

APPENDIX G:

Corner@2Oaks Phase 2

(CR Townhomes)

*Residential Development & Design
Standards*



Heart of the City Specific Plan

San Marcos, California

December 2016

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CR Townhomes is included in the HDMFR (High Density Multi-Family Residential) District within the Town Center district of the HOC Specific Plan. These CR Townhomes Residential Development & Design Standards (the “D&D Standards”) will serve as detailed, exclusive standards and requirements for the project’s site planning, site development, building architecture, and landscaping. These D&D Standards are intended to replace the Section 3 Design Guidelines in the HOC Specific Plan in its entirety, as pertains to the HDMFR category for CR Townhomes. Where conflicts exist between the San Marcos Zoning Ordinance and this document, these D&D Standards shall prevail.

b. Organization of these Development and Design Standards

The D&D Standards are divided into **Community Concept & Structure, Development Standards, Residential Architecture Standards,** and **Ownership & Maintenance Responsibilities**. These four sections are composed of descriptive text, conceptual plans, tables and figures, and photographic examples, together intended to give context and direction to subsequent approvals. All areas and dimensions are approximate unless noted as “minimum” or “required”. All mandatory requirements in the text are identified with the words “shall”, or “required”.

c. Implementation Process

All development proposals for CR Townhomes shall be administratively evaluated by the City of San Marcos Development Advisory Committee for consistency with these D&D Standards. Based on the consistency determination, the Development Advisory Committee shall have the power to approve an application with conditions or revisions, or to deny it subject to the applicant’s right of appeal. The Committee shall also have the authority to refer plans to the Planning Commission in lieu of making a consistency determination. No development proposal shall be deemed approved until all required revisions have been made and the modified plans have been submitted to the appropriate City departments and final plans have been signed.

The Committee shall have authority to administratively approve deviations, substitutions, or inconsistencies with these D&D Standards, provided the deviations, substitutions, or inconsistencies are offset by the merits of the modified design or development standard, do not significantly change the anticipated physical characteristics of the development, do not introduce a new use or group of uses not allowed within the HDMFR category, and do not have the potential to create new significant unmitigated environmental impacts that would require a subsequent or supplemental environmental analysis and determination under CEQA.

The D&D Standards shall be implemented and interpreted in a manner that best fulfills the spirit and intent of the Specific Plan and this Appendix thereto, and such

interpretations shall be made in writing and permanently maintained on file with the Planning Division for future reference.

2. Community Concept & Structure

a. Overall Community Concept

CR Townhomes is intended to be:

- Urban multi-family residential development (HDMFR District) within the Town Center district, in the Heart of the City Specific Plan, in keeping with the Urban Design Concept which the City of San Marcos has envisioned for the Heart of the City, and furthering the full range of land use elements including civic buildings, commercial, business, office, residential, and institutional uses, all of which together form the fabric of a successful Town Center.
- High density/intensity residential at 15 – 20 dwelling units per acre, the intensity range for High Density Multi-Family Residential (HDMFR) District within the HOC Specific Plan. The target density is 18 DU/AC.
- Transit-Oriented Development, given the close proximity of the project site to the existing transit/commuter rail station located in the opposing quadrant of the San Marcos Boulevard/Twin Oaks Valley Road intersection.
- Pedestrian-Oriented Development, emphasizing pedestrian linkages to:
 - Civic and cultural activities in the Heart of the City Specific Plan area such as the San Marcos Branch Library and City Hall,
 - Recreational facilities including Connors Park with playgrounds and lighted athletic fields, Buelow Park with picnic facilities, playgrounds, and access to the Inland Rail Trail, the Boys & Girls Clubs of San Marcos, San Marcos Gymnasium, and the San Marcos Sand Court with the Civic Center Park & Trail, basketball and volleyball facilities, and playground.
 - Educational facilities, in particular San Marcos Elementary School,
 - Hotel, office, retail and restaurant uses provided in the greater Corner@2Oaks development, across Twin Oaks Valley Road to the east in the Via del Prado Center, and throughout the Town Center,
 - Public transit, and to the major pedestrian corridors designated in the HOC Specific Plan.
- Mixed-Use Development, as the horizontally-integrated residential component of the greater Corner@2Oaks development, in keeping with the location, and the nature of a modern Town Center district.

- Urban in architectural design and site plan, with an “urban street” entryway off Twin Oaks Valley Road with appropriately located parallel parking spaces, three-story townhouse buildings with attractive and varied elevations closely abutting the urban street and Twin Oaks Valley Road, and minimal building setbacks from roadways to further the urban edge conditions and create the desired urban street image favored in the HOC Specific Plan.
- Designed to recognize the important relationship between public and private space. CR Townhomes should live “outward” and be designed to consciously avoid the pitfalls of turning inward, creating left-over, wasted space at the perimeters in the name of “buffering”, and failing to address public life.
- Designed with special emphasis given to State Highway 78/Twin Oaks Valley Road interchange, as it is a major point of entry to the City and should be developed accordingly. The design should not be focused on screening the project from the interchange or Twin Oaks Valley Road, but focused on setting the tone and furthering the urban design theme for the Heart of the City by visually presenting the quality and character of the architecture and site plan at this entry. The pedestrian corridor/pedestrian walkway designated for Twin Oaks Valley Road in the HOC Specific Plan, with its double row of trees and street theme planting will provide the formal urban treatment to establish the corridor to connect Town Center to the University and Business Centers.

Figure 2.1: Corner@2Oaks Phases 1 & 2 - Mixed-Use Development Site Plan shows the layout of the integrated land uses.

Figure 2.2: Corner@2Oaks Phase 2 (CR Townhomes) Site Plan illustrates the residential site plan. Another helpful illustration is Attachment 2: Civil Site Plan which provides the Building Numbers.



