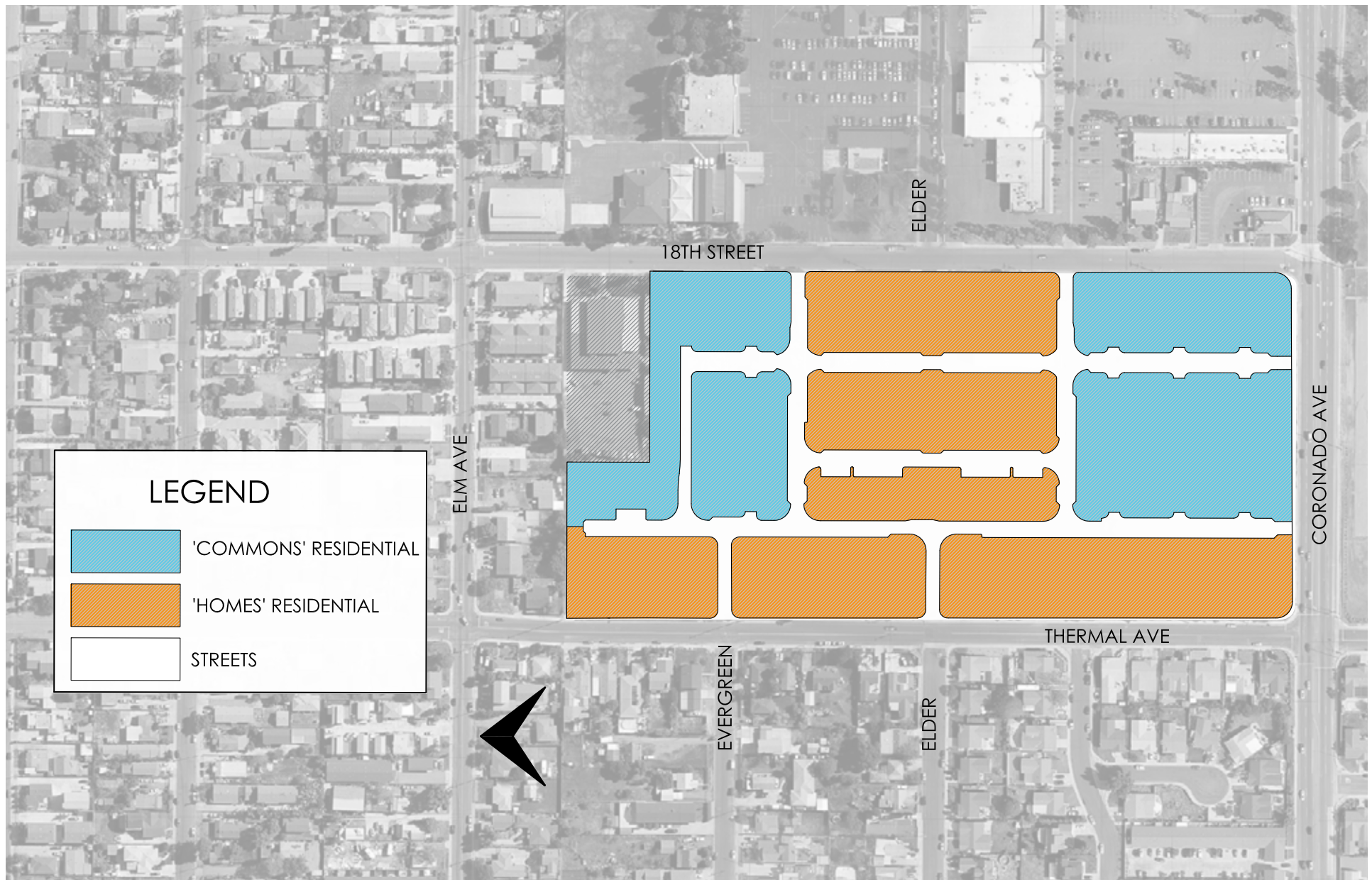


Figure 2.1 Planning Area Summary Diagram



Figure 2.2 Illustrative Site Plan

2.3.1 Homes

Design and Development Characteristics:

As the name suggests, 'Homes' are single-family detached residences that are set on the larger lots within the development and therefore are the largest residences with direct driveway access to the public streets and/or the private driveways they face. These homes are the most visible and serve as the frontage of the project due to their location, size, and orientation. They are intended for larger households and those who desire or need more spacious accommodations. These 'Homes' face the existing streets and provide continuity with respect to the adjacent homes' lot widths and setbacks distances.

2.3.2 Commons

Design and Development Characteristics:

'Commons' single-family homes are compact detached single-family homes that utilize a common motorcourt driveway that offers a single entrance for vehicles and pedestrians while offering a distinct orientation and housing variety to the development. The motorcourt driveway is a common outdoor space that is a unifying element binding the cluster and creating a semi-private, small-scale, and attractive setting. In keeping with the objectives of the development, Community Plan, and General Plan, these homes offer variety in housing and lifestyle options to prospective home-owners and adding diversity in the community.

Arrangement of each housing type within the Area Summaries is illustrated in the Land Use Diagram, Figure 2.5.



Figure 2.3 Homes Area Location



Figure 2.4 Commons Area Location

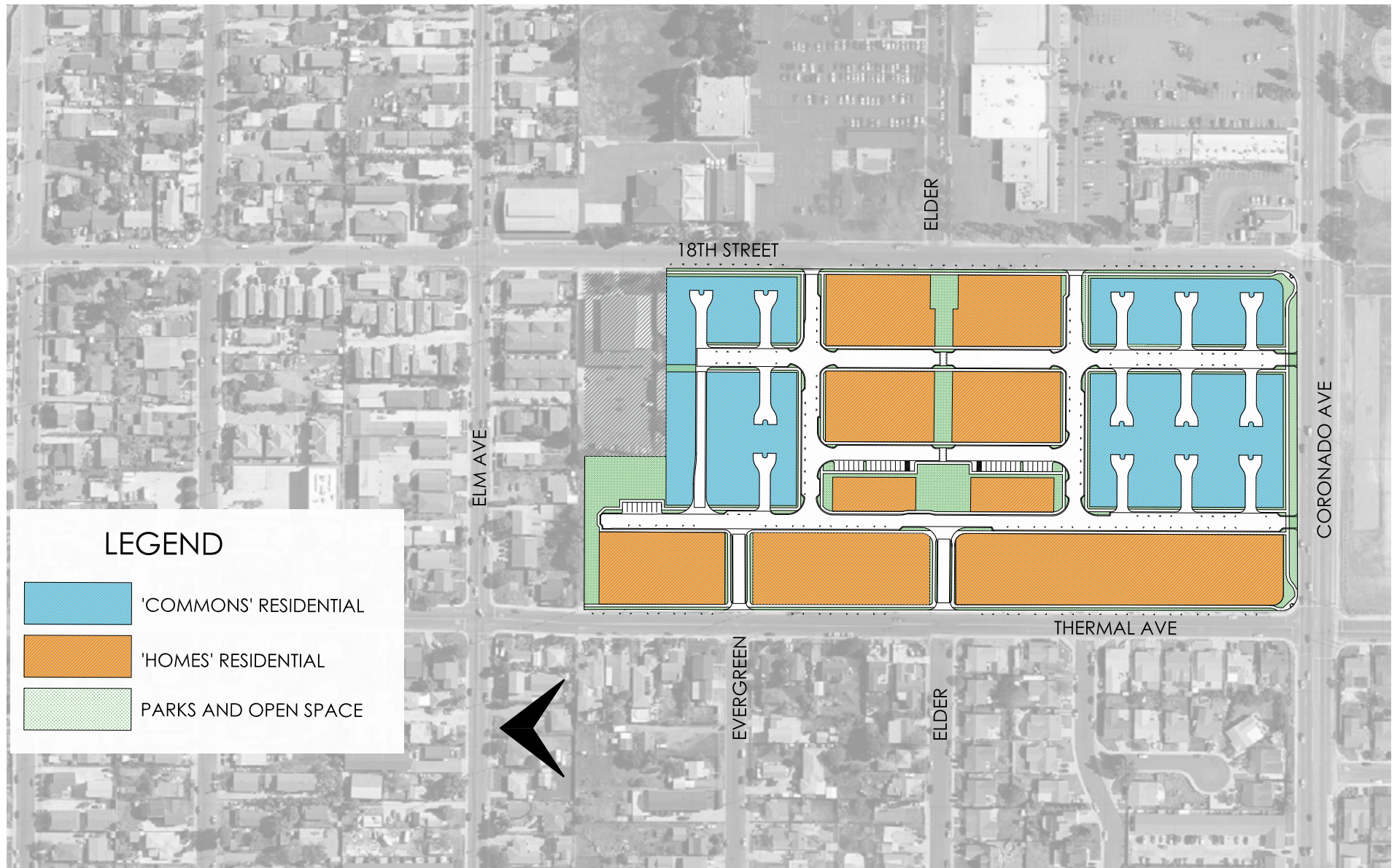
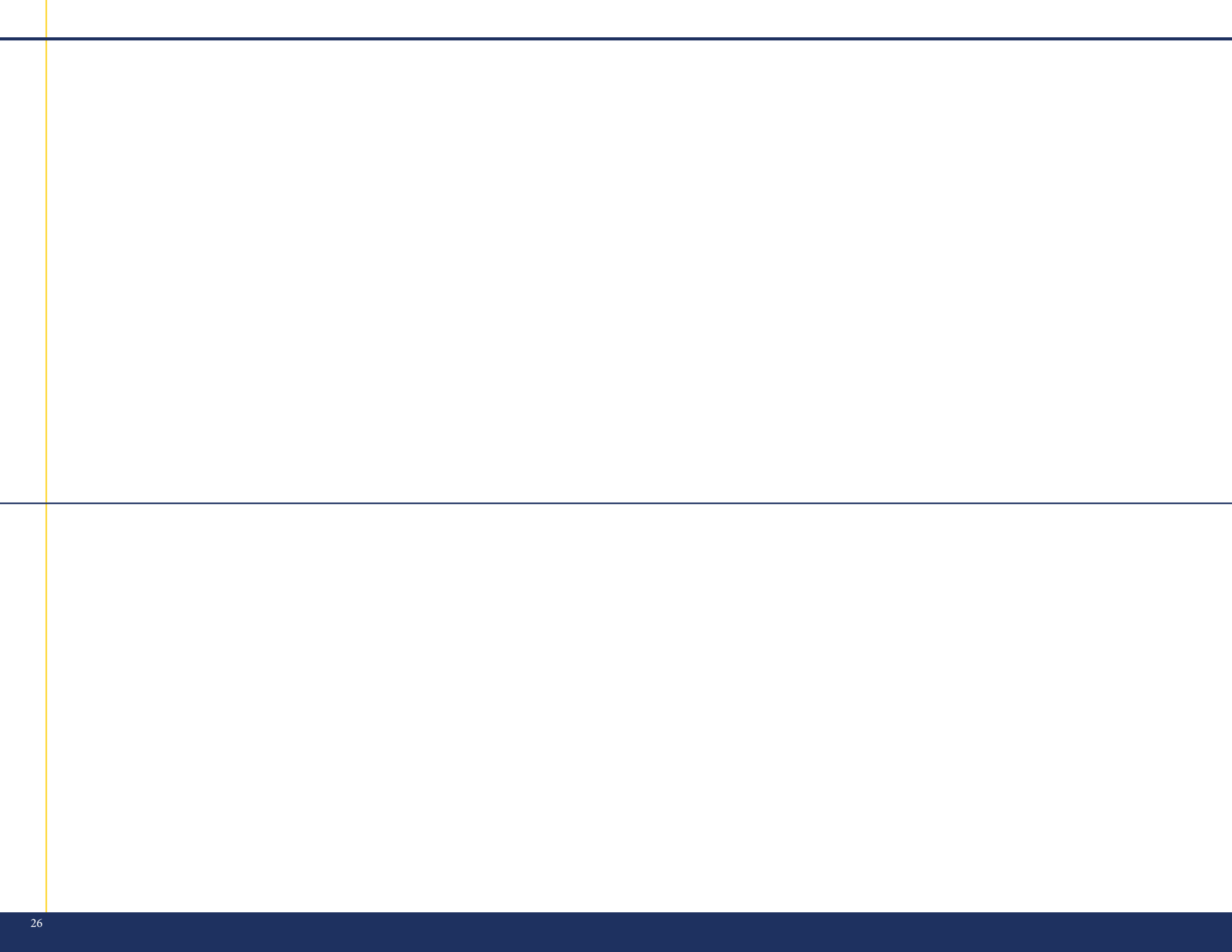


Figure 2.5 Land Use Diagram



Circulation

03

3.0 CIRCULATION

3.1 OVERVIEW

The circulation network of the Nestor Community is laid out in a convenient and conventional grid style, oriented on the north/south and east/west axis. The network of streets is served by a hierarchy of streets classified as collectors, majors and primary streets as illustrated in Figure 3.1 and Figure 3.2. Several bicycle routes and bus routes connect residents of the community to the San Diego Trolley system and other transit options.

The Marian Catholic site is easily accessible from Interstate-5 (I-5), Interstate-805 (I-805) and CA-905 freeways, which are located in the vicinity and accessed via Coronado Avenue, Palm Avenue and Tacayo Avenue. Interstate-5, located 3/4 mile east of the site offers convenient access to a regional transportation corridor. Coronado Avenue is a prime arterial road connected to the major commercial nodes of the Nestor Community, Palm City and Imperial Beach. CA-905 freeway is accessed south of the site along Tacoya Avenue.

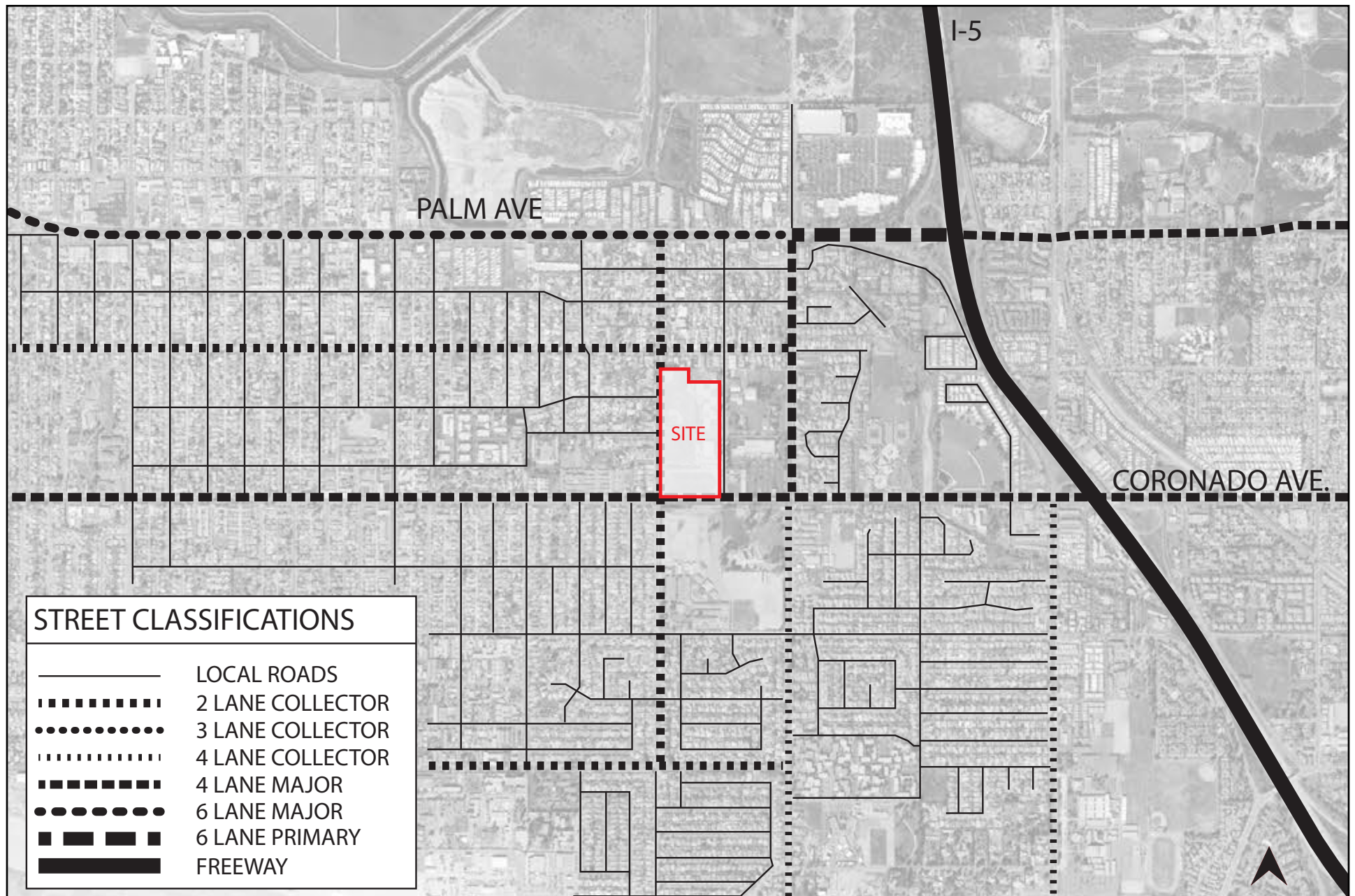


Figure 3.1 Community Streets Classification

3.2 EXISTING CIRCULATION NETWORK

The Nestor Community's circulation system, in addition to the three major freeways mentioned previously, a network of grid-pattern local streets extends throughout the community. The Metropolitan Transit System (MTS) Blue Line light rail trolley system connects the community to Downtown San Diego to the north, and the Mexican border to the south. Major collector roads such as Coronado Avenue and Palm Avenue feed traffic through the community in the east/west direction providing connections to the major freeways and adjacent communities. Bus routes and bicycle lanes link people to one of the two main transit stops serving the community: Palm Avenue MTS Trolley Station and Iris Avenue MTS Trolley Station. Links can then be made that run further north to Downtown San Diego and to the East County cities of La Mesa, El Cajon and Santee.