Figure 2.1: Corner@2Oaks Phases 1 & 2 - Mixed-Use Development Site Plan



Figure 2.2: Corner@2Oaks Phase 2 (CR Townhomes) Site Plan

b. Access from Public Streets

CR Townhomes will be accessed on the east from Twin Oaks Valley Road via an urban entry street, and on the north from San Marcos Boulevard through the commercial and retail components of Corner@2Oaks Phase 1. All public street improvements and public pedestrian walkways required to serve CR Townhomes will be designed and constructed with the development of Phase 1.

Vehicle ingress at the urban entry street off Twin Oaks Valley Road will be provided at a signalized intersection, from a dual left turn lane from northbound Twin Oaks Valley Road and a dedicated single right turn land from southbound Twin Oaks Valley Road. Egress from the project to Twin Oaks Valley Road will be provided by a single left turn lane onto northbound Twin Oaks Valley Road and a single lane thru/right turn lane, with the thru movement into 24-Hour Fitness driveway and the right turn movement onto southbound Twin Oaks Valley Road.

Pedestrian access at this signalized intersection to the recreational, retail, restaurant, and institutional facilities across Twin Oaks Valley Road will be provided through a crosswalk to be designed and constructed with Corner@2Oaks Phase 1. This crosswalk will serve to enhance the major pedestrian corridors designated in the HOC Specific Plan, and

pedestrian access to the activity centers and land uses easterly of Twin Oaks Valley Road will be improved.

c. Private Residential Streets and Motor Courts

The private urban entry street, private circulation street and motor courts within CR Townhomes shall be designed at minimum widths, to reduce the amount of impervious paving and create the desired urban street image, while providing the necessary access for the Fire Department, for trash collection, and for residential access.

Private Urban Entry Street. The Private Urban Entry Street provides pedestrian and vehicular access from Twin Oaks Valley Road into the Corner@2Oaks mixed-use development. The entry street serves to link the CR Townhomes residences with the restaurant, retail, hotel, and office uses and provides an effective transition between the land uses.



Figure 2.3: Private Urban Entry Street – Plan View

LEGEND

- ① RETAINING WALL WITH FENCING
- ② PARKWAY PLANTING
- ③ WALKWAY
- ④ DECORATIVE CONCRETE VEHICULAR PAVING
- ⑤ PALM PLANTING
- ⑥ HOA PLANTING AREA
- ⑦ PEDESTRIAN CROSSING AREA
- ⑧ 2' SQ. 10' HIGH LIGHT COLUMN
- ⑨ 3' HIGH x 4' WIDE x 6" DEEP ILLUMINATED PANELS
- ⑩ RESIDENTIAL BUILDING

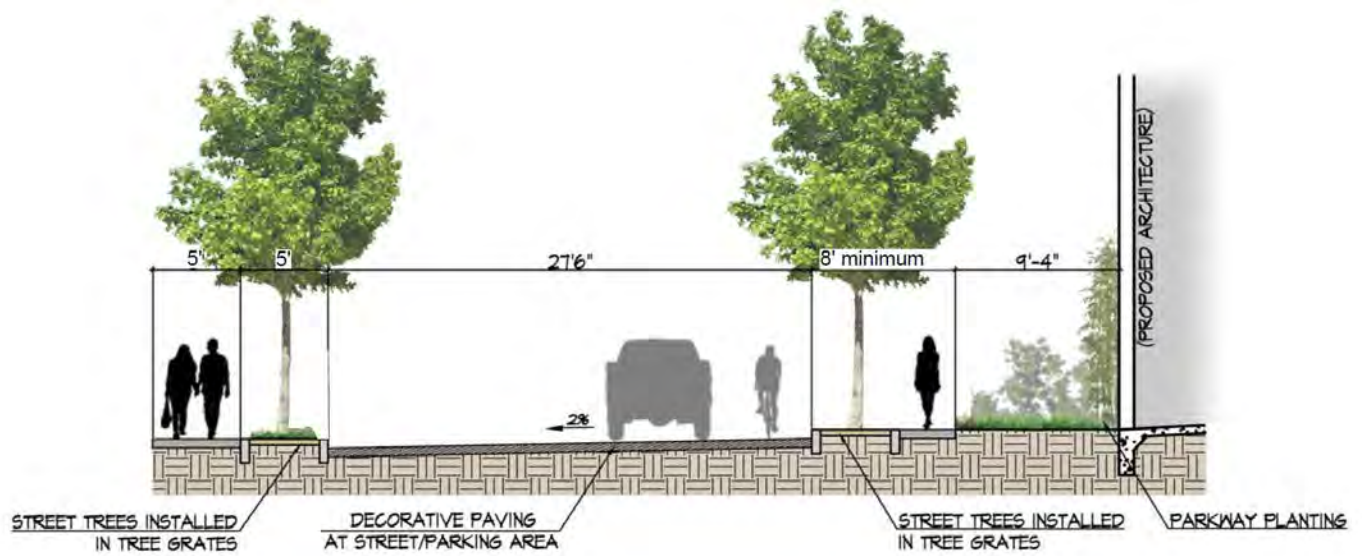


Figure 2.4: Private Urban Entry Street - Section



Private Circulation Street. The private circulation street provides vehicular access throughout DR Townhomes to the motor courts, private residential garages, and guest parking.

Figure 2.5: Private Circulation Street – Plan View

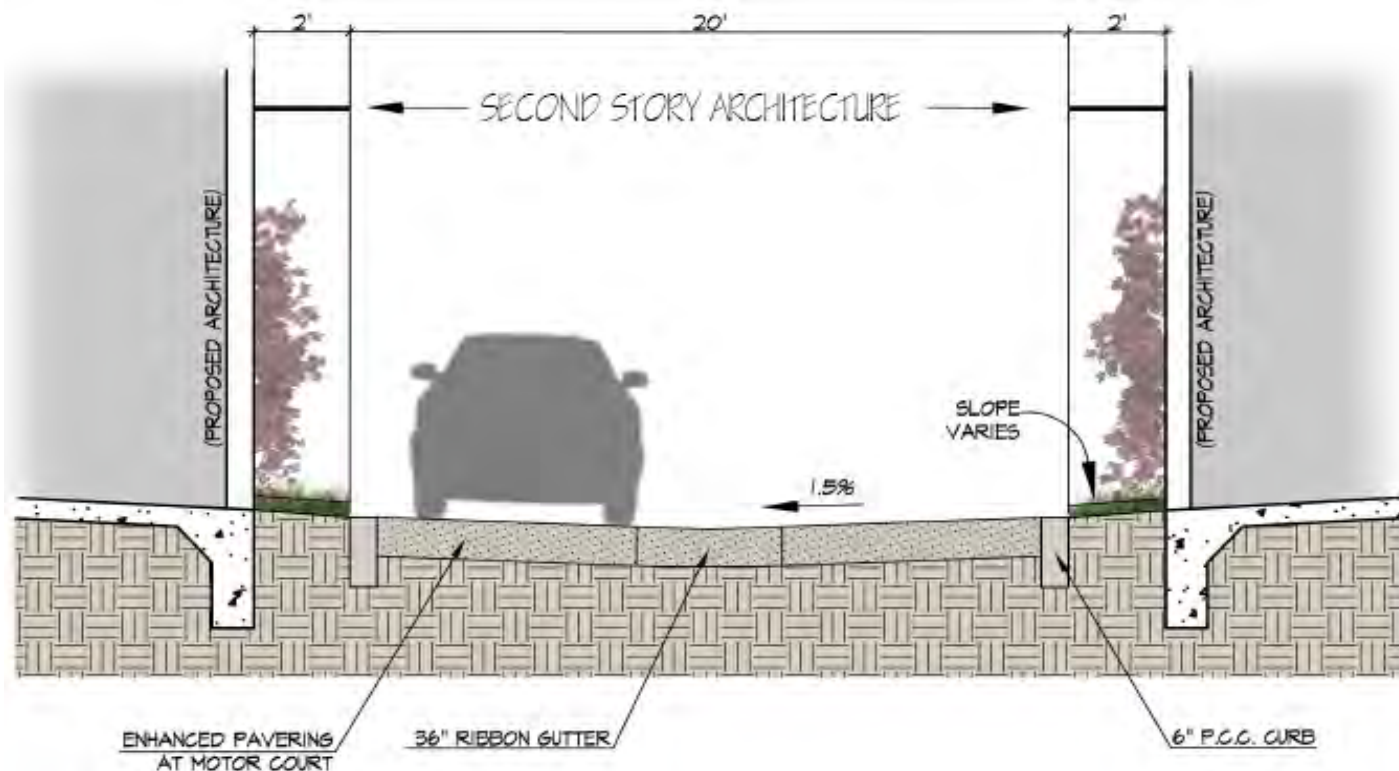


Figure 2.8: Private Motor Court -Section B-B

d. Pedestrian Linkages

Pedestrian movement into and through the community has been evaluated and pedestrian linkages corresponding to the anticipated movement patterns should be provided as shown on Figure 2.9: Pedestrian Linkages.

Enhanced paving should be used to define pedestrian linkages in parking lot areas and at appropriate pedestrian crossings of the urban entry street and private circulation street. In order to clearly define the pedestrian linkages and crossings, the same pattern of enhanced paving should typically not be used for other purposes such as marking parking spaces or utility access roads.

Walkways provided for pedestrian linkages within the community, such as between buildings and adjacent to private streets, shall be designed at minimum widths to reduce the amount of impervious paving and create the desired urban image, while providing for the necessary pedestrian access. Overly wide walkways are usually not appropriate in an urban residential setting. Where possible, pedestrian walkways shall take precedence over aboveground utility facilities. Utility facilities may be placed in underground vaults or appropriately screened from the walkways. While placing walkways and utility facilities in close proximity is not incompatible in an urban setting, above ground utility

facilities in CR Townhomes shall be placed a minimum of two feet (2') from edge of walkway.



Figure 2.9: Pedestrian Linkages

e. Common Area Recreation and Open Space

The design of the Common Area Recreation Center and Common Open Space areas shall be integrated into the overall design of the urban community. In urban communities such as CR Townhomes, the value of recreation centers and open space area is not primarily for use for active recreation or physical exercise, because residents have many other close-by and superior options for those. The primary value of the Common Area Recreation Center is in providing a neutral setting which fosters social interaction between residents. The primary value of the Common Open Space is in providing the serenity which comes observing the changing of the landscape of living things over time. For urban communities such as CR Townhomes, combining smaller open space areas to generate larger spaces would not necessarily promote these values. Outdoor spaces that are excessively large or incorrectly sited may lack spatial definition. Also, using landscape planting to screen the built environment, buildings or parking areas is not a high priority. Instead, designers should follow these guidelines:

Common Area Recreation Center

- Locate the Recreation Center, as the name implies, near the center of the residential community.
- Provide strong pedestrian linkage to the residential units.
- Also provide strong pedestrian linkage to the other horizontally-integrated mixed uses by emphasizing a central corridor linkage.
- Provide spaces and features for activities that encourage social interaction. Long tables with flexible seating for groups, with overhead market lights, is an example of such features.
- In designing features for the Recreation Center, consider the wide range of ages, interests, and abilities that residents of the community may represent, but do not attempt to replicate facilities that are better found within walking distance in the greater Heart of the City community, such as playgrounds, tot lots, workout and exercise facilities like lap pools, or facilities for activities that residents might better enjoy in their homes and private decks.
- Consider that some furnishing items, such as bicycle racks, will be little used by residents while they are at the Recreation Center. Provide these items for the occasional user, but scale them appropriately and emphasize furnishing items that encourage the Recreation Center's social purposes.