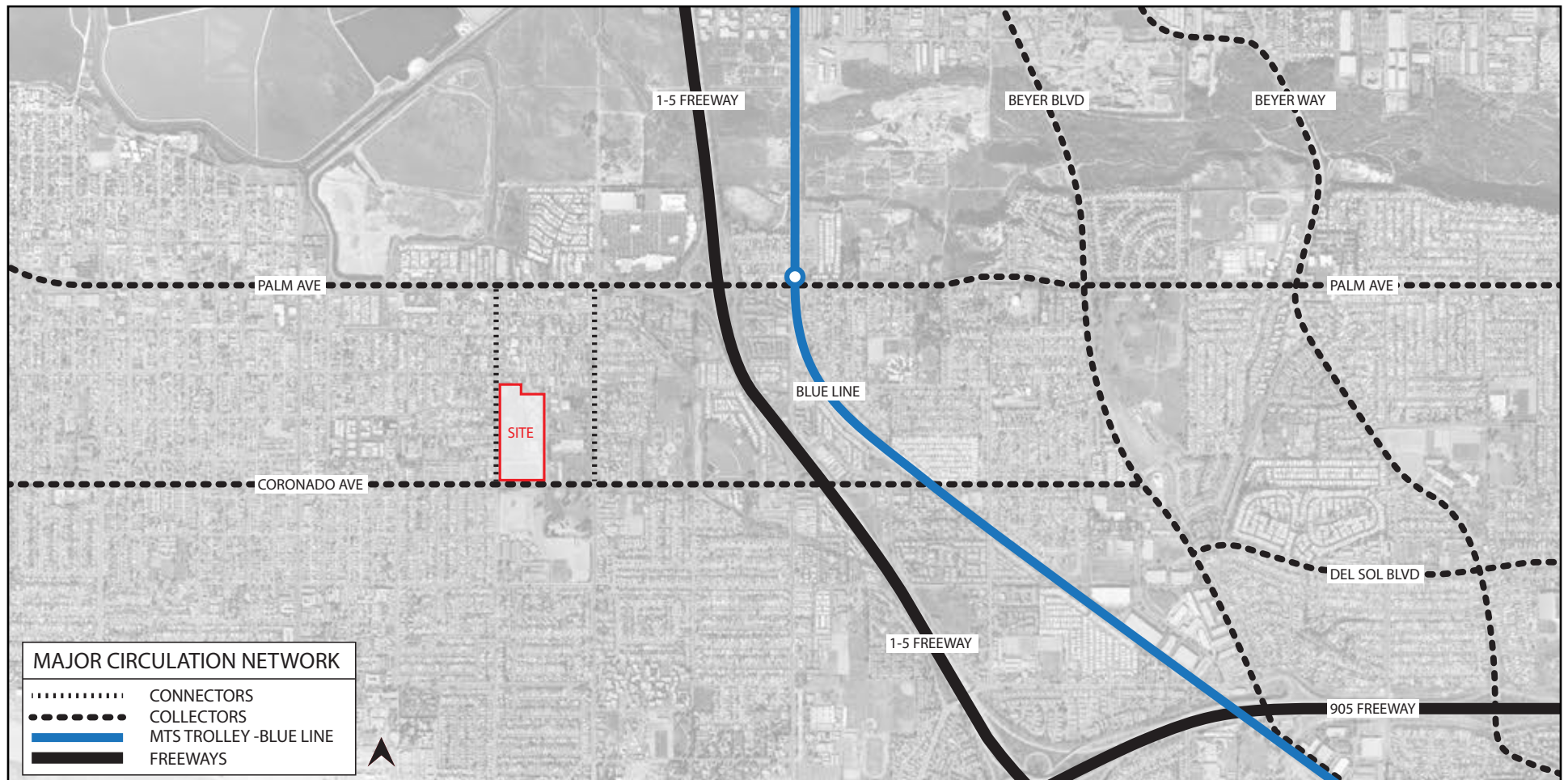


Figure 3.2 Major Circulation Network

3.3 EXISTING VEHICULAR CIRCULATION

3.3.1 Coronado Avenue

As a four lane major collector road, Coronado Avenue feeds traffic in the east/west direction. Relative to the Marian Catholic site, Coronado Avenue serves as a connection between the Imperial Beach community, Nestor town center and access to the I-5 freeway. In order to mitigate the traffic velocity, volume, and noise from Coronado Avenue, a 15' wide landscape buffer zone is proposed. It will set the development away from the street, as well as provide the City of San Diego an easement for future road widening. A non-contiguous sidewalk and landscape parkway is proposed along Coronado Avenue with large specimen street trees to beautify and support the pedestrian realm.

3.3.2 Thermal Avenue

Running in the north/south direction, Thermal Avenue is a two lane collector road that runs from Palm Avenue south toward the Tijuana River Valley Open Space Preserve. A designated view corridor exists on Thermal Avenue that protects views to the Open Space Preserve. A non-contiguous sidewalk and landscape parkway with planting and trees is proposed for the east side of the street. This will support the dedicated view corridor while enhancing the pedestrian experience.

3.3.3 18th Street

18th Street is classified as a local road that runs in the north/south direction connecting Palm Avenue with Coronado Avenue. The street does not extend beyond these two major roadways. A non-contiguous sidewalk and landscaped parkway with planting and trees is proposed for the west side of the street adjacent to the Project site to enhance walkability and provide for pedestrian comfort.

3.3.4 Elder Avenue

Also classified as a local road, Elder Avenue is a quiet neighborhood road, with a contiguous sidewalk. The road navigates it's way through low density single-family homes. Currently terminating at the Marian Catholic site, Elder Avenue naturally makes a point of entry into the proposed development. The opportunity exists to extend Elder Avenue through the site as a visual corridor in the east/west direction providing a linear park and pedestrian pathway through the development. This will allow valuable cohesion and connections to the neighborhood as

well as an opportunity to continue the circulation network and provide interesting visual sight lines through the project.

3.3.5 Evergreen Avenue

Similar to Elder, Evergreen Avenue is a quiet residential street that winds through the neighborhoods and currently terminates at the Marian Catholic site at Thermal Avenue. In order to provide multiple vehicular access points into the project and ease of movement for residents, the elongation of Evergreen Avenue into the project makes a natural extension of the existing street network further stitching the development in with the context.

3.3.6 Elm Street

Aligned in an east/west direction on the northern portion of the Marian Catholic site, Elm Street is classified as a two lane collector road with contiguous sidewalks running its length. The street heads westward from Mendoza Elementary throughout the community. Although not bordering the Marian Catholic site, Elm Street falls within the immediate circulation network and is important for access to the development.

3.4 PROPOSED VEHICULAR CIRCULATION

3.4.1 Proposed Typical Entry Private Driveways

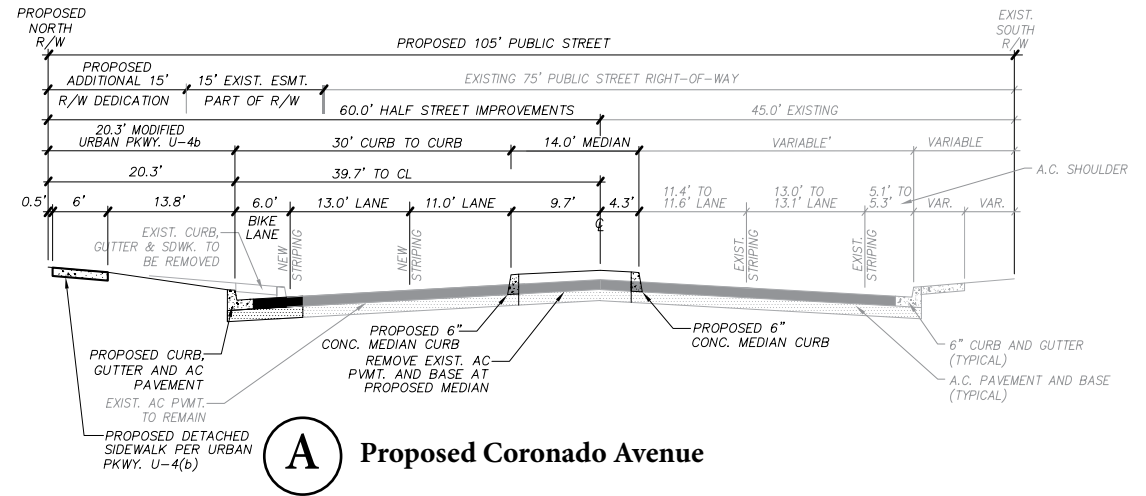
These roads are private driveways that seek to unify the interior of the project to the perimeter street character by providing the extension of neighborhood streets into the project and providing non-contiguous sidewalks, lined with trees and a landscaped parkway into the project. The landscaped parkway will help to define these drives as attractive and inviting entry points to the development.

3.4.2 Proposed Typical Interior Private Driveways

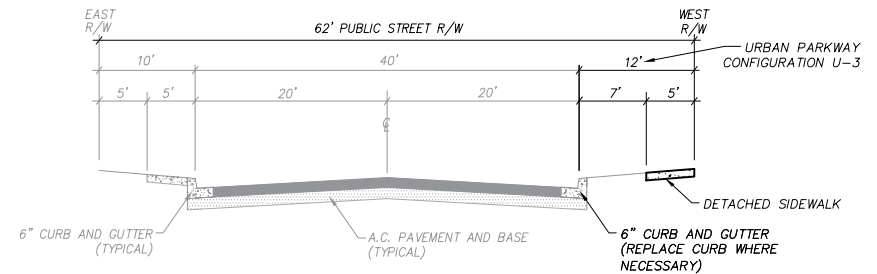
The proposed typical interior roads are a series of private drives that serve as the principal roadways to the development. These are two-way drivess with contiguous sidewalks. Bulb-outs and pinch points will help to calm the traffic within the development and reduce the distance pedestrians are required to travel in order to cross the drives. Parallel parking is provided throughout the development along these private drives to make parking more convenient and available, as well as providing a safety buffer between pedestrians and traveling cars.

3.4.3 Proposed Typical Commons Private Motorcourts

The Commons are defined as an arrangement of single-family detached homes arrayed around a common motorcourt driveway. Both vehicular and pedestrian circulation will utilize the motorcourts to access the Commons homes. Landscaped pockets and trees will be included to provide scale, shade and beautification of the courts that will mostly be hardscape.



B Proposed 18th Street



C Proposed Thermal Avenue (17th Street)

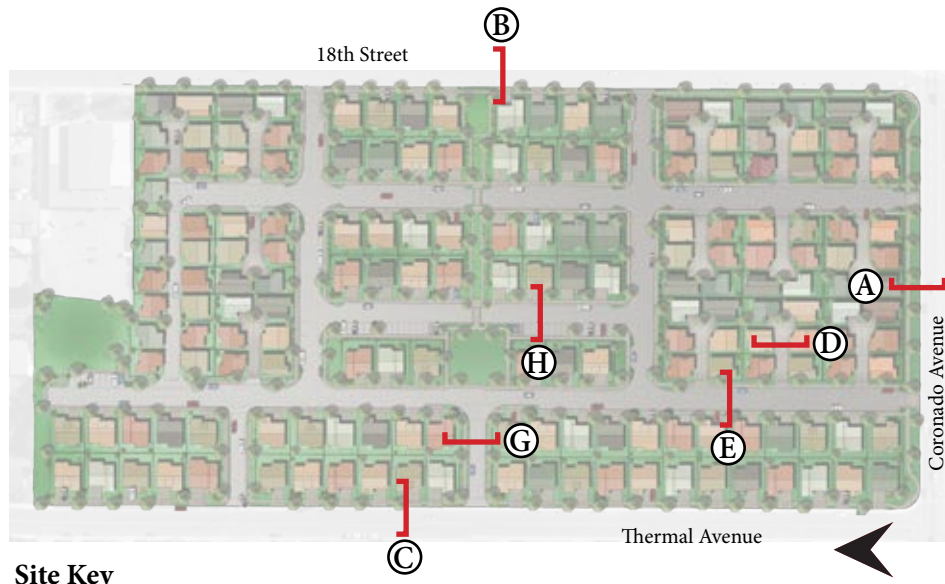
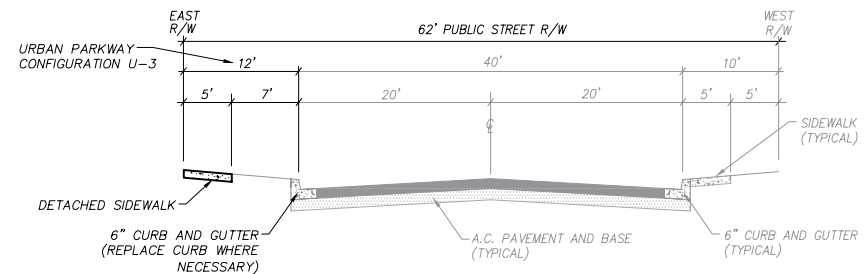
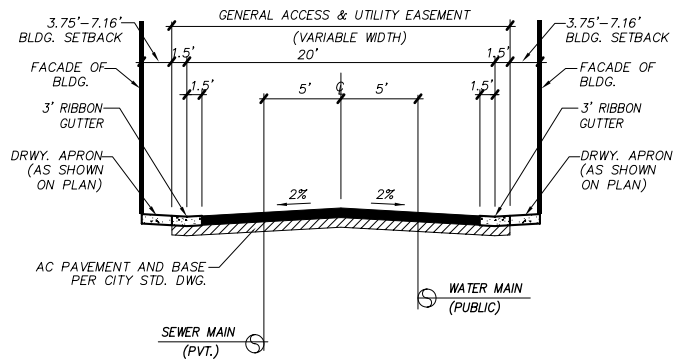
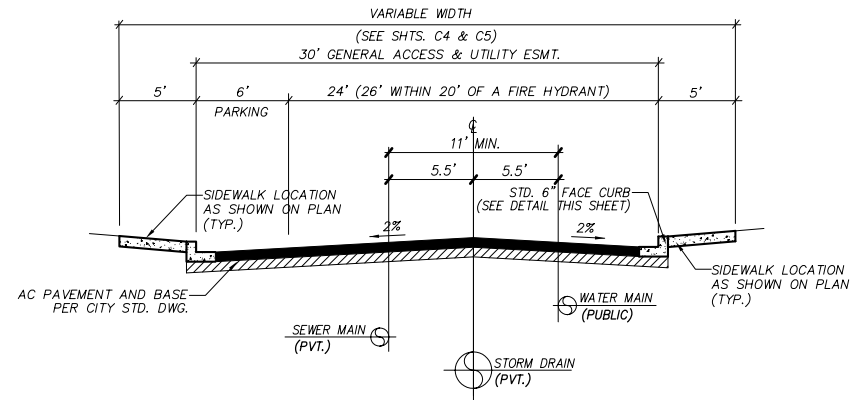


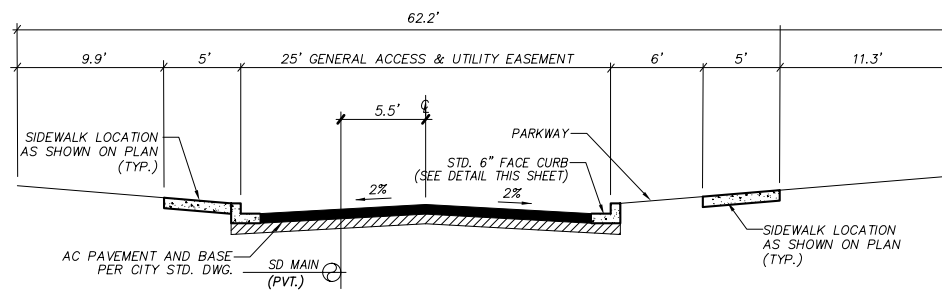
Figure 3.3 Street Sections



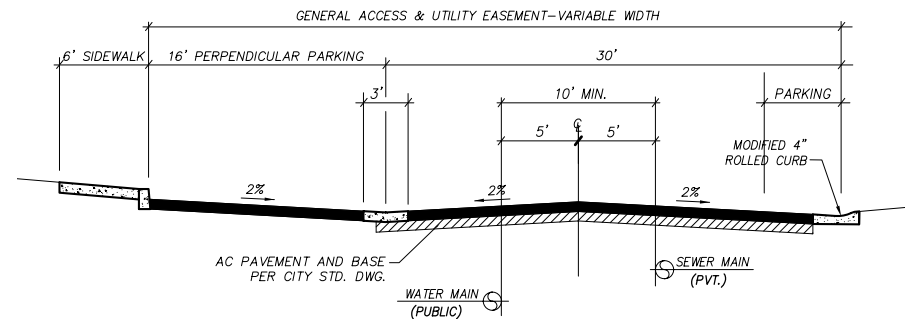
D Proposed Typical Commons Driveway



E Proposed Typical Development Private Driveways



G Proposed Typical Development Private Driveways Entrance



H Proposed Private Driveway Along Neighborhood Park

Figure 3.3 Street Sections



Figure 3.4 Development Private Drivewayss Classification

3.5 PEDESTRIANS AND BICYCLES

The Marian Catholic development is envisioned to be pedestrian friendly on multiple levels in response to various objectives outlined in the Community Plan. The development shall provide safe and convenient access throughout the site to nearby commercial centers, community recreational amenities and public transit access points. The development also allows residents quick and direct access to existing bicycle routes to the rest of the community.

Looking within the development, the success of the pedestrian walkways will depend largely upon effective landscaping of the open spaces. Special attention should be paid to enhance visibility from the homes to the walkways, in essence adding ‘eyes-on-the-street’ to enhance the safety and address possible security concerns. In addition, experience at the pedestrian level will be supported with homes that have appropriate scale and facade articulation complimenting an enriched and defined pedestrian experience.



Pleasant and Well-Designed Pathways Encourage Walking and Biking





Figure 3.5 Development Pedestrian and Bike Circulation Network

3.6 MASS TRANSIT

The Marian Catholic Property is located along Coronado Ave, a transit corridor served by MTS bus routes and bike lanes. MTS bus route 901 runs along Coronado Ave in the east/west direction connecting the Iris Ave Trolley Station, via the Nestor Town Center area, to Imperial Beach and further north to the City of Coronado. MTS bus routes 933 and 934 circulate through the South Bay Community from Seacoast Drive from the west to Dennery Avenue in the east, as well as serving the Palm Avenue Trolley Station and Iris Avenue Trolley Stations. They provide bus service along Palm Avenue, Coronado Avenue, Iris Avenue, Hollister Street, Tocayo Avenue and Del Sol Boulevard. Route 932 primarily connects the site to the northerly neighboring communities of Chula Vista and National City. This route delivers service between the various trolley stations along the MTS Blue Line Trolley, including connections between Palm Avenue Trolley station and Iris Avenue Trolley station along Hollister Street, Coronado Avenue and Beyer Way.

3.6.1 Connections to Mass Transit

Many bus stops are located directly adjacent to the Marian Catholic site that connect residents to the MTS Trolley Stations (Iris Ave and Palm Ave) with ongoing service to Downtown San Diego and the Mexican border. These connections can be made within a short walk, minutes from any point within the development. Pedestrian pathways to transit service should be safe and convenient to promote ridership. Bus stops are located adjacent to the site on Coronado Avenue. More distant connections to transit can be made along Palm Avenue.



Metropolitan Transit System (MTS) Bus & Trolley



Dedicated Bike Lanes

Figure 3.6 Major Bus and Trolley Transit Lines in the Vicinity

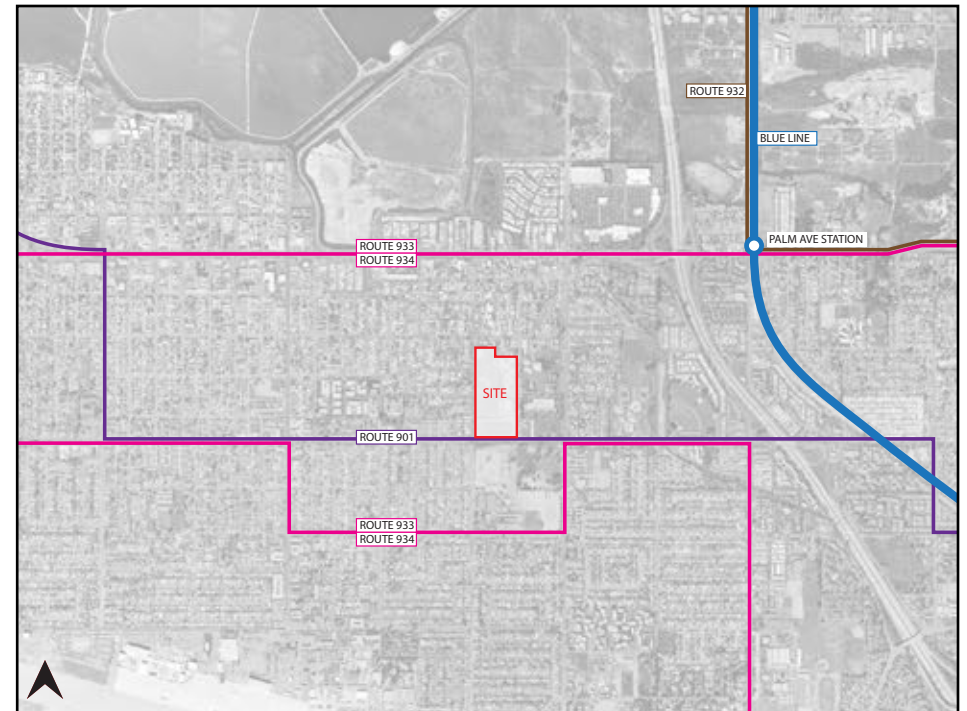
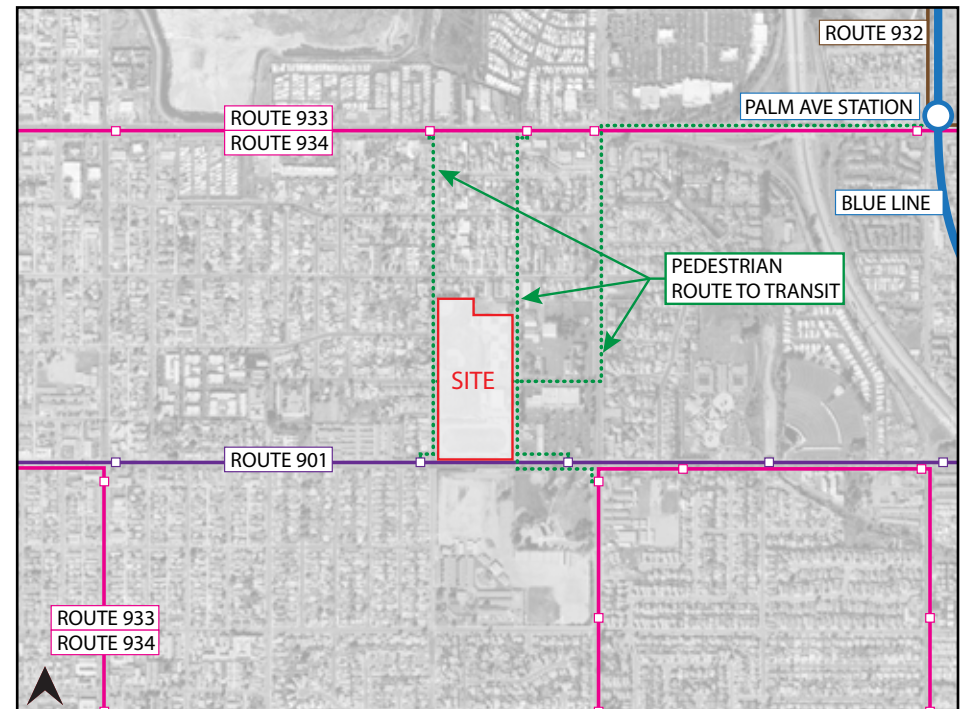


Figure 3.7 Pedestrian Pathways to Transit



Design Guidelines

04

4.0 DESIGN GUIDELINES

4.1 OVERVIEW

Located in an area prime for redevelopment, the Marian Catholic site presents an opportunity to carry out a vision of livability and beautification as outlined in the General Plan and directly supports the development and implementation of the objectives in the Otay Mesa-Nestor Community Plan. Through the guidelines and standards proposed, a viable and livable community can emerge that will benefit residents and neighbors alike and be appropriately integrated within its community context.