Figure 2.10: Common Area Recreation Center

Common Open Space

- Common open spaces should be dimensioned to human occupation and be proportioned to their surroundings and envisioned use.
- Define and contain outdoor spaces through a combination of the buildings, the landscape furniture, and the plantings. Discourage oversized spaces that lack containment.
- Outdoor spaces should establish a comfortable transition between the exterior and the interiors of the buildings.
- Link outdoor spaces with paths and walks to create a network of spaces.

f. Landscape Framework and Plant Palette

Landscape Framework

Landscaping is an important element contributing to the urban identity and horizontal integration of the Corner@2Oaks mixed use development, and serving as a strong element within the Heart of the City Specific Plan. The overall character of landscaping in the Heart of the City Specific Plan is described as “contemporary” and the Specific Plan guidelines are intended to establish and direct a readily identifiable unique landscape character. The Corner@2Oaks landscape framework will follow the framework of the Specific Plan as follows:

- As a Major Street, landscaping along Twin Oaks Valley Road, which is required to be designed and installed with Phase 1 of the Corner@2Oaks development, is intended to act as primary visual elements of the urban plan. Median planting will include large evergreen canopy trees with manicured ground plan. Parkway planting will contain two rows of tall, canopy deciduous trees with paved surfaced or manicured ground cover.
- The Community Entry from Twin Oaks Valley Road, which is also referred to as the urban entry street, is intended to create strong visual statements based upon an urban plaza or urban streetscape theme. Formalized planting with tall vertical elements is recommended. Vertical light panels lining the urban entry street will provide visual cues of the contemporary urban character. The Community Entry from San Marcos Boulevard will contain similar, but less intensive, landscape elements.
- The CR Townhomes landscape planting is intended to share elements and be very compatible with the landscape planting of the hotel, restaurant, and retail uses, but less formal, more relaxed, and more “residential” in character. Within the residential community, the central “core” where the Common Area Recreation

Center and primary pedestrian corridor are located will be a focus for landscaping that reinforces pedestrian linkages that create a recognizable community character. On-site landscaping adjacent to the urban entry street is to be compatible and complementary to the landscaping treatment of the entry, and of the entry intersection with Twin Oaks Valley Road. Quality planting, the use and cultivation of specimen plants, and “personality” or character should be given a higher priority in the landscape framework for an urban project in this Town Center location than “usability”.

Attachment 4: Concept Landscape Plan, illustrates the landscape framework for CR Townhomes. The urban character of the site is reflected in the landscape design whereby “pocket” areas are utilized for public gathering and may include seating with fire pits or bbq’s. The integration of the site with the commercial area evokes a “downtown feeling” where residents can walk to the corner market, coffee shop or movie theater. The walkable aspect of this community promotes a healthy living environment and promotes community interaction. The plan includes a dog run or dog park in an otherwise unused area created by required setbacks from City property along Twin Oaks Valley Road, and a tot lot.

The dog run provides residents and their pets a convenient area for exercise and play. The dog run may or may not be fully fenced as it is in a quiet and secluded area, fenced off from Twin Oaks Valley Road and its pedestrian corridor. Both on-leash and off-leash dog runs are popular with residents and their pets, and with ample seating for owners, the dog run should prove to be a popular social meeting place for both. The Homeowners Association will have maintenance responsibility for the dog run, as it will for the other common areas in CR Townhomes.

The tot lot will be provided for the quick and occasional use of residents. The tot lot is within steps of the Common Area Recreation Center. Because superior options for play for young children is readily available in the surrounding Town Center community, the tot lot will be modest in size and in play equipment. Equipment that is adaptive in nature, and serves a broader range of residents than only “tots” should be provided. All ages of residents should be encouraged to visit the tot lot and make use of its equipment; conversely, no residents should be discouraged from using it by its design or by policy.

Key to the landscape framework for CR Townhomes is its urban character and integration with the landscape of the Corner@ 2Oaks commercial, restaurant, retail and hotel landscape. Complementary and even similar plant palettes should be used. Massing, lighting, pavements, finishes, approaches to irrigation - continuity in all of these, where appropriate, will create the sense of an integrated, well-planned landscape throughout the Corner@2Oaks mixed use project.

There should also be differences in character and concepts between the Phase 1 (Commercial/Office) and Phase 2 (Residential) landscapes due to the differing land uses. The residential open space areas themselves should be smaller, more intimate, have more spatial definition, while remaining relaxed and inviting. Residents will spend more time in the residential landscape than patrons in the commercial landscape, so the landscape should “wear” especially well. The urban commercial landscape is about “pop” and impact. The compatible urban residential landscape is about serenity and enduring quality.

Plant Palette

Recommended trees, shrubs, and ground covers are listed in Table 2.1. As opposed to the guidelines elsewhere in the HOC Specific Plan, avoid the use of turf in large areas. This list may be amended with the Site Development Plan.

Table 2.1: Conceptual Plant Palette

USE	BOTANICAL NAME	
Focal Palms	PHOENIX DACTYLIFERA	DATE PALM
Pedestrian Walk Trees	LOPHOSTEMON CONFERTA	BRISBANE BOX
	LAGERSTROEMIA INDICA	CRAPE MYRTLE
	QUERCUS AGRIFOLIA	COAST LIVE OAK
Street Trees	PLATANUS ACERIFOLIA	LONDON PLANE TREE
	ULMUS PARVIFOLIA	CHINESE ELM
Accent Trees	JACARANDA MIMOSIFOLIA	JACARANDA
	KOELREUTARIA PANICULATA	GOLDEN RAIN TREE
	LYONOTHAMNUS FLORIBUNDUS ssp. ASPLENIFOLIUS	FERNLEAF CATALINA IRONWOOD
Courtyard Trees	RHUS LANCEA	AFRICAN SUMAC
	OLEA EUROPAEA	OLIVE TREE
Interior Street Trees	ERIOBOTRYA JAPONICA	LOQUAT