The objectives of the Design Guidelines are to direct the development of future homes, to ensure a pleasant and attractive neighborhood, to provide a sense of community and a quality environment that fulfills the vision of the General Plan and Community Plan. This vision includes a mixture of housing types and scale, neighborhood parks, walkability and a sense of place. These Guidelines are intended to encourage a creative and thoughtful approach to developing a neighborhood and community.

Building and site elements described or otherwise depicted in this Master Plan document are provided for illustrative and/or suggestive purposes only. References and/or illustrations of any building or site element(s) do not by their reference require inclusion or use within the project; rather, they are intended to apply only when said elements exist within the project itself.



Street level Single-Family Homes

4.2 GENERAL SITE PLANNING GUIDELINES

4.2.1 Objectives

- Create a walkable neighborhood with street blocks scaled and landscaped to enhance the pedestrian experience.
- Create buildings that form outdoor spaces at street level and along pedestrian pathways.
- Include a provision for important site elements such as street trees, lighting, and seating that enhance the public realm.
- Establish Thermal Avenue and 18th Street as the “front door” of the site by creating a more pleasant urban street with attractive buildings, pedestrian scale and amenities.
- Provide an entry statement through the landscaped park that is visually pleasing and serves to unify the site.
- Create a central recreational area for the residents that will be a community gathering space.
- Creation of attractive and usable landscaped buffers between adjacent homes.
- Allow vehicular and pedestrian connections to adjacent areas that facilitate passage between the homes and further promote pedestrian and bicycle movement.
- Maintain the Thermal Avenue View Corridor as identified in the Otay Mesa-Nestor Community Plan.
- Provide various types of convenient parking for residents and visitors, including parallel parking and 90 degree head-in parking.



Pedestrian Realm Image

4.3 PEDESTRIAN REALM

All facades exposed to streets or private drives, adjacent site boundaries and pedestrian pathways may be specifically articulated with architectural elements creating human scale and enhancing blank walls. This is accomplished in several ways: by orienting homes toward these areas so that doors and windows embellish the façade, or to introduce offsetting walls and planes, or provide material changes or decorative elements on walls to reduce the scale and offer visual intrigue.

4.3.1 Thermal Avenue and 18th Street

As Thermal Avenue and 18th Street are the primary streets that front and connect the development to the outside community, it is the intent that these road edges be animated with street-facing single-family 'Homes' integrated with the existing neighborhood housing types. These streets serve as the 'front porch' of the new development. The character of the 'Homes' facing these streets should be inviting with well articulated facades providing pleasing scale and building materials.

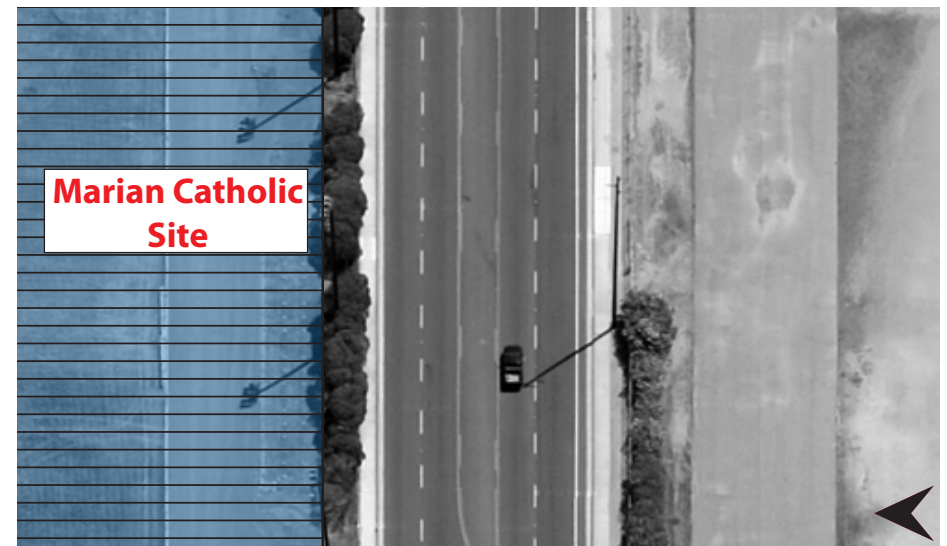
In the instance that residential homes located along 18th Street, face internal streets (i.e. Commons), the rear facades shall receive special attention to ensure that these facades facing 18th Street are well articulated with well-proportioned windows and appropriate building materials, similar to the primary facade. Fencing along 18th Street that encloses the backyards of these homes shall have accommodations for an articulated gate with direct access to the home from the street. The fence shall not exceed linear 25' without an offsetting plane and shall not exceed 6' in height. See Section 4.6.1, Section 4.26 and Section 5.5.2 for fencing and wall guidelines.



Pedestrian Realm Reference Imagery

4.3.2 Coronado Avenue

Coronado Avenue is a four lane major collector road that runs in the east/west direction adjacent to the site. A large landscaped area between the street curb and lot lines is planned to include a non-contiguous sidewalk and a landscape parkway with trees to act as a buffer between traffic on Coronado Avenue and encourage a more pedestrian-friendly environment. Connections through the development to Coronado Avenue will be provided where interior private driveways meet Coronado Avenue. These connections will provide emergency vehicle access to the interior of the development, as well as convenient pedestrian access points. Bollards will prohibit general vehicular traffic from accessing the development from Coronado Avenue.



Coronado Ave Existing Conditions

4.4 STREET TYPES

4.4.1 Typical Private Drives

Typical interior private drives are envisioned with Homes separated from the drives by landscaped areas and sidewalks and walkways that provide direct access to Homes' entrances. A landscaped parkway bordering the private drive will frame the roadway with a combination of trees and shrubs of varying textures and colors. Materials such as stone, brick or concrete can lend an appealing touch to the public interface of the building and become a decorative accent within the development. The facades of homes facing private drives should have attractive windows, doors, and lighting to enrich the visual experience and add value and character to the community.

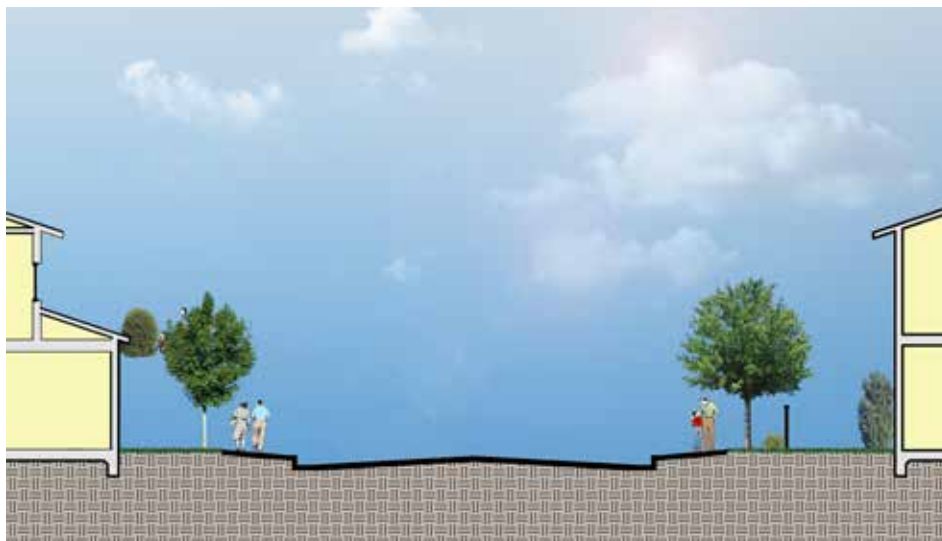


Figure 4.1 Typical Private Driveway Section



Typical Private Driveway Reference Imagery

4.4.2 Typical Commons Motorcourts

The common motorcourts are a shared driveway that anchors a cluster of single-family detached homes called 'Commons'. These Commons are arranged around the shared motorcourt driveway to form a unique common courtyard. Although the courtyards exist primarily to serve as vehicular access and pedestrian circulation, they serve as a unifying element of this unique housing type. It is important to create small landscape pockets between the motorcourts and the Commons homes for trees, shrubs and various ground surface materials. A small setback measured from the edge of circulation easement to the face of the Commons provides opportunities for landscaping to help soften the edges of the motorcourts and enhance the overall feel of the courtyard space.

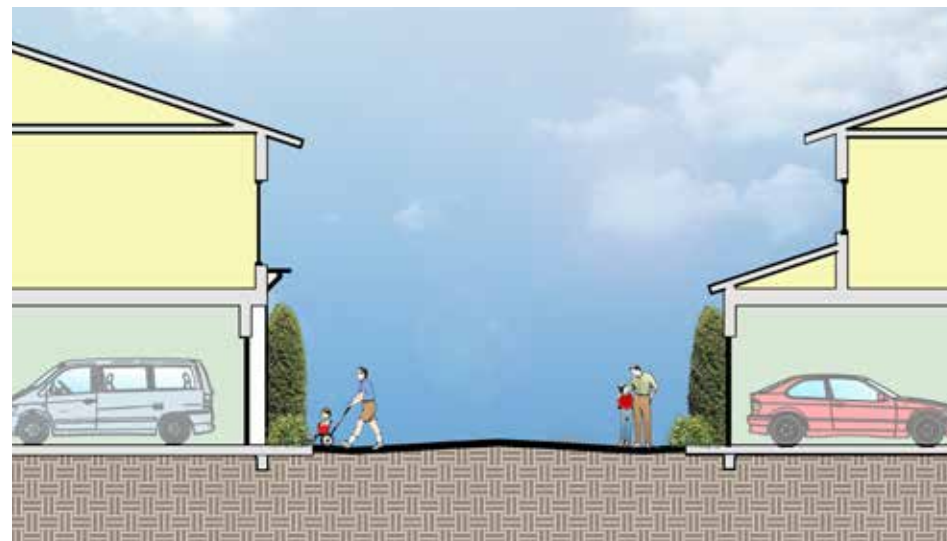


Figure 4.2 Commons Driveway Section Diagram



Commons Reference Imagery

4.5 URBAN DESIGN ELEMENTS

4.5.1 Streets

Streets suitable for pedestrians should avoid excessive block lengths. The objective is to avoid a condition where pedestrians are forced to walk lengthy routes to get to their destination. Long blocks limit travel direction and increase travel time, distance and inconvenience for pedestrians. Pass-through points at mid-block and/or at the corners of the development can be utilized to enhance walkability and encourage foot traffic to local businesses, schools and community amenities.

Linking the project's private drives with the surrounding streets is vital for the neighborhood and the rest of the community to avoid the characteristics of a "gated community" that isolates a project and erects barriers. Multiple entry points to the site increases connectivity to the community while providing more convenient circulation for residents and neighbors. This effort to extend streets into the project can be seen at Elder Avenue and Evergreen Ave. These are the primary points of entry to the project. By extending its visual sight line through the Neighborhood Park, Elder Avenue serves as a natural extension of the existing street grid, as a view corridor and pedestrian connections through the site. The project does not extend Elder Avenue through the entire site for vehicular use, but reserves it as open space for active and passive activities, as well as for pedestrian circulation.

Multiple connections to surrounding streets is good city planning. Working with the existing street grid to form vehicle, bicycle and pedestrian links provides the necessary connectivity to ease congestion and improve circulation within the community.

An easement is proposed along Coronado Avenue for future widening planned by the City. The Marian Catholic development effectively addresses this by planning a 15' landscape parkway along the north side of Coronado Avenue for a non-contiguous sidewalk and landscape parkway with trees. This will become a welcomed addition to the community and to the City by providing a buffer zone to traffic on Coronado Avenue.

To ensure the durability and longevity of road surfaces, upgraded concrete pads shall be utilized in turn-around areas used by heavy utility vehicles such as trash collection trucks within the project.

4.5.2 Parking

Parking for residents shall be accommodated in each home for parking capacity of two vehicles parked in covered garages. Full length driveways have the capacity to park two additional vehicles in the driveway. Parallel parking is available along private driveways within the project, as well as 90 degree head-in parking in front of various green spaces and open spaces. Street parking along Thermal Avenue and 18th Street will be an important component, not only to deliver convenient additional visitor and residents parking, but also to create a safety buffer between vehicle traffic and pedestrians. Parking in the common motorcourts will not be permitted.

4.5.3 Grading & Storm Water

The site is relatively flat, sloping gradually down from the high point at the south-east to the lowest point at the northwest. Grading the site will be minimal. The development will employ a series of storm water treatment and filtration points that will filter storm water before it is allowed to enter the public storm drain system.

4.5.4 View Corridors

A view corridor along Thermal Avenue has previously been established in order to protect views to the south toward the Tijuana River Open Space Preserve. The Marian Catholic development layout respects and maintains this view corridor by providing a setback of the homes along Thermal Avenue commensurate with surrounding homes in the neighborhood. The view corridor is enhanced by a non-contiguous sidewalk lined with trees creating a picture frame to the protected open space.

4.5.5 Open Space

A Neighborhood Park at the center of the project, a linear park and a pocket park along 18th Street will serve as the principle open space amenities to the community. There is an existing park, named South Bay Community Park, across Coronado Avenue with a recreation center for public use. The park features two baseball diamonds, handball courts, basketball courts, multiple pavilions, children's play areas fully equipped with swing sets, slides and tot-lot amenities. The park has a capacity for 2,500 people. Chapter 5 addresses the open space treatment within the development.

4.5.6 Pedestrian Connections

In order to facilitate pedestrian circulation and improve the walking experience for residents, the scale of the private drives network must be considered. Pedestrian connections should be integrated into the development site plan to reduce travel distances and avoid excessive distances for the pedestrian to walk between destinations. Pedestrian pathways are a central component to the overall circulation scheme of the development and integral to its success.

4.6 SITE ELEMENTS

4.6.1 Fences and Walls

Fences and walls that are visible from public roads should be compatible in design and materials with the architecture of the project. Materials such as stone or stucco employed on homes may also be applied to site walls and fences to enhance project entry points, in addition to wood fencing. Fences must comply with requirements contained within the San Diego Municipal Code. Fencing shall be used only to screen private areas from public access and views. Fencing along 18th Street shall be compatible with the architecture of homes facing that same street. See Wall and Fencing Guidelines in Section 5.5.2. Chain link fences shall be prohibited within the project area.

Sound walls are utilized along Coronado Avenue and portions of 18th Street to mitigate the negative effects of traffic. A thoughtful approach to the design of sound walls should be used to avoid the presence of austere barriers between public and private space. Similar to the notion that non-contiguous sidewalks help support and encourage walkability, breaking down the scale and perceived length of the sound wall is essential. This objective is obtained by a periodic variation in height and scale and is addressed in Section 4.26.

Landscape treatments may be employed to discourage vandalism or graffiti, such as planting vines or hedges that create a barrier between the wall and/or using a thorny plant material that discourages access to the walls such as bougainvillea.

4.6.2 Monument Signage

All project signs shall be compatible with the architecture of the community. Project entry signage should be incorporated into the project gateways. Individual building addresses shall be compatible with the style of the building on which they are placed.

4.6.3 Lighting

The style of light fixture and its quality of light has a dramatic influence on the appearance of a community. Light fixtures and lamp types shall be compatible with the architecture and shall not cast light on to adjacent properties.

4.7 BUILDING PLACEMENT AND MASSING

4.7.1 Overview

The placement and massing of the buildings will establish the scale and character for the entire project. In an effort to be aligned with the existing houses of the neighborhood and ensure flexibility in housing types, scale and orientation within the development, setback regulations will be designated on two levels: the entire premise and each planning area.

Envisioned for this project are two different housing types arranged in a thoughtful and functional manner that give priority to pedestrians and maintain cohesion with the existing community context. These various housing types are within the Planning Areas highlighted in Figure 2.1. Single-family detached 'Homes' face Thermal Avenue and 18th Street, lining the perimeter of the site, as well as facing the neighborhood park within the development. A 'Commons' housing type, with a compact shared motorcourt driveway, is located toward the northern and southern portions of the interior of the site. Pedestrian access points throughout the perimeter of the development are interspersed and are aligned with neighboring streets and fire access requirements.

4.8 BUILDING PLACEMENT/ORIENTATION

'Homes' should be oriented toward the public realm with garages and entries facing the streets or private drives. Other housing types (i.e. Commons) may face pedestrian pathways or common motorcourt driveways and may have rear facades facing other streets or private drives. In this instance, special precaution must be taken to ensure good design and scaled treatments such that these facades are not overlooked or treated with little importance. This reinforces the importance of all the elevations visible to the public.

Buildings facing the streets or private drive should be designed to interface with the street or private drive in a special manner. Homes facing the street or private drive should be sensitive to human scale, using features such as offsetting planes or varying roof planes, architectural treatments, window trim and colors. Homes

oriented towards the street or private drive with their entries prominently facing the street or private drive reinforces the importance of the pedestrian, while contributing to the attractiveness and safety of the neighborhood.

4.9 LOT LAYOUT AND SETBACK STUDIES

Specific zoning regulations for each Planning Area and definitions regarding setbacks measurements are discussed in Section 4.18. A list of deviations and justifications are listed in Appendix A-1.

Lot layout studies were conducted to analyze a range of possibilities for flexibility of various home types, lot layouts and configurations. See lot layout study Figures 4.3 and 4.4. Standard and minimum setbacks are outlined for each planning area and vary depending on the planning area (i.e. Homes and Commons). A 0' setback is allowed on one side of each lot to allow the creation of larger more defined outdoor areas. All homes in the development shall be detached.