USE	BOTANICAL NAME	
	GEIJERA PARVIFLORA	AUSTRALIAN WILLOW
	LIQUIDAMBAR STYRACIFLUA	SWEET GUM
	PITTOSPORUM VIRIDIFLORUM	CAPE PITTOSPORUM
Slope Planting	ARBUTUS UNEDO / STRAWBERRY TREE METROSIDEROS TOMENTOSA/ NEW ZEALAND CHRISTMAS TREE RHUS LANCEA / AFRICAN SUMAC QUERCUS VIRGINIANA / SOUTHERN LIVE OAK	
Shrubs, Groundcover & Vines	AGAPANTHUS SPECIES / LILY OF THE NILE AGAVE ATTENUATA / AGAVE AGAVE VILMORINIANA / OCTOPUS AGAVE ALOE SPP. / ALOE ANIGOZANTHOS SPECIES / KANGAROO PAW BOUGAINVILLEA SPP. / BOUGAINVILLEA CAREX SPP. / SEDGE DISTICTIS SPECIES / TRUMPET VINE HEMEROCALLIS HYBRIDS / DAYLILY JASMINUM POLYANTHUM / PINK JASMINE LANTANA MONTEVIDENSIS / TRAILING LANTANA LIRIOPE MUSCARI / LILY TURF LIGUSTRUM JAPONICA TEXANUM / JAPANESE PRIVET MUHLENBERGIA RIGENS 'REGAL MIST' / DEER GRASS NASSELLA TENUISSIMA / MEXICAN FEATHER GRASS PENNISETUM 'HAMELN' / FOUNTAIN GRASS PHOENIX ROEBELENI / PIGMY DATE PALM PHORMIUM TENAX / NEW ZEALAND FLAX PITTOSPORUM SPP. / PITTOSPORUM PODOCARPUS MAKI / SHRUBBY YEW PINE RHAPHIOLEPIS INDICA / INDIA HAWTHORN STRELITZIA NICOLAI / GIANT BIRD OF PARADISE STRELITZIA REGINAE / BIRD OF PARADISE TRACHELOSPERMUM JASMINOIDES / STAR JASMINE	
Shrubs, Groundcover & Vines (Per FPP & Water Efficiency Ordinance)	AGAVE VILMORINIANA / OCTOPUS AGAVE CISTUS PURPUREUS / ROCK ROSE ENCELIA CALIFORNICA / CALIFORNIA BRITTLEBUSH HETEROMELES ARBUTIFOLIA / TOYON LUPINUS ARBOREUS / LUPINE RHUS INTEGRIFOLIA / LEMONADE BERRY RHUS LAURINA / LAUREL SUMAC	
Native Hydroseed	CAREX PANSA	SEDGE

USE	BOTANICAL NAME
Suggested Hydroseed Mix for Slopes within Fuel Modification Zone	ENCELIA CALIFORNICA / CALIFORNIA SUNFLOWER ERIOPHYLLUM CONFERTIFLORUM / GOLDEN YARROW ESCHOLZIA CALIFORNICA / CALIFORNIA POPPY ISOMERIS ARBOREA / BLADDERPOD LOTUS SCOPARIUS / DEERWEED LUPNIUS BICOLOR / PIGMY-LEAVED LUPINE MIMULUS PUNICEUS / RED MONKEYFLOWER OENOTHERA CHERIANTHEFOLIA / BEACH EVENING PRIMROSE PLANTAGO INSULARIS / PLANTAIN SISYRINCHIUM BELLUM / BLUE EYED GRASS VERBENA PERUVIAN / PERUVIAN VERBENA

g. Adjacent Land Uses

The four land uses adjacent to CR Townhomes are:

- To the north, Corner@2Oaks Phase 1 and San Marcos Boulevard.

The overall community concept for CR Townhomes is a residential community that lives “outward” as opposed to a community focused “inward”. This concept is key to a sustainable urban residential community. Outward living urban residential communities are likewise key to vibrant, sustainable town centers, providing the consistent patrons for the retail businesses, the frequent library users and concertgoers for the civic theaters, ridership for public transit, and the driving force in the economic growth and stabilization of the modern downtown.

Outward living for CR Townhomes is encouraged by purposeful connection to and horizontal integration with the restaurant, retail and hotel uses in Corner@2Oaks Phase 1, and the commercial, recreational, park, education, and civic facilities along San Marcos Boulevard.

The urban entry street provides the genesis for this horizontal integration. While providing a sense of definition and a visual start for the residential community, the urban entry street also provides a sense that attractive and wide-ranging non-residential uses are “just across the street”, and not across a commercial parking lot. The scale and feel of the urban entry street is appropriately pedestrian, and fosters the sense of a true mixed use community.

- To the west, an existing apartment home complex.

This existing apartment home complex is oriented toward San Marcos Boulevard, and is fenced along its boundary with the Corner@2Oaks property. The construction of the Corner@2Oaks Phase 1 project will replace this older fencing

with an appropriate decorative masonry wall, which will be screened by landscaping, and maintain the current orientation of the apartment home complex to San Marcos Boulevard.

- To the south, open space associated with San Marcos Creek.

Pedestrian and vehicular access to the open space associated with San Marcos Creek will be prevented by walls and fencing. An exception to this exclusion will be a fire and maintenance access road, with locking fence gates, to provide the necessary access for the Fire Department, utility providers, City of San Marcos, and allow maintenance of the revegetation area created with Corner@2Oaks Phase 1. This access will also be used by the management of CR Townhomes to access the Fuel Modification Zones that will be defined in the Fire Protection Plan required for approval of CR Townhomes for fuel modification purposes.

- To the east, Twin Oaks Valley Road, and across TOVR to commercial, recreational, and civic uses.

Screening the CR Townhomes residential buildings visually from TOVR is not an essential design concept or value. Good architectural design and site planning is essential, as are appropriate building measures to mitigate noise.

The pedestrian corridor/pedestrian walkway designated for TOVR in the HOC Specific Plan, with its double row of trees and street theme planting will provide the appropriate transition and screening from TOVR to the residential project.

Constructing a new pedestrian cross walk across Twin Oaks Valley Road with Corner@2Oaks Phase 1, from the southerly side of the urban entry street, should be expected to greatly improve pedestrian access to and from businesses and other facilities on both sides of TOVR .