4.9.1 Homes

Standard and Minimum Setback guidelines for the 'Homes' are detailed in Table 4.1. The Front Yard Setback is measured from the edge of sidewalk to the front facade of the Home. A Minimum Front Yard Setback of 9' is required. This distance, when added to the distance allowed for a non-contiguous sidewalk and landscaped parkway, will allow the homes to align with the neighboring and adjacent single-family homes in the neighborhood and provide a landscaped buffer to the street or private drive. The Standard Front Yard Setback is required to allow adequate space to park a vehicle in the driveway. As described in the previous paragraph, a 0' lot line side yard setback is allowed on one side. See Figure 4.3 Homes Lot Layout Study.

4.9.2 Commons

The 'Commons' homes are unique with regards to arrangement and orientation. Previously discussed in Section 4.4.2, these homes utilize a common shared motorcourt driveway for vehicular and pedestrian circulation. Regarding setback dimensions, the 'Commons' homes will be grouped together in clusters that are oriented toward the motorcourt driveway. Front Yard Setbacks for these homes are measured from the edge of the circulation easement. The Minimum Front Yard Setback is to allow for small areas of landscaping between the circulation easement and Commons' garages. Minimum Setbacks at the Rear, Side and Street Side of each cluster are to allow flexibility in terms of house layout and outdoor patio spaces. 0' setback is allowed on one side of each lot. See Figure 4.4 Commons Lot Layout Study.



Figure 4.3 Homes Lot Layout Study

4.10 MASSING

With varying building heights, roof lines should also vary from building to building to create a more diverse building scale. Architectural roof projections are encouraged, but not required. Massing should be comprised of simple, built-up forms, with some variety in footprint and arrangement. Within each planning area, monotonous repetition of primary architectural elements and color is discouraged. Varying vertical elements are encouraged in order to help accent and soften building massing. Window placements on opposing facades should be carefully considered – higher windows can help maintain privacy.

Home entrances, window projections, overhangs, chimneys, balconies, shade structures, balcony railings, porches, and roof projections should be used to create visual interest and articulate building mass.

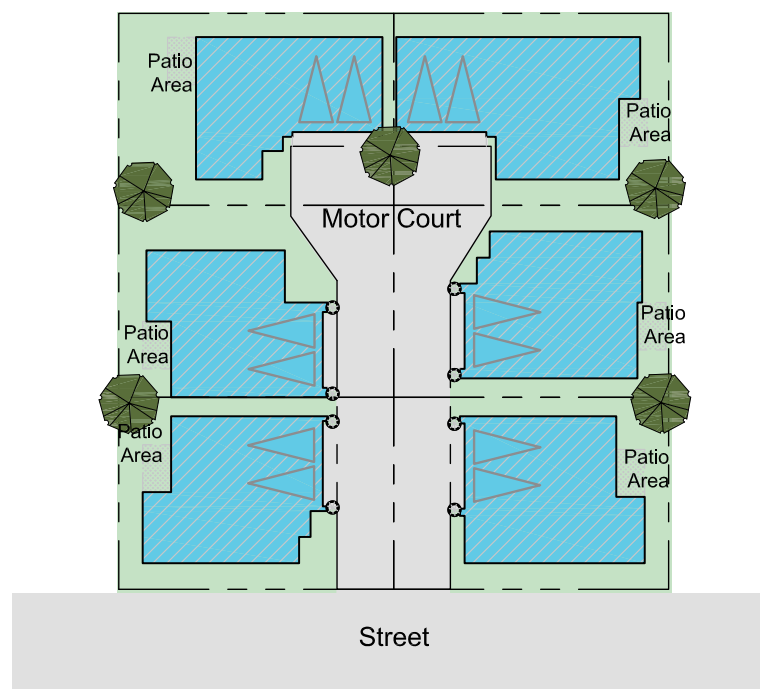


Figure 4.4 Commons Lot Layout Study

4.11 RELATIONSHIP TO SURROUNDING DEVELOPMENT

As described in Chapter 3, street connections and extensions will provide linkages to adjacent areas. The existing neighborhood and future development will be tied together by vehicular and pedestrian connections creating a cohesive community.

Respecting the scale of the existing community, homes proposed in the Marian Catholic development should be generally comparable in scale with other homes in the vicinity in order to further stitch the community together.

A small commercial center comprised of various restaurants, banks and general commercial service establishments exists directly to the east. Typically these types of commercial centers are primarily accessed by cars. To become a more walkable and pedestrian-friendly environment, the Linear Park extends from the Neighborhood Park at the foot of Elder Avenue; which will allow residents to have direct pedestrian access through the entire site providing access to this commercial center to the east.



Homes' entrances face the street or pedestrian pathway. Architectural features such as guardrails, columns, windows and stoops give human scale to the buildings

4.12 ARCHITECTURAL DESIGN GUIDELINES

The following Building Design Guidelines are general in nature and are not intended to be all inclusive or prescribe any stylistic approach to architecture. This section deals with specific building elements of particular importance. The use of all building materials will be judged in terms of their compatibility and authenticity with the building's architectural style. The following elements are applicable to all buildings, regardless of architectural style.

4.13 BUILDING ELEMENTS

4.13.1 Entry Design

Significant emphasis should be placed on the entry of all homes. The entry should face the street or private drive or motorcourt and should have defining elements compatible with the architectural style used. An architectural hierarchy should be established in order to place high importance on how legible the entry is in the façade. Attention must be paid to avoid obscuring the front entry behind fencing or other architectural treatments facing the street or private drive and lot elements.

Well-defined entrances enhance the home's relationship to the street or private drive. This provides a sense of security and orientation to the pedestrian and helps define the neighborhood as one that encourages healthy interaction with neighbors.

4.13.2 Roofs

Sloped roofs should be finished with a quality materials. The color of the roofing material should be compatible with the home's architectural style.

When roof top screening strategies are used, they must be attractive and integral with the architecture. Varied roof types (i.e. sloped, flat and projected) are encouraged to provide visual interest and variety to the development as a whole.

4.13.3 Materials / Colors

- Building materials and colors should be compatible with the architectural style. Quality materials such as stone, lightly textured stucco, rock or brick are recommended.
- Exterior plaster should be a lightly textured finish; heavy textured stucco is discouraged.
- Quality wood features or other elements are acceptable if consistent with the building's architectural style. Exposed wood may be resawn for texture. Wood may be used for posts, beams and handrails.
- Glazed ceramic tile may be used when appropriate with the home's style. Decorative ceramic tile may be used for door and window surrounds.
- Materials for exterior decks, balconies and stairs shall be compatible with the architectural style of the home.
- Homes shall consist of compatible colors for large wall surfaces, with brighter or deeper colors used as accents. Various color schemes should be used depending on their compatibility with the chosen architectural style.

4.13.4 Balconies/Terraces

Balconies and terraces on intermittent elevations are encouraged and shall be compatible with the architectural style.

4.13.5 Doors / Windows

Particular attention shall be paid to the visual composition of door and window openings on the facades. The location, size and proportion of all openings should be evaluated in relation to the entire facade composition, regardless of which elevation is being evaluated.

Factory finished aluminum or vinyl windows in accent colors may be used. All window and door glass should be clear and should be compatible in shape, size, material and design with the chosen architectural style. In an effort to create pleasing scale, shadow lines, and facade relief, windows may be recessed or trim pieces maybe used to avoid a flat wall appearance.

4.13.6 Garage Doors

Garage doors should be simple in design, complimenting the chosen architectural style. Materials should be compatible with the chosen style and shall be recessed within the wall on which they are located.

4.13.7 Building Utilities

- Mechanical Equipment: all air conditioning / heating equipment, soft water tanks shall be screened from public view.
- Gutters and Downspouts may be concealed or exposed, if designed as a continuous architectural feature and appropriately articulated into the home's facade.
- Flashing, sheet metal, vents shall be painted to match adjacent home surfaces.
- Solar panels, if utilized throughout the development, should be integrated into the roof design of the home mounted flush with the roof slope. Frames should be colored to compliment the roof surface. Supports for solar equipment should be enclosed and screened from view.

4.13.8 Mail Boxes

When common mail boxes are used, they should be centrally located within the area of the development they serve. All mail box locations must be compliant with the U.S. Postal Service mailbox standards.

4.13.9 Building Appurtenances

Accessory Structures, such as patio trellis, pergolas, arbors and other exterior accessory structures, should be compatible with the style of the architecture in both material and color. Scale and mass of accessory structures should be appropriate in relation to the home served and surrounding homes in the development.

Decorative accents such as wall vents, decorative wall tiles and floor pavers shall be compatible with the home's architectural style and must compliment the development as a whole.

4.14 REGULATIONS

The follow subsections discusses existing zoning regulations and introduces the proposed zoning regulation deviations and defines how they are to be applied to each planning area.

4.15 ZONING

The Marian Catholic Property Site is proposed to be rezoned in order to be entitled for the type of development described in previous chapters. Presently, the site is zoned RS 1-7 (a residential zone), as seen in Figure 4.5 Existing Zoning Map. The zone that is proposed for the site has been selected based upon the allowable residential density and floor area ratio in the San Diego Municipal Code. It is proposed to rezone the site to RM 1-2, as presented in the Figure 4.6 Proposed Zoning Map and Table 4.2 Zoning and Development Regulations.

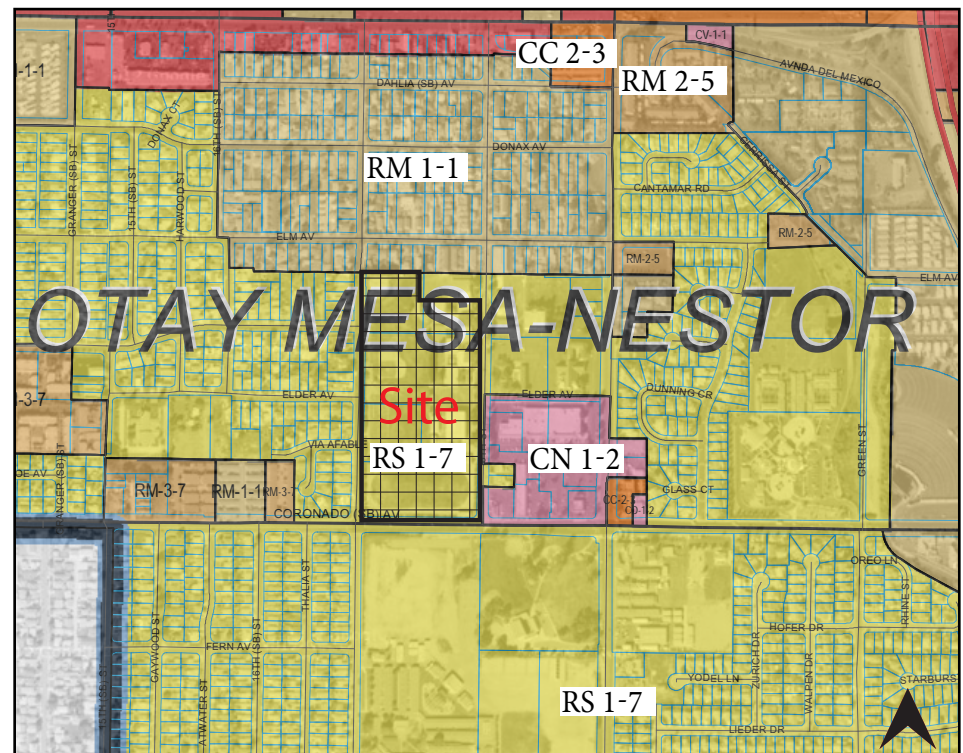


Figure 4.5 Existing Zoning Map

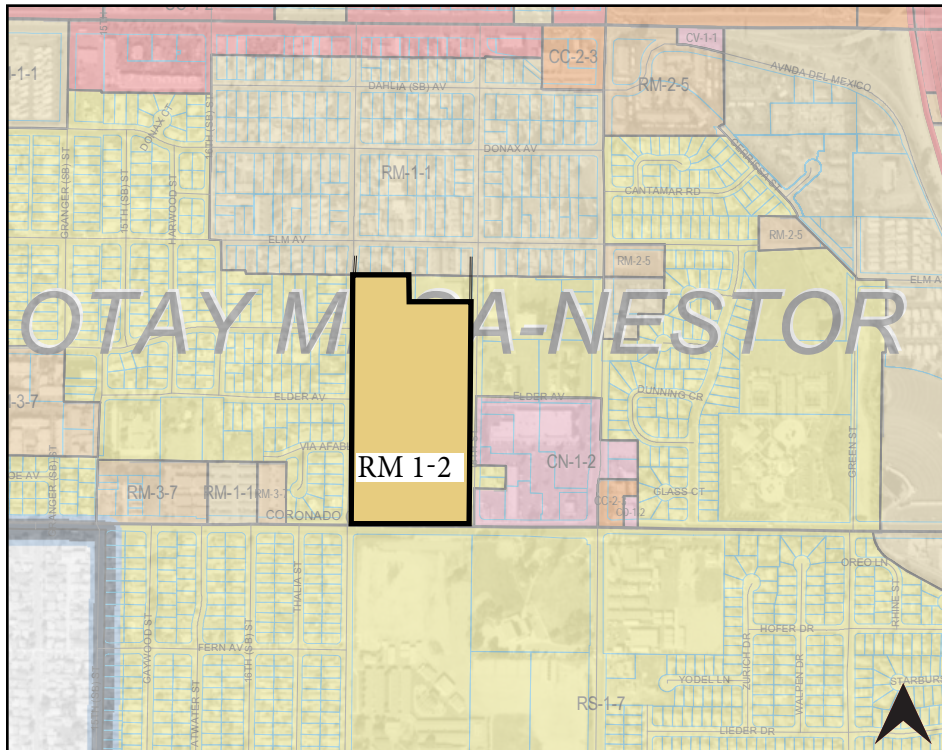
The purpose of the RM zone is to provide for multiple dwelling unit development at varying densities. The RM zones individually accommodate developments with similar densities and characteristics. Each of the RM zones are intended to establish development criteria that consolidates common development regulations, accommodates specific dwelling types, and responds to locational issues regarding adjacent land uses.

Single family dwelling units and multi-family dwelling units are both permissible by right in the RM zone.

4.15.2 Applicable Zoning Regulations

In addition to the development regulations detailed in the base zone, regulations regarding Accessory Uses and Structures, Lot Consolidation Regulations, Storage Requirements, Private Exterior Open Space, Common Open Space, Supplemental Requirements and Refuse and Recyclable Material Storage regulations also apply. Deviations from the applicable zone development regulations are being requested in order to provide flexibility in achieving a zone-equivalent project design that is consistent with the purpose and intent of the General Plan and Community Plan and congruent with adjacent neighborhoods. Deviations and justifications are specified in Appendix A in Tables A-1 and A-2.

In addition to base zone development regulations, the LDC provides supplemental regulations for Planned Development Permits that do not allow deviations.



AREA	Land Use	LandArea	AREA %
Homes	Single-Family Residential	6.3 Acres	37.9%
Commons	Single-Family Residential	4.9 Acres	29.4%
Parks & Open Space	Landscaped Parks	2.3 Acres	13.6%
Streets	Vehicular Circulation	3.2 Acres	19.0%
Total	Project Site	16.7 Acres	100%

Figure 4.6 Proposed Zoning Map

Table 4.1 Summary of Project Site Areas

ZONING REGULATIONS		DEVIATIONS FROM BASE ZONE RM 1-2					
		PERIMETER LOTS		PLANNING AREAS			
		THERMAL, CORONADO, 18TH ST, INTERIOR PROPERTY LINES		HOMES		COMMONS	
DISCRIPTION	RM 1-2	PROPOSED REGULATION	JUSTIFICATION REFERENCE NUMBER	PROPOSED REGULATION	JUSTIFICATION REFERENCE NUMBER	PROPOSED REGULATION	JUSTIFICATION REFERENCE NUMBER
DU/Lot Maximum permitted density (sf/du) min lot area (sf)	2500 6000						
<u>Min Lot Dimensions</u>							
Lot Width (ft)	50			45	D	40	D
Street Frontage (ft)	50	0	I	0	I	0	I
Lot Frontage (ft)				45	D	40	D
Lot Width (Corner) (ft)	55			45	D	40	D
Lot Depth (ft)	90			60	D	58	D
<u>Proposed Setbacks</u>							
Proposed 18th Street Minimum/Standard Setback (ft)	15/20	9/18 (2)	A				
Proposed Coronado Avenue Minimum (ft)		9 (2)	A				
Proposed Thermal Avenue Minimum/Standard Setback (ft)		9/18 (2)	A				
Proposed Interior Property Line Minimum Setback (ft)		6 (2)	A				
<u>Setback Requirements</u>							
Minimum Front Yard Setback (ft) (% of Overall Dimension)	15 (50%)			9 (50%) (3)	E	2 (3)	E
Standard Front Yard Setback (ft)	20			18 (3)	E	2 (3)	E
Minimum Side Yard Setback (ft)	5			0 (3)(4)	E, F	0 (3)(4)	E, F
Standard Side Yard Setback (ft)	8			3 (3)(4)	E	3 (3)(4)	E
Street Side Setback (ft)	10			5 (3)(4)	E	5 (3)(4)	E
Minimum Rear Yard Setback (ft)	15			9 (3)	E	5 (3)	E
Maximum Structure Height (ft)	30						
Maximum Lot Coverage (%)	-						
Maximum Floor Area Ratio (FAR)	0.9						
Street Frontage (ft)	50	0	I	0	I	0	I
<u>Private Exterior Open Space Requirement</u>							
Useable Private Exterior Open Space (sf)	60						
Minimum Dimension In Any Direction (ft)	6						
Minimum Rear/Front Yard Dimension From Property Line (ft)	9	6 (2)	B			5 (2)	B
Minimum Side Yard Dimension From Property Line (ft)	4						
Percentage Allowed To Encroach (%)	50%	100%	C			100%	C
<u>PDP Requirements</u>							
(PDP) Minimum Useable Open Space Required/DU (sf)	375						
(PFP) Minimum Total Open Space Required/DU (sf)	375						
<u>Supplemental Requirements for RM 1-2</u>							
Percentage of Ground Level Req'd Habitable For Lots <50' Wide (%)	40%					30%	G
Percentage of Ground Level Req'd Habitable For Lots >50' Wide (%)	40%						
(2) Measured from the edge of property line (3) Measured from the edge of lot line, or edge of circulation easement when contained within 'Commons' Lots (4) One side is allowed 0' side yard setback. All other side yard setbacks must be 3' and a 3' step back is required above first level (5) Along 18th Street (6) Along Thermal Avenue Note: Where proposed regulation is left blank no deviation from RM 1-2 zoning regulations is proposed See Appendix B and C for Lot Type Identification Exhibit and Lot Front/Back/Side/Street Side Yard Identification Exhibit							

Table 4.2 Zoning Regulations and Proposed Deviations

4.16 DEVELOPMENT INTENSITY

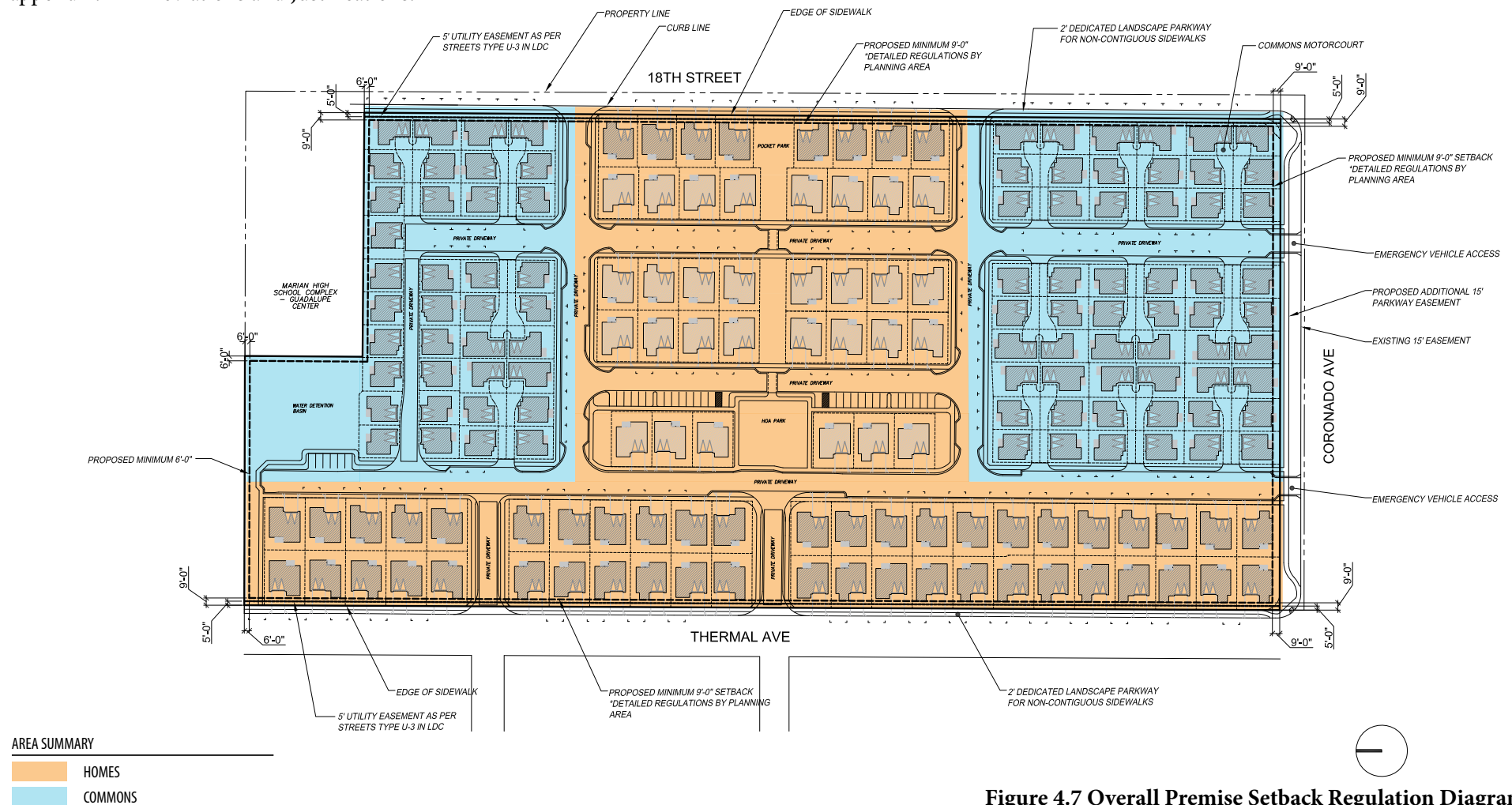
As stated above, development intensity will be set by the zone. Both Maximum Residential Density Permitted and Floor Area Ratio (FAR) are determined by the zone regulations stipulated in the Land Development Code (LDC).

4.17 DEVIATIONS

To carry out the vision of this Master Plan, deviations from required zoning regulations are requested. Base zone regulations apply except where deviations are established per Table 4.2 Zoning and Development Regulations. See table in the appendix: A-1 Deviations and Justifications.

4.17.1 Overall Premise

In an effort to better fit into the context of the neighborhood, specific setbacks are prescribed exclusively for the perimeter of the entire site premise. Utility easements associated with Urban Parkway Configurations listed in the City Streets Design Guidelines are included in these listed setback regulations. Separate setback requirements will apply to all other lots within each planning area.



Thermal Avenue

Setbacks along Thermal Ave are measured from the edge of sidewalk. When the distance provided for non-contiguous sidewalks, landscaped parkways and easement are added, the Homes along Thermal Avenue are setback similar to existing homes in the neighborhood.

Coronado Avenue

The setback on Coronado Avenue is measured from the edge of the lot lines along Coronado Avenue.

18th Street

Along 18th Street, the setback is measured from the edge of sidewalk. But similar to Thermal Avenue, when the setback is added to the distance given for non-contiguous sidewalks and landscaped parkways, the Homes and Commons are setback similar to the existing homes in the neighborhood.

Interior Property Lines

In addition to the setback regulations for homes along the public streets, a Minimum Setback dimension of 6' is specified for homes that have side and/or rear yards along the northern interior property line.

4.18 SETBACKS / STEP BACKS

Setbacks are determined by the desired character of the street or private drive. Where a compact higher density home arrangement is desired, setbacks are reduced to allow maximum flexibility and are intended to establish a hierarchy for outdoor spaces, offer privacy buffers that support the living experience and the pedestrian realm. These setbacks will strongly influence the quality of the street or private drive and pedestrian pathways. Standard and Minimum Front Yard Setbacks vary between planning areas.

In each planning area, homes shall be detached, but a 0' side yard setback is allowed on one side of each lot in order to allow the formation of larger courtyard

spaces and entrance patios between homes. Roofs shall be designed to avoid rain water to cross lot lines. A minimum Side Yard Setback shall be respected in all other cases. Minimum Rear Yard Setbacks vary depending on the planning area, and are to allow for flexibility in lot layouts and encourage the use of private outdoor space providing adequate privacy, noise mitigation and landscaping. When adjacent to a street or private drive, a Minimum Side Street Setback is utilized to help mitigate vehicular circulation noise. See Table 4.2 Zoning and Development Regulations for a list of the zoning regulations for all planning areas and setback regulation diagram exhibits.

4.19 RM 1-2 SUPPLEMENTAL REQUIREMENTS AND DEVIATIONS

The RM Base Zone outlines Supplemental Requirements for garage door widths and enclosed ground-level habitable space. For lots with a width of 50' or less, the SDMC requires at least 40% of the length of the building facade on the ground floor be enclosed habitable space, for lots greater than 50' wide the percentage is 50%. An important feature of the Commons planning area is to allow for compact units that are uniquely arranged and oriented to the street. In order to achieve this, lot width regulations proposed are reduced from base zone and supplemental regulations.

As explained in the description of each planning area, deviations to the supplemental regulations enable these various housing types and are commensurate with the purpose and intent of the General Plan and Community Plan.

4.20 PDP SUPPLEMENTAL REQUIREMENTS

In addition to the standard PDP requirements, Supplemental Regulations are outlined in the SDMC that specify minimum usable outdoor space per dwelling units within the RM zone. For the RM 1-2 zone, a minimum of 375 sf per dwelling unit is required for usable open space, and a minimum of 375 sf total open space is required per dwelling unit. Marian Catholic Property may not deviate from these standards. See Table 4.3 Open Space Requirements.

ZONE	MIN. OPEN SPACE / UNIT	UNITS	OPEN SPACE REQ'D / DU	TOTAL OPEN SPACE REQ'D
RM 1 - 2	Single-Family Residential	175	375 sf/unit	65,625 sf

Table 4.3 Open Space Requirements

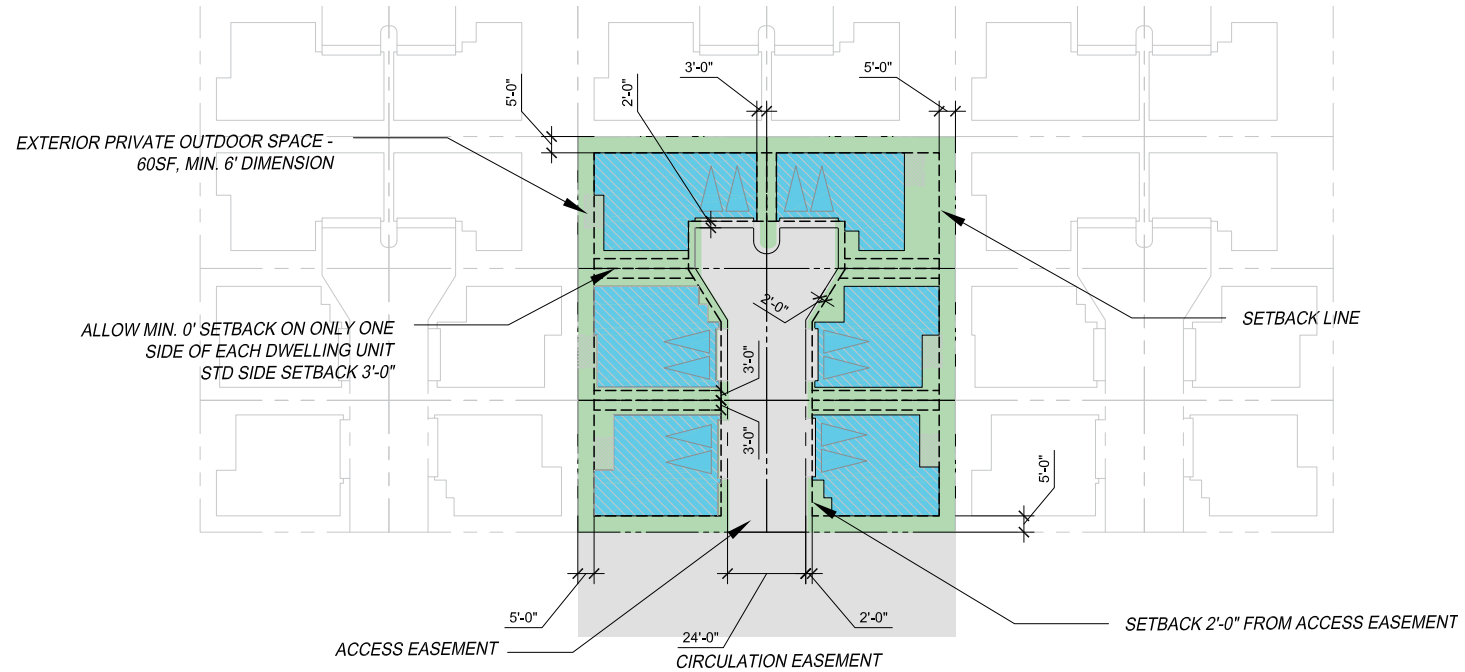


Figure 4.8 Commons Setback Regulation Diagram

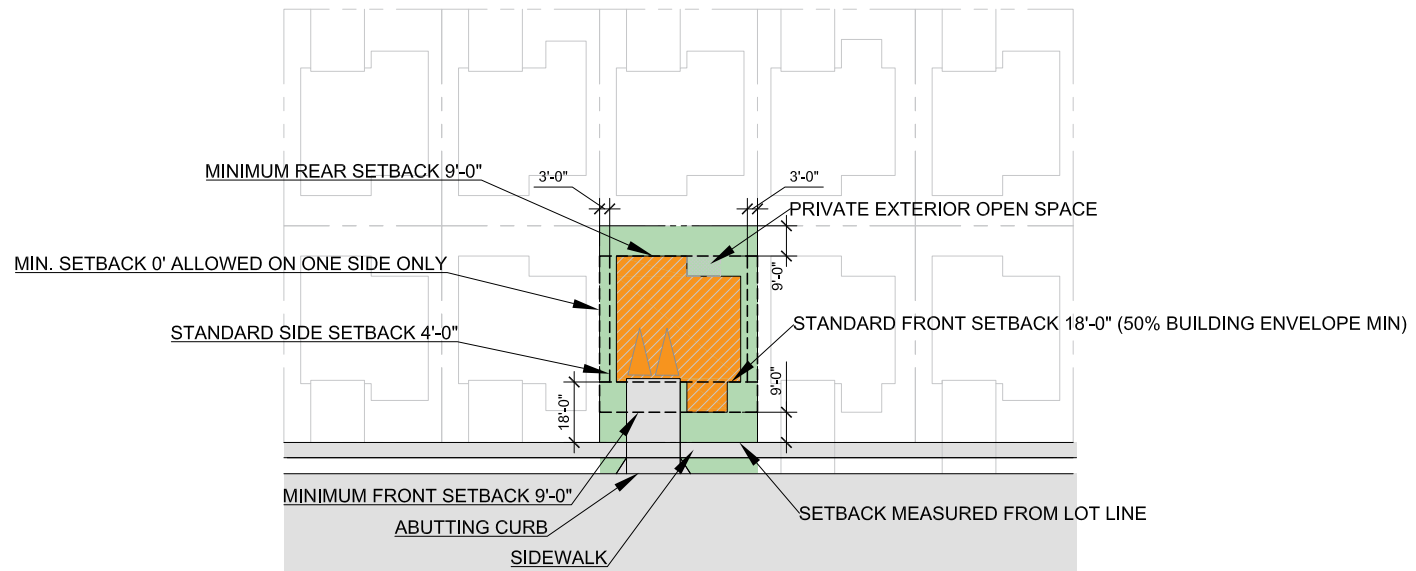


Figure 4.9 Homes Setback Regulation Diagram

4.21 STREET WALLS

The design of elevations that face public roads, private drives and/or pedestrian pathways are very important for the aesthetic quality and success of the project. Therefore, excessive blank walls on homes that face street or private drives or pedestrian pathways shall not be permitted. Blank walls are walls devoid of texture, varying color/materials, articulation, openings and/or offsetting planes.

4.22 BUILDING HEIGHT

The development regulations for the RM 1-2 zone specify a Building Height Limit of 30'. Proposition "D" Height Limitations Overlay Zone require that any building in the development does not exceed 30' height limit. It is not proposed to deviate from this Height Limit.

4.23 PARKING AND LOADING

Parking shall be internalized in dedicated garage spaces incorporated into each home. Each home will provide a minimum 2 car garage compliant with regulations outlined in the San Diego Municipal Code. As per the SDMC, homes that do not have full-length driveways must provide an additional 2 parking spaces. Interior street parking is provided to meet this requirement, as well as providing additional common and visitor parking. These parking spaces are located along private drives, facing the neighborhood park and adjacent to the water detention basin. Parking is prohibited within Commons motorcourts. Driveways shall be provided for 'Homes' as per the Land Development Code (LDC).

4.24 PRIVATE EXTERIOR OPEN SPACE

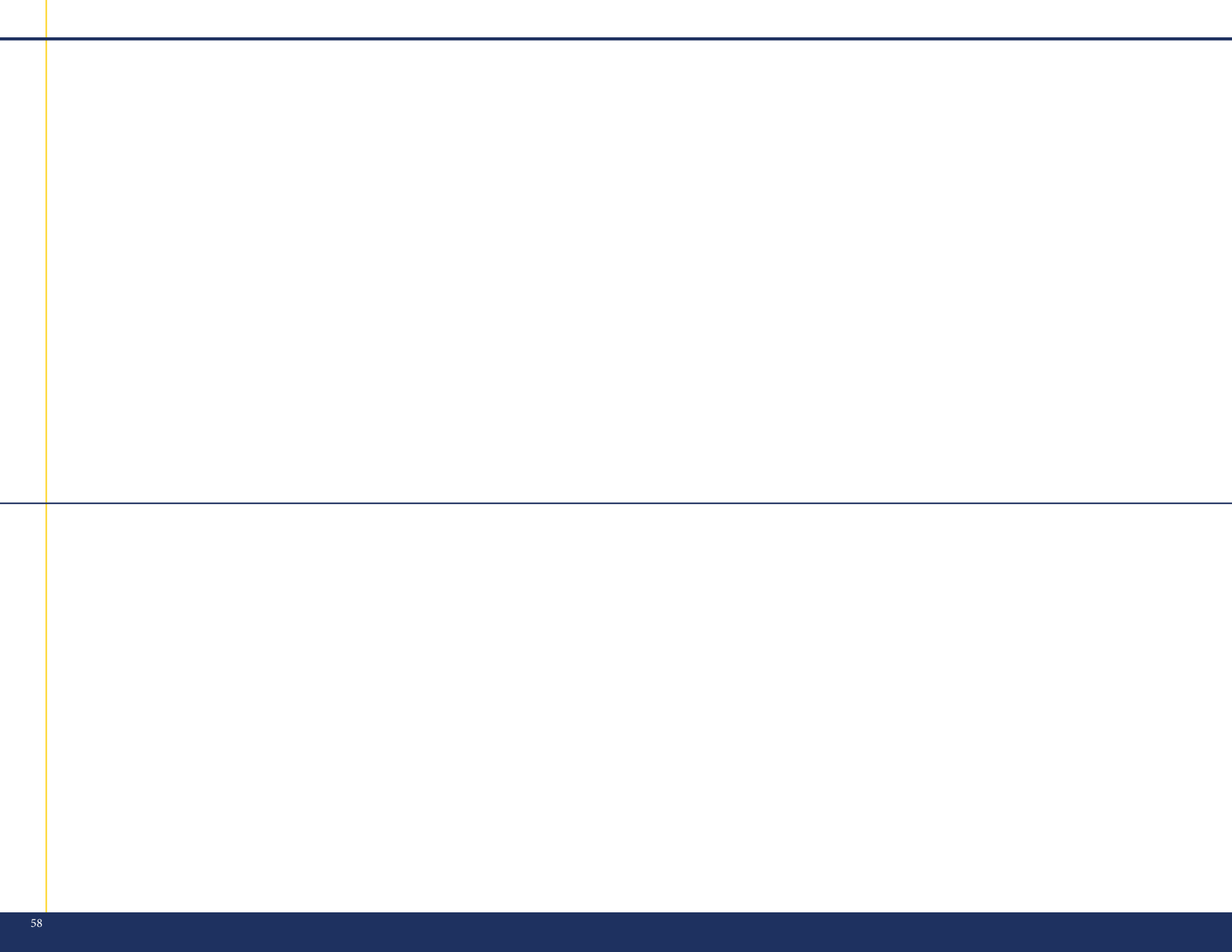
The RM 1-2 Base Zone regulations stipulate that at least 60 square feet of usable, private, exterior open space abutting each dwelling unit shall be provided with a minimum dimension of 6' in any direction. This PDP proposes to allow this private exterior open space requirement be extended 100% into the required Rear Yard area. Patios, courtyards, balconies, rear yards and side yards shall be integrated for private open space available to residents per the setback regulations proposed.

4.25 BUILDING/LOT COVERAGE

Per SDMC Section 143.0420(d) building coverage shall not exceed 60% of the site area.

4.26 FENCES AND WALLS

Fences and walls throughout the development that face the public right-of-way and exceed a horizontal distance of 25' shall be articulated with a minimum 12" offset in plane. Long expanses of blank walls should be enhanced through the utilization of offsetting planes, pilasters and/or material changes in the horizontal and vertical direction. See Section 4.6.1 and Section 5.5.2 for additional fencing and wall information and guidelines.



Open Space & Landscape Treatments

05

5.0 OPEN SPACE AND LANDSCAPE TREATMENTS

5.1 OVERVIEW

With the development of a neighborhood as envisioned in this plan, the treatment and design of the landscaping elements is a vital part of the overall success of the community as this helps create a framework for the network of street or private drives, pathways, and pedestrian experiences discussed in this PDP document.

Private drives and motorcourts take on a more important role and serve as outdoor space where people can meet and greet neighbors, and allow pedestrian links to other neighborhoods and destinations outside the development.

The use of street trees to provide shade, parkway landscaping, hardscape paving, and the use of shrubs with varying textural qualities, scales, colors, and fragrance, all serve to enhance the sensory experience of the pedestrian.

This chapter will convey the quality and importance of the elements mentioned above. The emphasis on the pedestrian realm cannot be overstated because this is the first and primary contact with the community. The curb appeal of a neighborhood determines the success and longevity of it. The automobile is important in the design of any community, but is de-emphasized in order to allow people to comfortably walk to nearby destinations. Physical fitness is more easily achieved if walking to the market or post office becomes a part of ordinary life rather than driving there in an automobile.

5.2 DESIGN PRINCIPLES

The Marian Catholic Property proposes the development of two types of single-family detached homes: traditional 'Homes' and motorcourt 'Commons' in a neighborhood graced with attractive streets or private drives that invite residents to walk throughout the community and to adjacent commercial and retail uses, parks and schools. Landscaped parkways and pedestrian pathways should all be designed with a pedestrian emphasis in order to create a functional pedestrian circulation system in harmony with the vehicular circulation system. Other key principles in the design of the site should take advantage of potential gathering spaces and accentuating those areas with landscaping and seating. Developing these gathering spaces will allow for community gathering and social interaction.