3. Development Standards

The following Development Standards specify application of the HDMFR District regulations to the Corner@2Oaks (CR Townhomes) development. Whenever the regulations in these Development Standards differ from the regulations of the Heart of the City Specific Plan, and in particular the HDMFR District regulations, or differ from the City of San Marcos Zoning Ordinance, the regulations contained herein supersede those of the HDMFR District or the Zoning Ordinance. Where an issue is not addressed by the regulations in these Development Standards, the regulations of the HDMFR District shall govern. Where an issue is not addressed either by the regulations in these Development Standards or by the regulations of the HDMFR District, the regulations of the Zoning Ordinance shall govern.

Consistent with the Heart of the City Specific Plan, Table 6, Corner@2Oaks Phase 2 (CR Townhomes) shall be developed with a maximum of 118 3-Story Attached Townhomes, and a maximum lot coverage of 45%. The typical width of a Paseo shall be twenty feet (20'). The minimum building-to-building dimension across a Paseo shall be twenty feet (20'). The maximum height of a building shall be thirty-five feet (35').

a. Standards for Private Residential Streets and Motor Courts

Private Circulation Street. Consistent with Table 6, HOC Specific Plan, and Figure 2.6: Private Circulation Street - Section, the minimum width of the Private Circulation Street shall be twenty-four feet (24'), measured from curb to curb. Minimum centerline radius shall be thirty-six feet (36'). Minimum curb radius shall be twenty-four feet (24'). The turning radius into the motor courts shall meet Turning Radius Template B40, which is an inside turning radius of twenty-five feet (25').

Table 3.1: Private Circulation Street Standards

Minimum Width of Private Circulation Street	24'
Minimum Centerline Radius	36'
Minimum Curb Radius	24'
Inside Turning Radius into Motor Courts (B40 Template)	25'

Private Motor Courts. Consistent with Table 6, HOC Specific Plan, and Figure 2.8: Private Motor Courts - Section, the minimum width of pavement in private motor courts, measured from pavement edge to pavement edge shall be twenty feet (20'). Buildings with garage doors which front on motor courts shall be two feet (2') minimum from the

edge of the motor court pavement. The total width across the motor court from building to building, measured at the first story, will be twenty-four feet (24').

The minimum dimension across a motor court from building to building shall be twenty-four feet (24') measured at the first story, and twenty feet (20') measured at the second story and above.

Table 3.2: Private Motor Court Standards

Min. Width of Motor Court Pavement (Edge to Edge)	20'
Edge of Motor Court Paving to Building (each side)	2'
Building-to-Building Dimension across Motor Court (Drive Lane)	First Story - 24' Second/Third Story – 20'

b. Standards for Building Setbacks

Building setbacks from property line shall be as shown in Table 6, HOC Specific Plan.

Building setbacks from property line are only applicable to the exterior buildings listed.

Attachment 2 includes an exhibit showing the building setbacks graphically, for informational purposes only.

Table 3.3: Building Setbacks from Property Line (from Table 6, HOC Specific Plan)

Building Number (Exterior Buildings Only)	Minimum Setback from Front of Building to Property Line	Minimum Setback from Side of Building to Property Line	Minimum Setback from Rear of Building to Property Line
Building 1	11'	25' (TOVR)	n/a
Building 2	n/a	25' (TOVR)	n/a
Building 3	n/a	25' (TOVR)	n/a
Building 4	n/a	25' (TOVR)	n/a
Building 5	n/a	25' (TOVR)	n/a
Building 6	n/a	25' (TOVR)	n/a
Building 7	n/a	25' (TOVR)	n/a

Building Number (Exterior Buildings Only)	Minimum Setback from Front of Building to Property Line	Minimum Setback from Side of Building to Property Line	Minimum Setback from Rear of Building to Property Line
Building 8	12'	n/a	n/a
Building 9	26'	n/a	n/a
Building 22	n/a	Outside of VWD Easement	Outside of VWD Easement

c. Standards for Walkways

Walkways shall be designed to the minimum widths necessary.

- Interior walkways shall be four feet (4') wide, with the exception of that walkway that serves as the primary pedestrian linkage from the private urban entry street to the common area recreation center. This walkway (see Figure 3.1: Central Paseo Walkway) shall be a maximum of six feet (6') wide and shall be enhanced with decorative paving to emphasize its higher status in the hierarchy of pedestrian linkages.