The plant palette should be sustainable and regionally-adaptable with a mix of

ornamental, water-conscious and drought tolerant plant material used appropriately throughout the site. Focus on creating landscaped pockets of sufficient size where residents can enjoy a picnic or stop to rest as they walk through the community and to outlying areas. Functional elements such as trash enclosures and utility boxes should be integrated into the neighborhood in a seamless and attractive manner.

Pedestrian pathways, such as parkways and linear parks shall provide sufficient area to accommodate site furnishings such as benches, trash receptacles, street lights, bicycle racks, and other elements, if they exist, that are beneficial to a complete community experience.

5.3 CONCEPTUAL LANDSCAPE PLAN

The Marian Catholic site proposes a single-family neighborhood graced with attractive streets or private drives that invite residents to walk and enjoy the open spaces designed with a pedestrian emphasis. The landscaping will deliver a cohesive community image that ties the variety of architectural styles and uses together. Landscaping will set the tone for the community, leading residents and visitors alike from the urban, traffic-oriented environment of Coronado Avenue into the site where a more pedestrian-oriented and pedestrian-scaled environment will be developed. The framework of the streetscape, is defined by canopy street trees, and grade-level planting used to enhance and guide the pedestrian experience

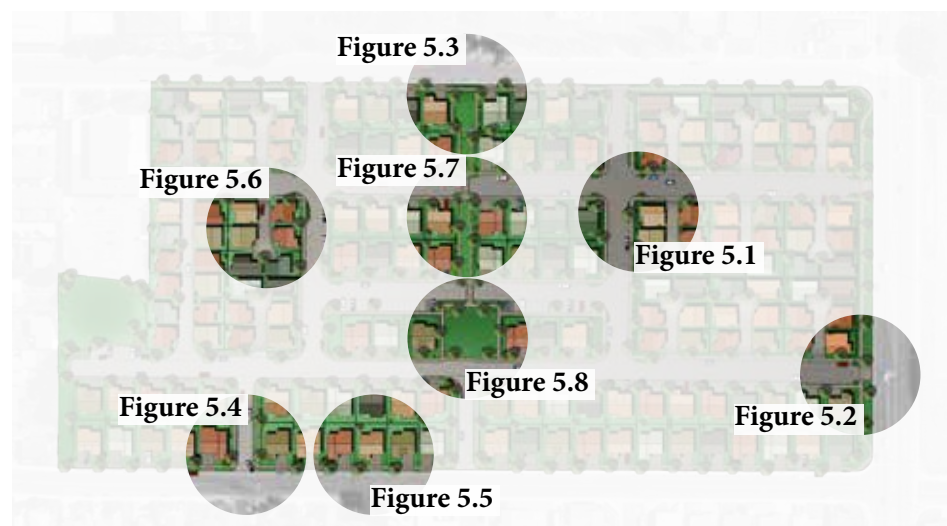


Figure 5.0 Landscape Vignette Site Key

and unifying the site as one moves from streets or private drive to streets or private drive and pathway to pathway.

5.4 STREETSCAPES

The streetscape character will vary dependent on the classification of the streets or private drives. Thermal Avenue represents the ‘front door’ to the project but also needs to provide the most separation and visual enhancement due to its level of vehicular activity. Thermal Avenue and 18th Street facilitate the three main access points of the site and shall have a more residential character as they interface with the adjacent community. Both streets will have homes that face the street and have landscaped parkways with street trees and plant material. These areas deliver a level of visual relief as well as additional sensory enhancement and will support the water conscious principles of the site.

The streets or private drives are to be lined on both sides by deciduous and/or evergreen street trees spaced no more than 30 feet on center which will provide a canopy of shade, filtered sunlight, and articulation to architectural facades. These will provide shade while screening views from adjacent units across the streets or private drive.

The selection of shrub and ground cover species is important as a support mechanism to the street trees and will help to deliver a greater definition of scale at the street level for pedestrians. To balance a desire for consistency and variety, the development of several different planting schemes is recommended. Palettes will vary depending on the associated use of the adjacent walks and proximity to units.

5.4.1 Coronado Avenue

Coronado Avenue is the primary frontage street linking the community as well as fronting the Marian Catholic Property. The streetscape will help to define the project edge and interface with the existing community. A non-contiguous sidewalk will separate pedestrians from traffic along Coronado Avenue and provide a visual buffer to the street. The expanded parkway (future right of way) between the sidewalk and project property line should be planted with a combination of water-conscious and indigenous spreading shrubs, trees, groupings of visually interesting plant material and ground cover. Pedestrian access from the site to Coronado at the private driveways will promote walkability and make access to off-site commercial uses and parks more convenient for the residents of the project.

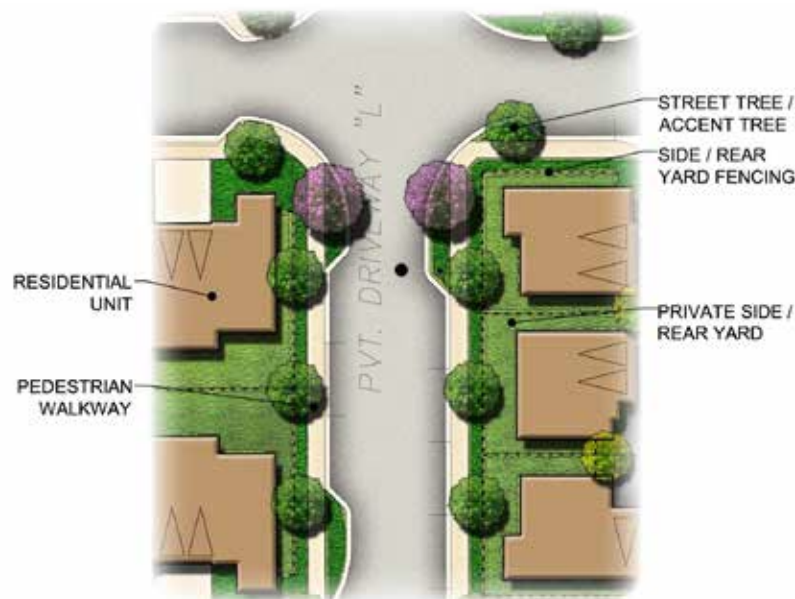


Figure 5.1 Typical Interior Streetscape Vignette

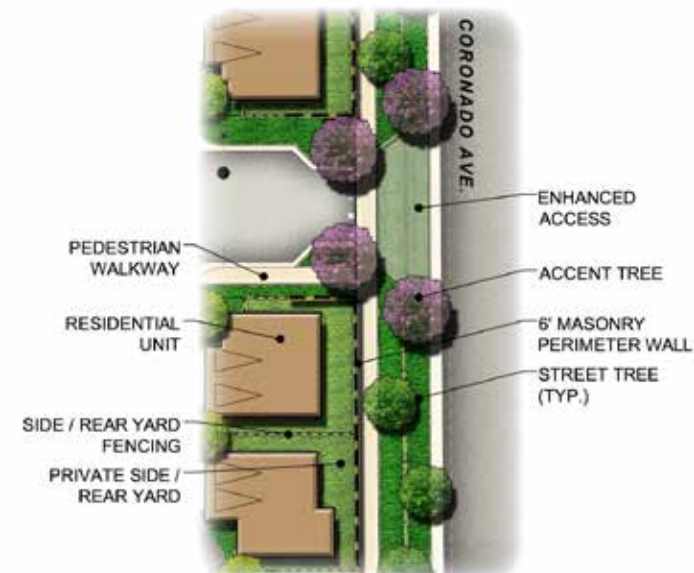


Figure 5.2 Coronado Avenue Streetscape Vignette

The existing streetscape along Coronado Avenue is varied and lacks cohesiveness. The Coronado Avenue streetscape for the project should incorporate a combination of street trees that relate to the existing streetscape as well as introducing material that will be utilized within the proposed community. Examples of trees that could be used to deliver shade and scale along the project frontage and tie into the existing planting of the adjacent communities can be found in Section 5.6.1 Street Tree Legend.

5.4.2 18th Street

18th Street will be lined with a combination of 'Homes' and 'Commons'. The streetscape will be important in establishing the character of the site as there are two vehicular entry points and a pedestrian access node that intersects 18th Street and sets the tone and feel for the site landscaping. The non-contiguous sidewalk provides pedestrian separation from the street and an opportunity to have a cohesive landscape palette where the homes along 18th Street changes from 'Commons' to 'Homes'.



Figure 5.4 Typical Private Driveway Entrance Vignette

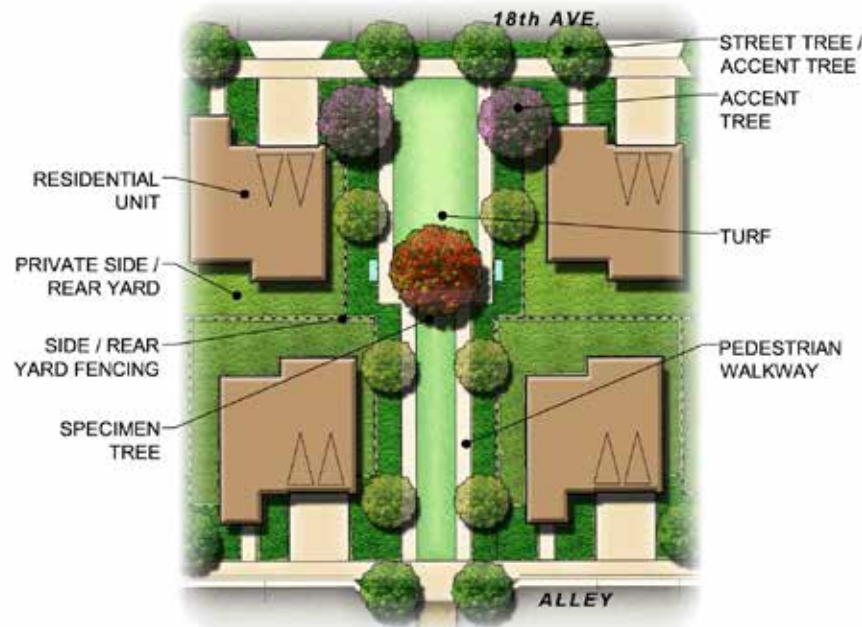


Figure 5.3 Entry Green Park Space Vignette



Figure 5.5 Thermal Avenue Sidewalk and Landscaped Parkway Vignette

As one of the gateways to the project, the entry and streetscape of 18th Street is key to establishing the character of the overall project. The streetscape will address how the interaction between vehicular, pedestrian and bicycle circulation will be achieved and perceived. Street trees will provide shade as well as an ability to define a pedestrian scale with the adjacent homes and their frontage along the road. See Section 5.6.1 Street Tree Legend for examples of trees.

5.4.3 Thermal Ave.

The layout of Thermal Avenue will encourage pedestrian activity and connectivity to the community at large through the use of non-contiguous sidewalks and parkway planting. A list of trees that will provide shade, scale and a buffer to Thermal Avenue are listed in Section 5.6.1 Street Tree Legend; it will also encourage walkability to the adjacent community and its uses. Plant material that is used in the parkway planters should have both textural qualities and differences in fragrance when possible. This will enhance the pedestrian experience and be visually pleasing to the residents and adjacent community.

5.4.4 Commons

Pedestrian walkways lining the interior streets or private drives of the project encourage pedestrian activity and connectivity to the greater community through the use of non-contiguous sidewalks and parkway landscaping. Though smaller in scale to the main collector streets or private drives of the project, the interior streets or private drives are no less important to the overall scheme and feel of the community. The landscape scheme of these streets or private drives helps define the project in greater detail and addresses a greater sense of pedestrian level scale. Smaller accent trees should be used in combination with larger scale trees. This will help to create a greater sense of pedestrian scale and to provide accentuation at key pedestrian nodes and gathering areas. See Section 5.6.1 Street Tree Legend.

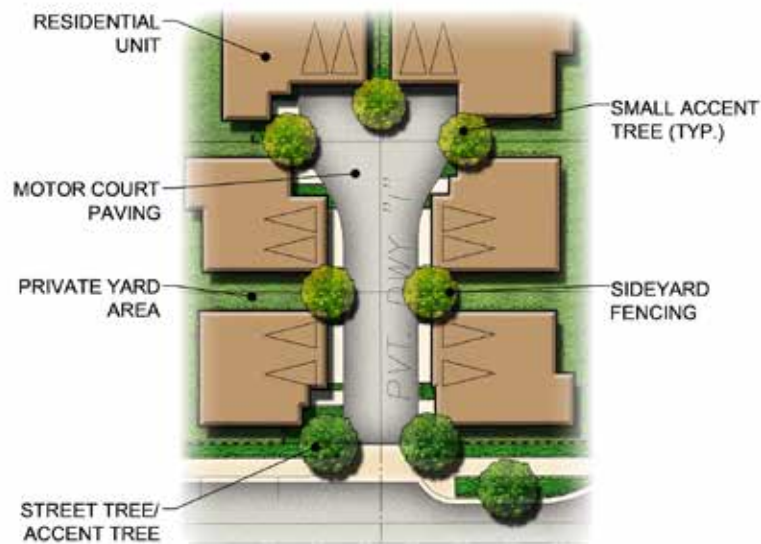


Figure 5.6 Typical Commons Streetscape Vignette

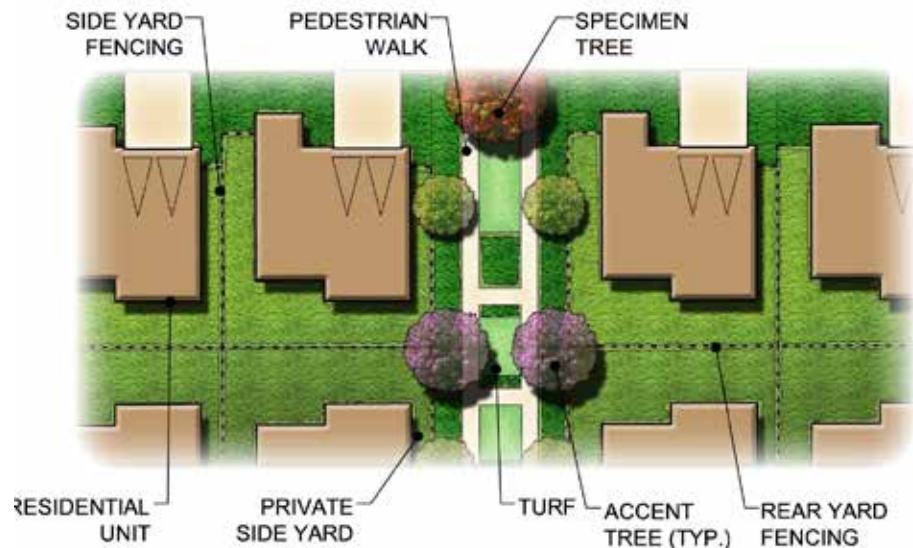


Figure 5.7 Linear Pathway Vignette

5.5 CONCEPTUAL LANDSCAPE PLAN

5.5.1 Park Area / Linear Parkways

The park and linear parkway areas of the Marian Catholic Property enables opportunities for residents to gather and enjoy time with their families or neighbors. The Neighborhood Park establishes an opportunity for passive and active recreation as well as a tot lot with multi-age equipment. Barbecues, tables and benches should be provided to offer a number of amenities and elements for residents to utilize for both gathering and small places to 'get away'.

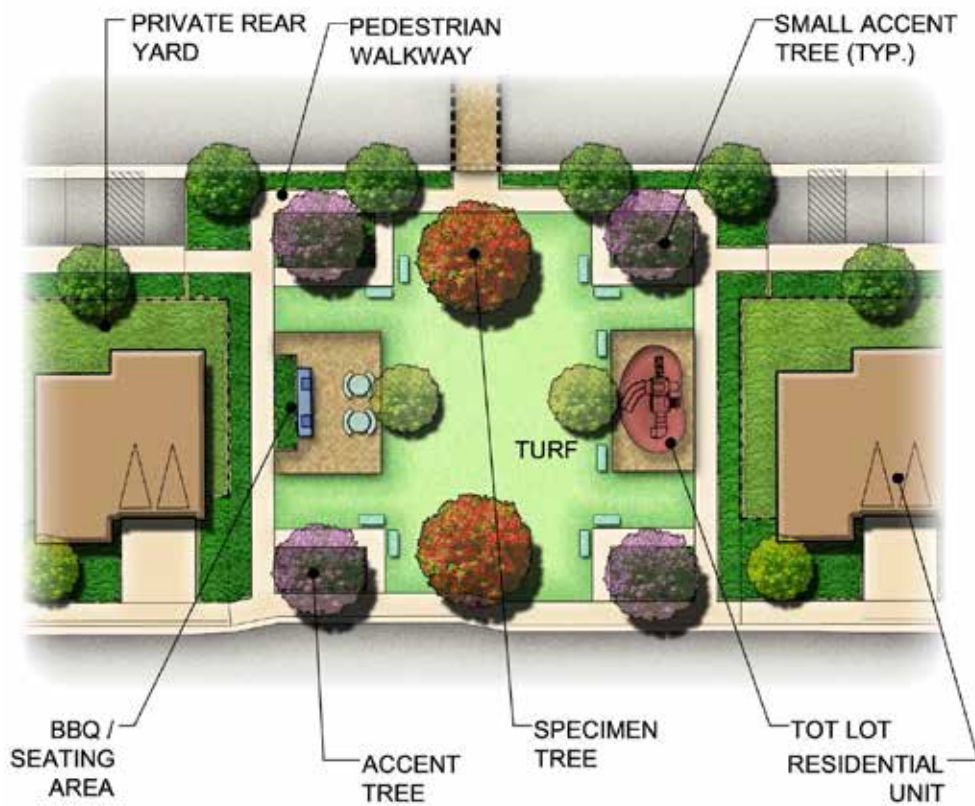


Figure 5.8 Neighborhood Park Landscape Concept Vignette

The linear parkway that connects the community between and through the development increases the opportunity for interaction between the residents and offer the interesting use of flowering trees and shrubs to enhance the experience for residents and visitors.

All landscaping within the Marian Catholic Property will adhere to the guidelines set forth by the City of San Diego Land Development Code (LDC) unless deviations have been requested as part of the conditions of the Master Plan.

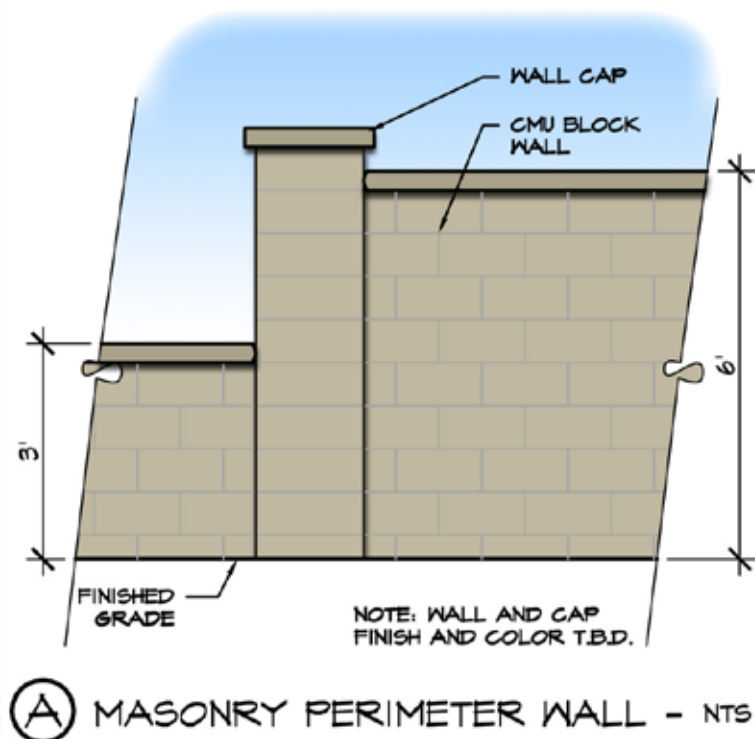
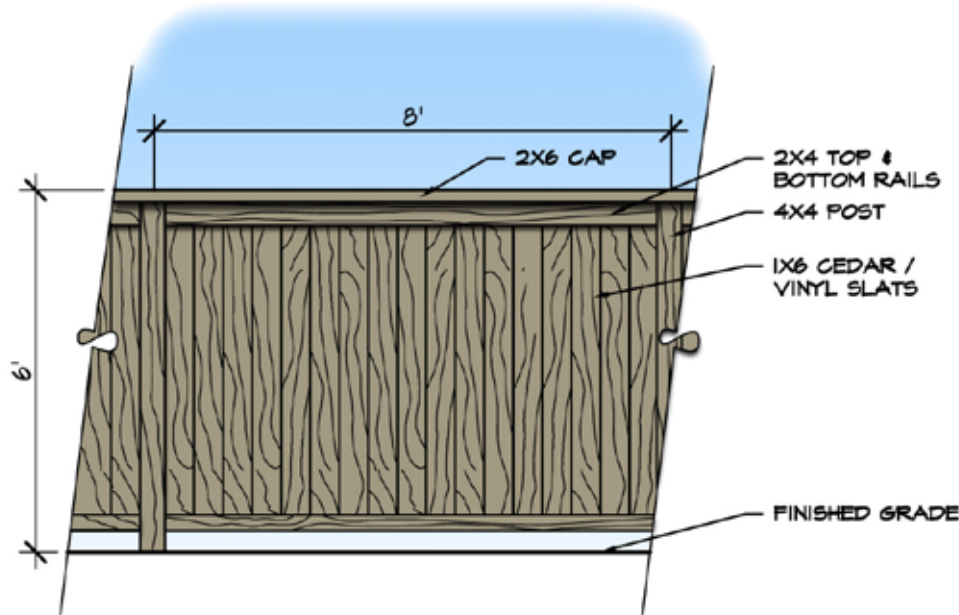


Figure 5.9 Masonry Perimeter Wall Diagram

5.5.2 Walls and Fencing

Site walls and fencing that are visible from public streets should be compatible in design and materials with the existing community and proposed architecture for the site. Masonry walls should be periodically augmented with pilasters of similar (or same) material as that of the wall or offsetting planes. Careful consideration should be taken when choosing materials that will be visually pleasing and tie into the existing community character. A graffiti-resistant coating treatment is recommended on walls. Full height walls of single-family homes facing streets should transition to a lower height wall at the corners to allow a more open feel to the front yard of the lot.

Fencing should be used, as needed, to establish separation from adjacent properties and streets as well as screen undesirable views. Materials such as wood or vinyl are permitted and should be of a compatible color in relation to the project's chosen architectural color schemes.

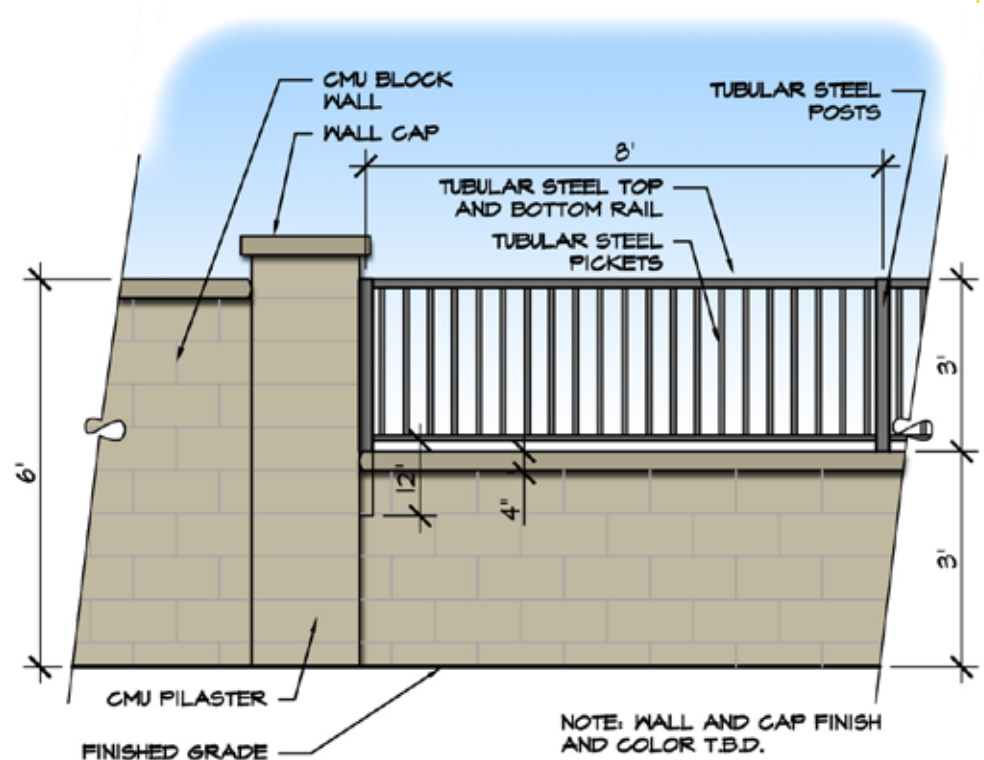


(C) WOOD / VINYL FENCING, COLOR T.B.D. - NTS

Figure 5.10 Wood / Vinyl Fencing Diagram

5.5.3 Monument Sign

Monument sign may be used to identify the community and help in creating a 'sense of place'. Any sign should be compatible with all other site materials and should provide a simple statement to portray an attractive image of the community. Signs may include monument walls with accent planting, lighting and enhanced materials or can be as simple as accent pilasters with a community logo or lettering. Consideration should be given to using additional way finding elements within the community that mimic the design and material finish of the monument walls / pilasters.



(A) COMBO MASONRY WALL W/ TUBULAR STEEL FENCING - NTS

Figure 5.11 Combo Masonry Wall Diagram

5.6 SUGGESTED PLANT MATERIAL LEGEND

5.6.1 Street Trees

18th Street and Thermal Avenue

Albizia Julibrissin	Silk Tree
Casuarina Cunninghamiana	She-Oak
Magnolia Grandiflora 'St Mary's'	St. Mary's Magnolia
Melaleuca Quinquenervia	Cajepu Tree
Metrosideros Excelsus	New Zealand Christmas Tree

Coronado Avenue

Podocarpus Gracilior	Fern Pine
Tristania Conferta	Brisbane Box

Internal Streets

Cinnamomum Camphora	Camphor Tree
Jacaranda Mimosifolia	Jacaranda
Pinus Canariensis	Canary Island Pine
Platanus Acerifolia	London Plane Tree
Pyrus Calleryana	Callery Pear
Ulmus Parvifolia	Evergreen Elm
Tipuana Tipu	Tipu Tree

5.6.2 Park Area Trees

Magnolia Grandiflora	Southern Magnolia
Ulmus Parvifolia	Evergreen Elm
Tipuana Tipu	Tipu Tree
Tristania Conferta	Brisbane Box

5.6.3 Specimen Trees

Quercus Agrifolia	Coast Live Oak
Olea Europaea	Fruitless Olive

5.6.4 Accent Trees

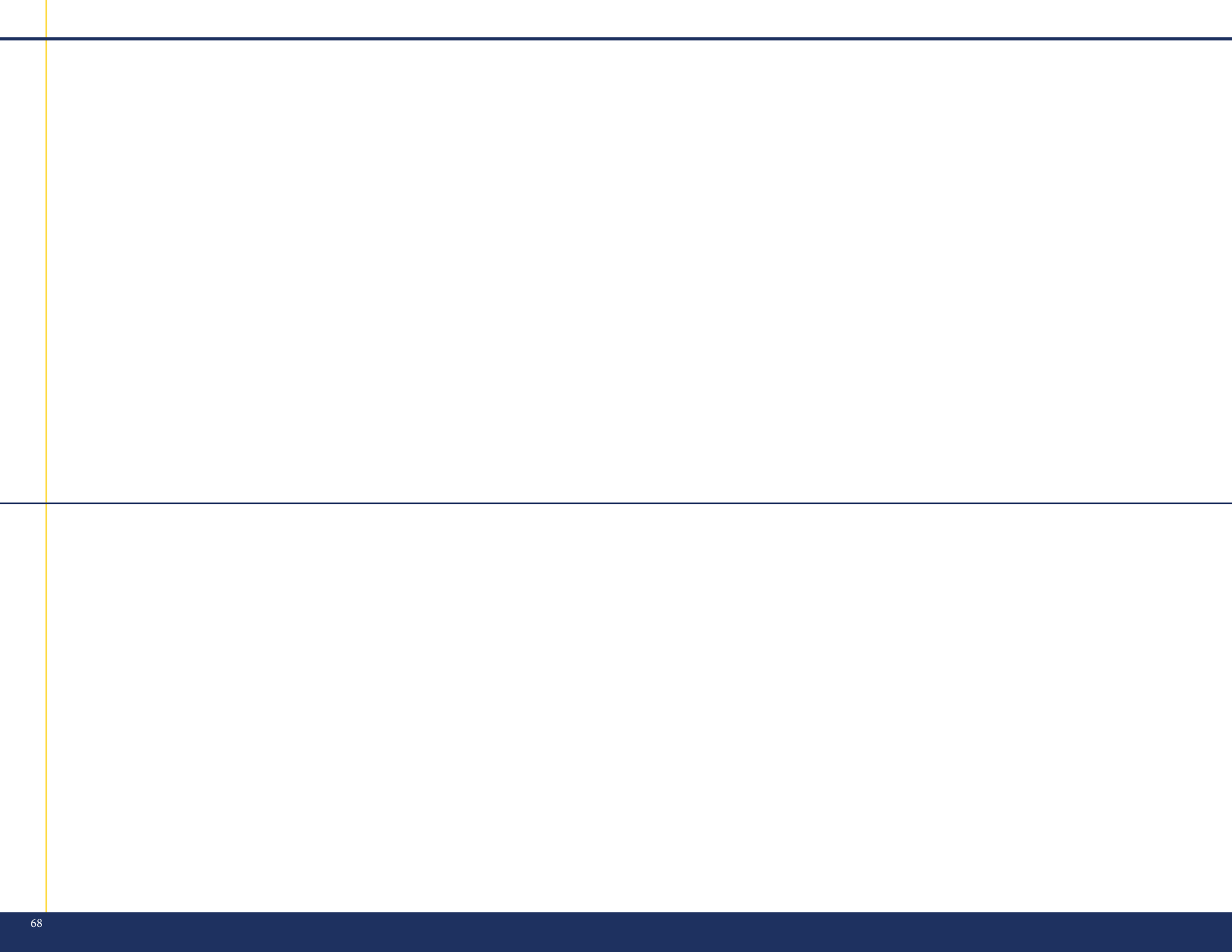
Arbutus Unedo 'Marina'	Strawberry Tree
Cassia Bicapilaris	Winter Cassia
Lagerstroemia Indica	Crape Myrtle
Prunus Cerasifera	Flowering Plum

5.6.5 Shrubs

Agave Attenuata	Agave
Aloe Sp.	Aloe
Bougainvillea Sp.	Bougainvillea
Callistemon "Little John"	Dwarf Bottle Brush
Dietes Bicolor	Fortnight Lily
Lantana Montevicensis	Lantana
Lavender Sp.	Lavender
Ligustrum Japonicum 'Texanum'	Japanese Privet
Muhlenbergia	Deer Grass
Nassella Tenuisuma	Mexican Feather Grass
Pittosporum Sp.	Tobira
Phormium Sp.	Flax
Rosmarinus 'Tuscan Blue'	Rosemary
Westringia Fruticosa	Coast Rosemary

5.6.6 Ground cover

Baccharis Pilularis 'Twin Peaks'	Coyote Brush
Carex Tumicola	Berkeley Sedge
Rosmarinus Prostratus	Prostrate Rosemary



Implementation

06

6.0 IMPLEMENTATION

6.1 OVERVIEW

The process of developing the Marian Catholic site will be to allow the construction of homes at a pace commensurate with future market demand. Site development work, infrastructure and amenities will be developed in phases large enough to appropriately support the number of homes built.

6.2 DEVELOPMENT INTENSITY

Development intensity of the site was conceived considering two types of detached single-family homes with outdoor areas for patio, courtyard and/or a garden, in addition to public outdoor space. The actual number of homes built on the site will ultimately depend upon market conditions at the time of development. The maximum number of homes proposed is 175. Zoning, traffic projections, infrastructure, constraints of the land and environmental considerations set the stage for development intensity.

6.3 ZONES

Once approved by the City Council, the Marian Master Planned Development Permit (PDP), Vesting Tentative Map (VTM), the RM 1-2 zone proposed for the site will replace the existing RS 1-7. Table 6.1 Zones and Development Intensity itemizes the zone from the San Diego Municipal Code applied to the planning areas of the site which are diagrammed in Figure 2.1. Development shall comply with the zoning requirements of the base zone except where deviations are identified in Chapter 4 and Appendix Table A-1 & A-2.

6.4 PHASING

Frequently, development is done in phases depending upon factors such as size of development, market demand or development resources. Preparing a phasing plan allows for the ordered development of a site so that the appropriate level of infrastructure, such as streets, private driveways, water and sewer, as well as site facilities and improvements are available for the number of homes constructed at each stage of development. Table 6.2 outlines a phasing scenario which may occur for the construction of on-site improvements and off-site improvements within the development area. Phasing is governed by constructability issues, as well as market demand. These issues may dictate changes or modifications to the phasing sequence. Phased Planned Development Permit requirements are outlined in Section 143.0475 of the San Diego Municipal Code.

PLANNING AREA	LAND USE	LAND AREA	LDC ZONE	DEVELOPMENT INTENSITY	Units/Acre
Homes	Single-Family Detached	6.3 Acres	RM 1-2	84 Units	13.3
Commons	Single-Family Detached	4.9 Acres	RM 1-2	91 Units	18.6
Total	Entire Site	16.7 Acres		175 Units	10.5

Table 6.1 Zones and Development Intensity

6.5 PERMIT PROCESSING REQUIREMENTS

All development plans for the project site will be reviewed by the City of San Diego Development Services Department in a Substantial Conformance Review. Building placement, area, scale and design will be reviewed for conformance with the Design Guidelines and Development Standards and Regulations detailed in this Master Plan Document. Table 6.3 itemizes the development scenarios that may occur at Marian Catholic Site.

6.6 LOT RECONFIGURATION/CONSOLIDATION

When a proposed lot reconfiguration does not conflict with the intent of the Master Plan PDP and the State Subdivision Map Act and is in compliance with the selected base zone, as modified by the Marian Master PDP, lots within the project site may be reconfigured through a lot consolidation and/or boundary adjustment.

6.7 AFFORDABLE HOUSING FEE

Payment of the impact fee will be provided for the Marian Catholic development in accordance with the City of San Diego Affordable Housing Ordinance (LDC Section 142.1300).

6.8 MAINTENANCE REQUIREMENTS

Maintenance shall be the responsibility of the property owners within the Marian Catholic development as described in the following sections and through the process of establishing a Home Owners Association (HOA) and recording an enforceable Covenants, Conditions and Restrictions (CC&Rs) regulatory document. The HOA shall have the capacity to execute on-going maintenance activities, and have the provisions to enforce conditions of use and utilization of properties within the association; including provisions to keep garages available for use of vehicle parking (and not habitable uses).

6.8.1 Parkways And Public Areas

Included in this project are public parkways and public areas that beautify the development. The future maintenance of these common areas shall be the responsibility of the Home Owner's Association established by the Marian Catholic Property development team.

Phase	On-Site Improvements	Off-Site Improvements
Phase 1 – Homes Residential		
84 Dwelling Units	<ul style="list-style-type: none"> • Demolition and grading of entire site • Private driveway 'A', 'B', 'C', 'K', 'F', 'L', 'J' & partial of 'E' • Construction of Neighborhood Park, Linear Park and Pocket Park on 18th Street recreation facilities • Water detention basin 	<ul style="list-style-type: none"> • Utility connections • 18th Street, Coronado Ave, Thermal Ave sidewalks and landscaped parkways • Private driveway entrances
Phase 2 – Commons (south) Residential		
54 Dwelling Units	<ul style="list-style-type: none"> • Finish southern portion of private driveway 'E'. • Private driveways "S", 'T', 'U', 'R', 'Q', 'P', 'M', 'N', 'O'. • Emergency vehicle entrance points off Coronado & bollards 	<ul style="list-style-type: none"> • 15' right of way easement on Coronado Ave • Landscaped parkway, non-contiguous sidewalk pathways & trees
Phase 3 – Commons (north) Residential		
37 Dwelling Units	<ul style="list-style-type: none"> • Complete remaining portion of private driveway 'E' to the north • Private driveways 'D', 'F', 'H', 'I' 	

Table 6.2 Phasing

6.8.2 Private Landscaped Areas

Private landscape areas, parks and drives developed in conjunction with private development proposals shall be maintained by the individual property owners or a Home Owners Association (HOA).

6.9 MASTER PLAN AMENDMENTS

This Master Plan sets forth a general framework and development standards for the future development of Marian Catholic Property. It is anticipated that various additional modifications to the Master Plan text and exhibits may be necessary during the life of the project.

Future modifications to the Master Plan shall occur in accordance with the specific amendment process described in this section. These amendments are divided into three categories described below and may be initiated by City Staff and/or property owner. Amendments must be consistent with the goals, objectives, and requirements of the General Plan and Zoning Ordinance, as modified by this Master Plan and associated entitlements.

Upon determination by the City Staff, modifications to the Master Plan uses, text and/or graphics may be approved by an administrative amendment without public notice and/or hearing upon a finding that the modification is in substantial conformance with the approved Master Plan. All Master Plan modifications found by City Staff not to be of a minor nature or not in substantial conformance with the approved Master Plan shall require an amendment that shall be processed in accordance with Section 143.0403 of the San Diego Municipal Code.

<i>Project Category</i>	<i>Development Project</i>	<i>City Review</i>
1	<ul style="list-style-type: none"> -Consistency with Base Zone land uses designation and development intensity. -Consistency with Base Zone development regulations. -Consistency with allowable deviations and Design Guidelines established by this Master Plan. -Consistency with Lot Reconfiguration and/or Consolidation 	Process One Substantial Conformance Review
2	<ul style="list-style-type: none"> -Consistency with Master Plan PDP -Separately regulated use as defined in LDC 	Process Three, Four or Five, as required by the San Diego Municipal Code.
3	<ul style="list-style-type: none"> -Master Plan PDP Amendment 	Process Three, Four or Five, as required by the San Diego Municipal Code.
4	<ul style="list-style-type: none"> -Requires change to Land Use Designation development intensity -Rezone 	Process Three, Four or Five, as required by the San Diego Municipal Code.

Table 6.3 Project Review Process

6.9.1 Non-Administrative Amendments

Minor modifications to the Master Plan as approved shall not require administrative or formal amendments (i.e. through Staff review or public hearing). The Developer has authority to make minor modifications to the Master Plan as follows:

- Modifications to facilities to insure safety of the Community residents and visitors.
- Realignment or modifications of internal pedestrian pathways servicing the project consistent with the circulation concepts of the Master Plan.
- Minor amendments to site sign locations to address operational and safety issues and operational functions of the community.
- Minor modification of design features such as paving treatments, fencing, lighting, trails, entry treatments and landscape treatments if consistent with the intent of the Design Guidelines of the Master Plan.