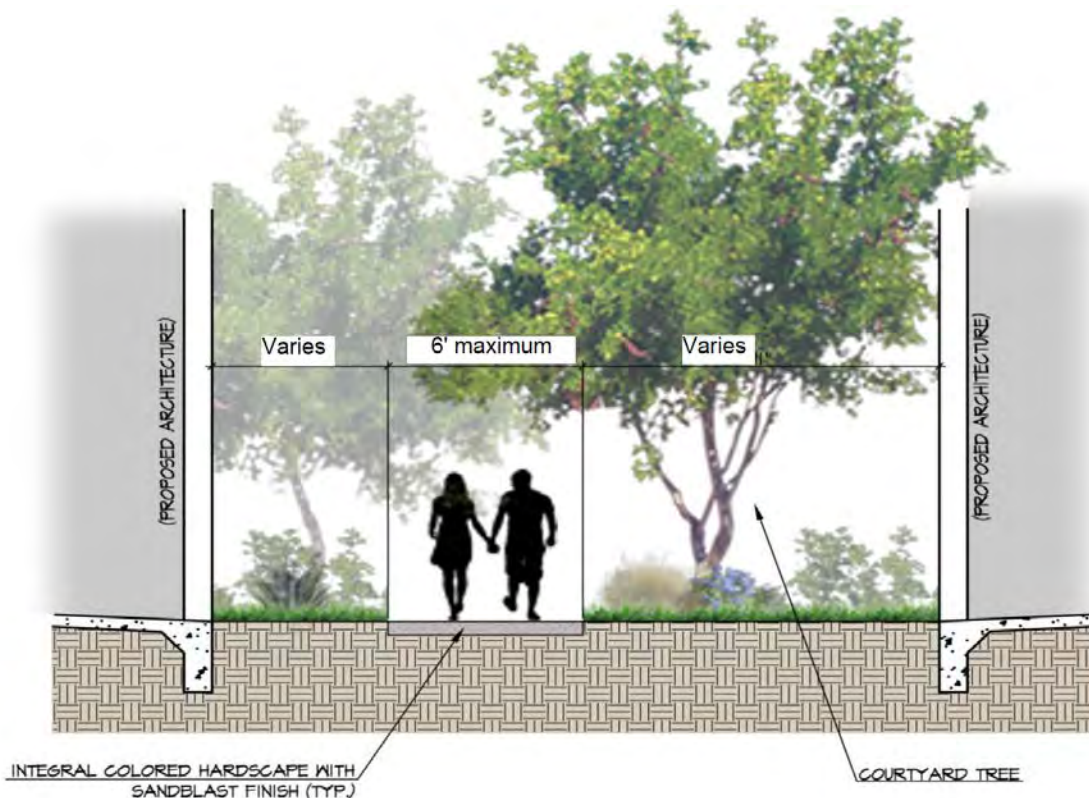


Figure 3.1: Central Paseo Walkway

- The sidewalk along the south side of the Private Urban Entry Street shall be a minimum of eight feet (8') wide and enhanced with decorative paving as shown on Figure 2.4: Private Urban Entry Street - Section.

d. Standards for Common Area Landscaping

- All landscaping must comply with Water Efficient Landscape Standards (Zoning Ordinance §20.330), and all applicable State of California standards.
- The minimum common open space requirement within CR Townhomes shall be 25%. Common open space must be "usable" to qualify. Walkways and other hardscape landscape amenities may be included in the calculation of common open space. Parking areas, private roads and driveways, private open space, and areas exceeding 10% slope must be excluded from the calculation of common open space.

e. Standards for Common Area Walls and Fences

- Common area wall locations shall be as shown on the approved Concept Landscape Plan, Sheet 6 of 8.
- Common area wall types shall be as shown on the approved Concept Landscape Plan, Sheet 7 of 8. Split face block, and tubular iron fence shall be the predominate fencing types.
- Attachment 4: Concept Landscape Plan provides a graphically representation of details, types, and locations of walls and fences, for informational purposes only.

f. Parking Standards and Parking Management Plan

CR Townhomes shall provide a minimum of two (2) garage parking spaces per unit and one (1) additional guest space for every three (3) units. Handicap accessible parking spaces shall be provided per ADA Table 208.2: Parking Spaces. Minimum parking space dimension shall be per **Figure 3.2: Parking Spaces**

Table 3.4: Parking Standards

Resident Parking Spaces	2 garage spaces per unit
Guest Parking Spaces	1 space per 3 units
Accessible Spaces	Per ADA Table 208.2: Parking Spaces Single Parking Facility, 51 to 75 total spaces Minimum # of Accessible Spaces = 3