6.9.2 Administrative Amendments

Upon determination by City Staff, certain minor modifications to the Master Plan text and/or graphics as approved may be approved by an administrative amendment without public notice and/or hearing. City Staff has the authority to approve the following changes or administrative amendments to the Master Plan:

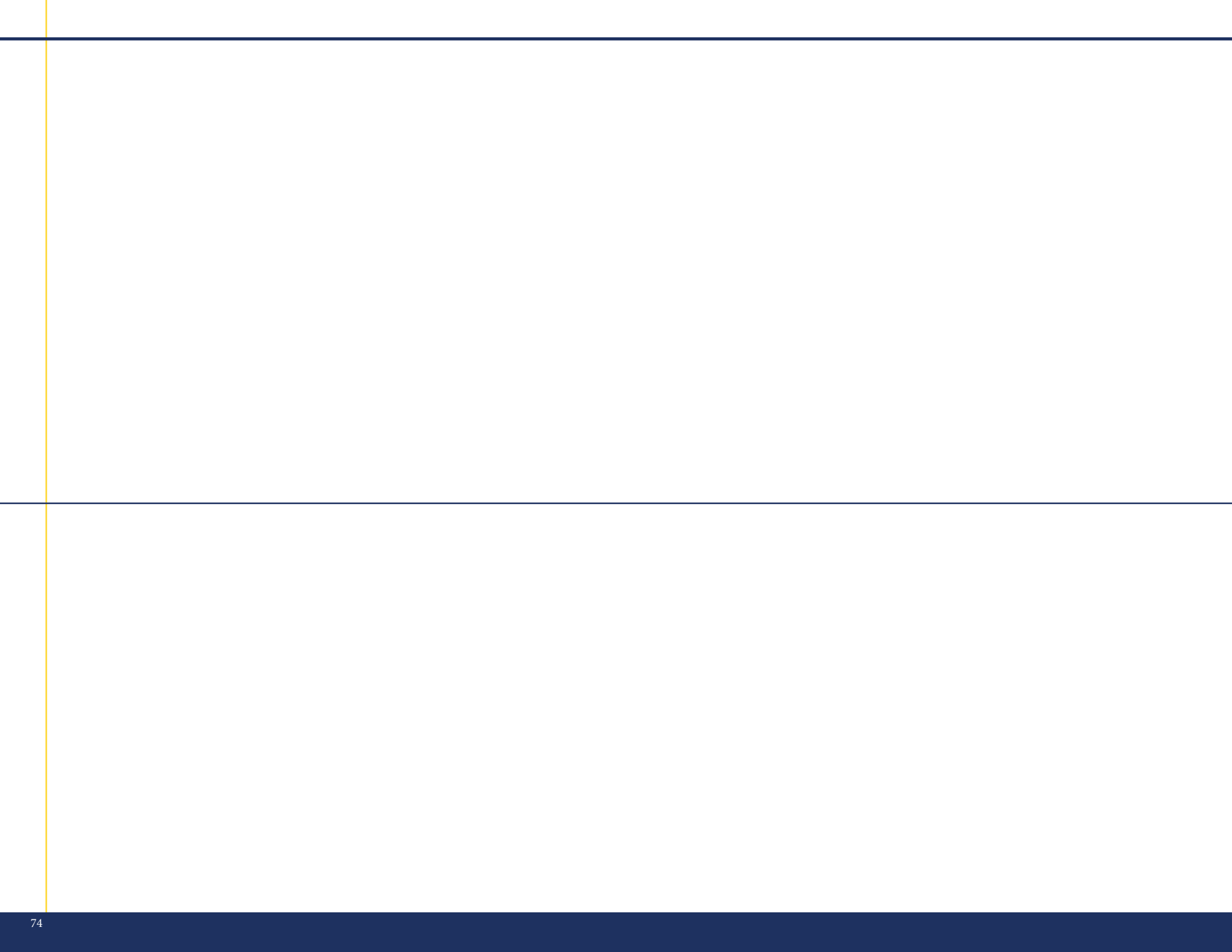
- Realignment or modifications of internal private drivewayss servicing the project if approved by the City Engineer.
- Minor changes to subsequently approved Site Development Plans provided such amendments do not increase the approved densities or modify boundaries of the Site Development Plan, nor permit a new use not shown on the approved Site Development Plan.
- Design modifications to features such as paving treatments, fencing, lighting, entry treatments and landscaping treatments.

6.9.3 Formal Amendments

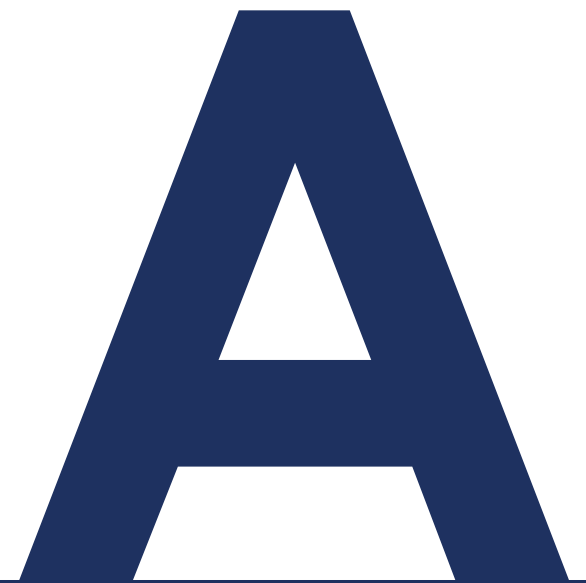
All Master Plan modifications which do not meet the criteria of a Non-Administrative or Administrative Amendment as provided in this chapter shall require a formal amendment to the Master Plan. A formal amendment shall be processed pursuant to the San Diego Municipal Code. All formal amendments shall be reviewed for approval by the Planning Commission and City Council.

Any request for a formal amendment to the Master Plan shall require serious consideration as it relates to the intent of the original Master Plan. As a condition of consideration of any formal amendment to the Master Plan, it shall be the applicant's responsibility to:

- Ensure the amendment meets the goals and objectives of the original Master Plan for development.
- Ensure that any impacts to the Master Plan resulting from the amendment can be satisfactorily mitigated within the guidelines of the California Environmental Quality Act (CEQA).
- Update any Master Plan studies and/or provide additional studies when determined necessary to comply with the California Environmental Quality Act (CEQA).
- Provide a strikeout/underline copy of the Master Plan text when changes are necessary and update any Master Plan exhibits affected by the amendment.



Appendix



APPENDIX

OVERVIEW

As mentioned in previous sections regarding Base Zone Regulations and Deviations, the PDP process allows deviations to zoning regulations; which helps to fulfill the purpose and intent of the Master Plan. Along with the Entire Premise, each individual Planning area has its' own deviations to the base zoning regulations and supplemental regulations.

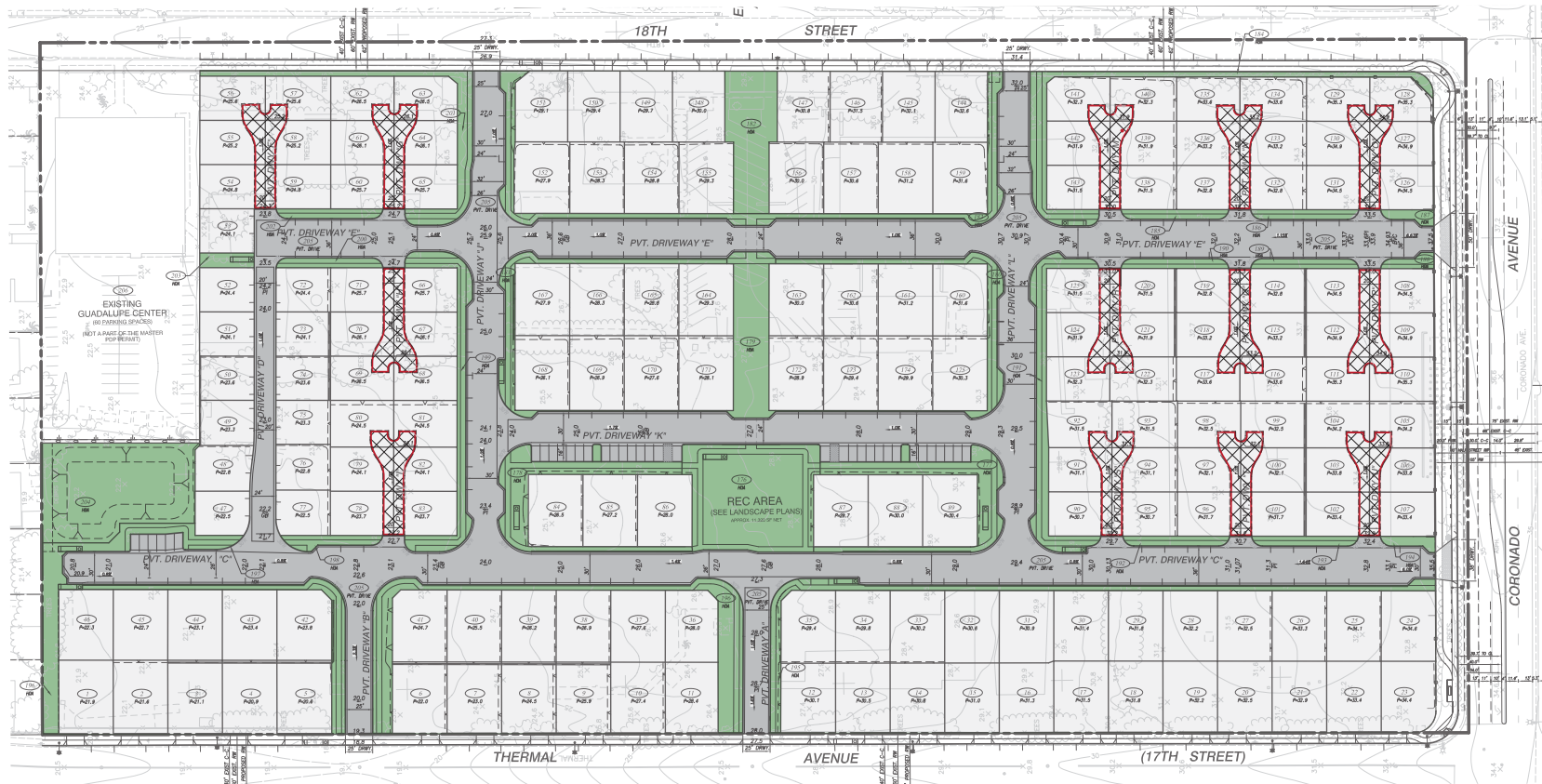
The following tables specify the proposed deviations and provides justifications, as well as help to provide clarification of lot type classification and to help identify individual building lot's fronts, backs, sides, and street sides for setback information. Reference numbers have been assigned to each deviation listed below in Table A-1: Deviations/Justifications Number Reference Table. These numbers correspond to the justifications listed in Table A-2 on the opposing page.





Justification Reference Number	Deviation and Justification
A	The proposed 9' minimum setback for a properties facing 18 th Street, Thermal Avenue and Coronado Avenue in conjunction with the added landscaped parkways and non-contiguous sidewalks, results in a setback from the street curb commensurate with the neighborhood.
B	Reduction of distance of private open space to rear property line helps achieve the objective of compact walkable communities specified in the General Plan and Community Plan.
C	Encroachment of private open space into the entire rear yard setback helps achieve the objective of compact walkable communities specified in the General Plan and Community Plan.
D	Reduction of lot width and depth helps achieve the objective of compact walkable communities specified in the General Plan and Community Plan and provides the community more affordable market-rate single-family homes.
E	The reduced setbacks helps to achieve the objective of compact walkable communities and provides flexibility for a wider variety of housing options as specified in the General Plan and Community Plan and is in line with the intent of the proposed RM zone.
F	The proposed 0' side yard setback, one side only, allows the creation along the opposite side yard of larger private patios, courtyards or gardens.
G	The reduction in percentage of ground level required habitable frontage allows for more compact single-family housing type that provides wider variety of housing options, creates more a walkable community, and provides opportunities for entry-level home buyers with more affordable single-family housing options.
I	"Streets" are defined as a public right of way in the municipal code. This applies to lots within the master plan that do not front a public street, instead access is provided via private driveways within the project site. Technically, these lots have 0 street frontage where 50' is required per the zone. All lots will have direct access to either a street w/required frontage or via a private driveway.

A-1: Deviations/Justifications Number Reference Table

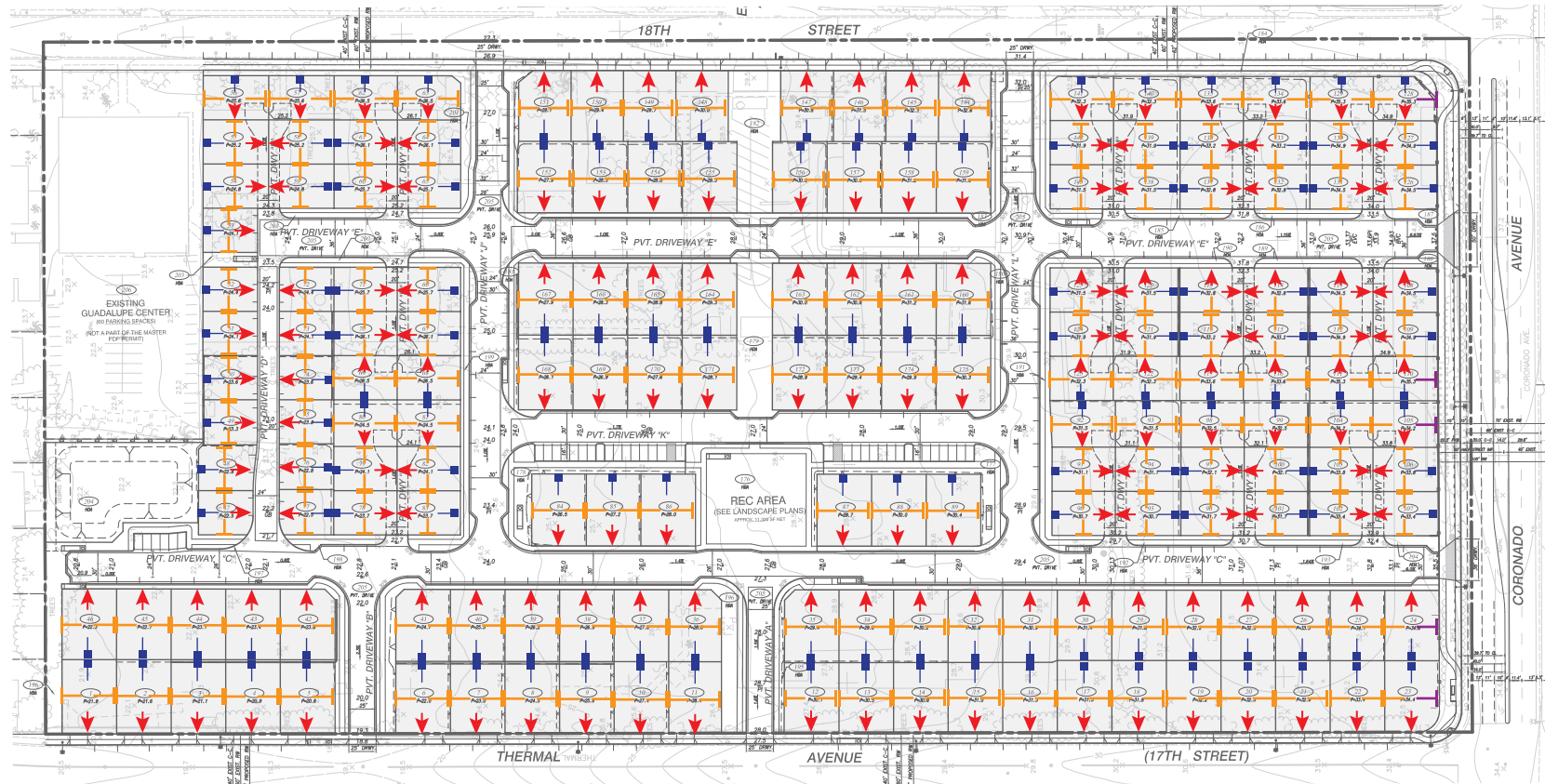
ZONING REGULATIONS		DEVIATIONS FROM BASE ZONE RM 1-2					
		PERIMETER LOTS		PLANNING AREAS			
		THERMAL, CORONADO, 18TH ST, INTERIOR PROPERTY LINES		HOMES		COMMONS	
DISCRIPTION	RM 1-2	PROPOSED REGULATION	JUSTIFICATION REFERENCE NUMBER	PROPOSED REGULATION	JUSTIFICATION REFERENCE NUMBER	PROPOSED REGULATION	JUSTIFICATION REFERENCE NUMBER
DU/Lot Maximum permitted density (sf/du) min lot area (sf)	2500 6000						
<u>Min Lot Dimensions</u>							
Lot Width (ft)	50			45	D	40	D
Street Frontage (ft)	50	0	I	0	I	0	I
Lot Frontage (ft)				45	D	40	D
Lot Width (Corner) (ft)	55			45	D	40	D
Lot Depth (ft)	90			60	D	58	D
<u>Proposed Setbacks</u>							
Proposed 18th Street Minimum/Standard Setback (ft)	15/20	9/18 (2)	A				
Proposed Coronado Avenue Minimum (ft)		9 (2)	A				
Proposed Thermal Avenue Minimum/Standard Setback (ft)		9/18 (2)	A				
Proposed Interior Property Line Minimum Setback (ft)		6 (2)	A				
<u>Setback Requirements</u>							
Minimum Front Yard Setback (ft) (% of Overall Dimension)	15 (50%)			9 (50%) (3)	E	2 (3)	E
Standard Front Yard Setback (ft)	20			18 (3)	E	2 (3)	E
Minimum Side Yard Setback (ft)	5			0 (3)(4)	E, F	0 (3)(4)	E, F
Standard Side Yard Setback (ft)	8			3 (3)(4)	E	3 (3)(4)	E
Street Side Setback (ft)	10			5 (3)(4)	E	5 (3)(4)	E
Minimum Rear Yard Setback (ft)	15			9 (3)	E	5 (3)	E
Maximum Structure Height (ft)	30						
Maximum Lot Coverage (%)	-						
Maximum Floor Area Ratio (FAR)	0.9						
Street Frontage (ft)	50	0	I	0	I	0	I
<u>Private Exterior Open Space Requirement</u>							
Useable Private Exterior Open Space (sf)	60						
Minimum Dimension In Any Direction (ft)	6						
Minimum Rear/Front Yard Dimension From Property Line (ft)	9	6 (2)	B			5 (2)	B
Minimum Side Yard Dimension From Property Line (ft)	4						
Percentage Allowed To Encroach (%)	50%	100%	C			100%	C
<u>PDP Requirements</u>							
(PDP) Minimum Useable Open Space Required/DU (sf)	375						
(PFP) Minimum Total Open Space Required/DU (sf)	375						
<u>Supplemental Requirements for RM 1-2</u>							
Percentage of Ground Level Req'd Habitable For Lots <50' Wide (%)	40%					30%	G
Percentage of Ground Level Req'd Habitable For Lots >50' Wide (%)	40%						
(2) Measured from the edge of property line (3) Measured from the edge of lot line, or edge of circulation easement when contained within 'Commons' Lots (4) One side is allowed 0' side yard setback. All other side yard setbacks must be 3' and a 3' step back is required above first level (5) Along 18th Street (6) Along Thermal Avenue Note: Where proposed regulation is left blank no deviation from RM 1-2 zoning regulations is proposed See Appendix B and C for Lot Type Identification Exhibit and Lot Front/Back/Side/Street Side Yard Identification Exhibit							

Table A-2: Zoning Regulation vs Proposed Deviations



-  COMMONS ACCESS EASEMENT
-  RESIDENTIAL LOTS
-  HOA OPEN SPACE LOTS
-  HOA PRIVATE DRIVEWAY LOTS

B: Lot Type Identification Exhibit



- ◀ FRONT OF LOT
- BACK OF LOT
- SIDE OF LOT
- STREET SIDE OF LOT

C: Lot Front/Back/Side/Street Side Yard Identification Exhibit