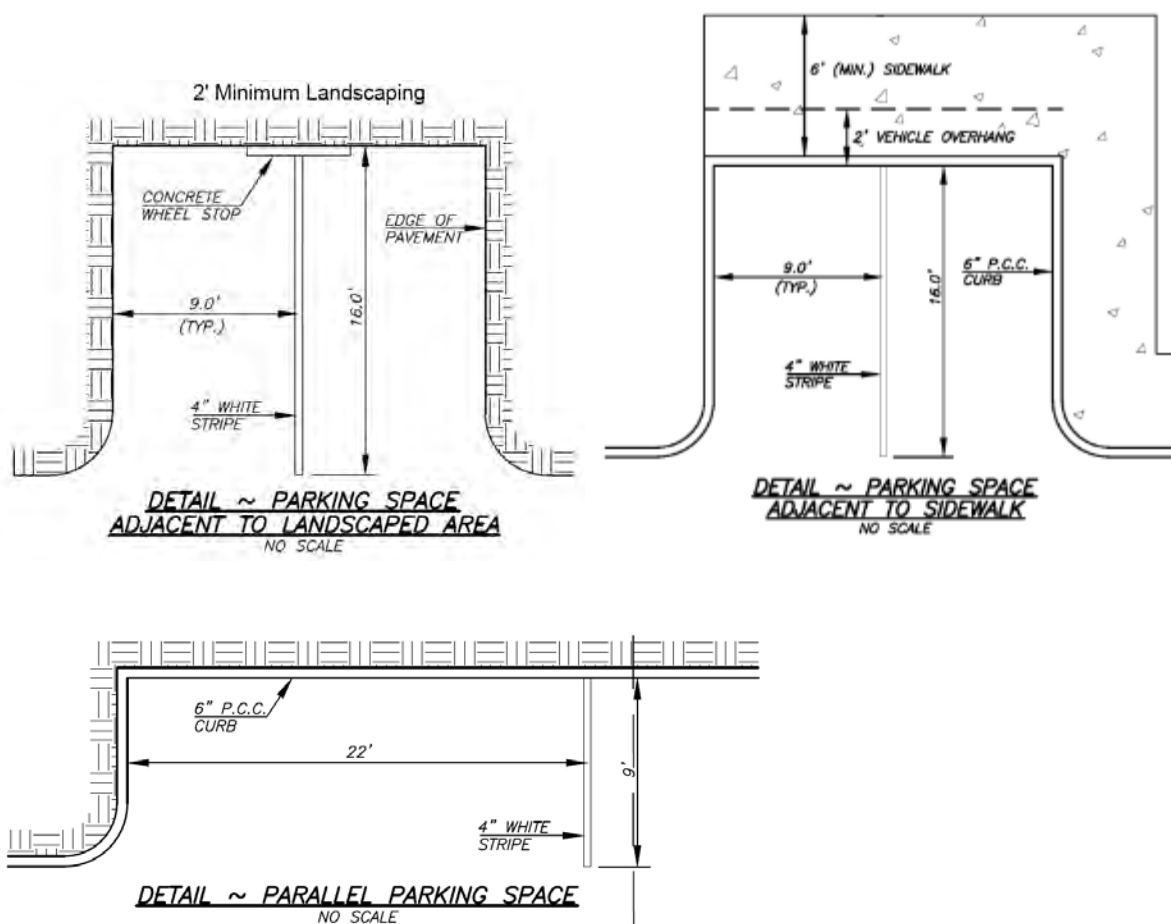


Figure 3.2: Parking Spaces

An example Parking Management Plan is attached as Attachment 1: Draft Parking Management Plan. Prior to approval of development plans for Corner@2Oaks (CR Townhomes), a final Parking Management Plan shall be submitted to the City of San Marcos for review and approval by the Fire Department, Planning Department and Building Department.

Parking within the greater Corner@2Oaks mixed use community is governed by the "Declaration Establishing Easements, Maintenance and Cost Sharing Obligations and Declaration of Open Space Easement for 2 Oaks Corner", (the "Declaration" or "Development CC&Rs") referenced in Section 5.a below. The Development CC&Rs place specific restrictions on the types of vehicles which may be parked anywhere in Corner@2Oaks, where vehicles can be parked, prohibits "permitted users" of the hotel parcel and office/retail parcel from parking within the residential parcel, and conditionally prohibits permitted users of the retail parcel from parking within the hotel and office/retail parcels.

Together with the final Parking Management Plan, the Development CC&Rs will allow proper management of parking for CR Townhomes and Corner@2Oaks.

g. Fire Department Access, Requirements, and Facilities Standards

Fire Protection Plan Required. Prior to approval of development plans for Corner@2Oaks (CR Townhomes), a comprehensive Fire Protection Plan (FPP) shall be submitted to the City of San Marcos for review and approval by the Fire Department, Planning Department and Building Department. The FPP shall be coordinated with the FPP required for Corner@2Oaks Phase 1.

The FPP shall include, but not be limited to, details of the Special Building Methods Zone (below), emergency access and water supply. The FPP shall also detail fuel load and flame height computer modeling, fire-resistive landscaping, and removal of dead, dying, or invasive vegetation in compliance with the perpetual maintenance plan for the San Marcos Creek mitigation area.

Fire Department Access. Perimeter access for fire apparatus shall be required around all structures. All Access Roads shall be a minimum of twenty-four feet (24') wide. The looping private circulation street, which serves as the primary Fire Department Access Road, shall be a minimum of twenty-four feet (24') in width from curb to curb. The parking lane northwesterly of Building 22 shall serve as an Access Road and shall be a minimum of twenty-four feet (24') wide. All Access Roads which are twenty-four feet (24') in width shall be posted with "No Parking – Tow Away Zone" signs approved by the Fire Department. All Access Roads shall meet the Fire Department turning radius requirements.

All Fire Lanes shall be a minimum of twenty feet (20') wide. The private motor courts, which radiate off the private circulation street and serve as Fire Lanes shall be twenty feet (20') minimum from edge of pavement to edge of pavement.

Access Road Design. All Access Roads and Fire Lanes shall be all-weather design, maintained to support the imposed loads of fire apparatus not less than 75,000 pounds, and provide access around the perimeter of structures.

Special Building Methods Zone. In order to comply with City of San Marcos Fire Department requirements for a one hundred fifty foot (150') defensible space between the boundary of the San Marcos Creek mitigation area located southerly of the CR Townhomes southerly boundary and the proposed structures, all structures within the defensible space shall be designed to comply with Chapter 7.a of the California Building Code. The approximate location of the Special Building Methods Zone is shown on Attachment 2: Civil Site Plan, for informational purposes only. The required Fire Protection Plan shall include all details necessary for review and approval of the FPP by the City of San Marcos Fire, Planning, and Building Departments.

Hydrants. Fire hydrants with an adequate water supply shall be installed per Fire Department requirements. Hydrant spacing shall be three hundred feet (300') maximum between fire hydrants.

Automatic Fire Sprinklers. A Fire Sprinkler System that complies with NFPA 13R shall be installed in all residential buildings. Exterior stand-alone, Class I standpipe outlets, interconnected to the Fire Sprinkler System, and fed by shared FDC's shall be required to meet a maximum hose pull distance of one hundred fifty feet (150').

Fire Alarm System. Notification systems, and Fire Sprinkler System monitoring systems shall be required, and shall comply with 2013 CFC and 2013 NFPA 72.

Emergency Responder Radio Coverage. All buildings shall have approved radio coverage within the building interior for emergency responders and shall comply with 2013 California Fire Code and San Marcos Fire Department requirements. The radio coverage shall be designed/confirmed by a consultant with proper expertise, approved by the San Marcos Fire Department.

Address Numbers. Address numbers shall be installed on each residential unit (minimum 4-inch height), and on each building (minimum 12-inch height). A "monument" sign with the range of address numbers shall be placed at the entry to the residential development.

Lighted Directory Sign. A lighted directory sign(s), per San Marcos Fire Department specifications and location requirements, shall be installed at an appropriate entry point, or appropriate entry points, to the residential development. The currently proposed location of the lighted directory sign is shown on Attachment 2: Civil Site Plan for informational purposes only, and shall be confirmed or modified by approval by the San Marcos Fire Department prior to approval of development plans.

h. Stormwater Quality Management

Prior to approval of final development plans for Corner@2Oaks (CR Townhomes), a final or updated Storm Water Quality Management Plan (SWQMP) shall be submitted to the City of San Marcos for review and approval by the Land Development Division. A preliminary design SWQMP for CR Townhomes is on file with the City of San Marcos. All development of CR Townhomes shall be in accordance with an approved, updated SWQMP, and shall meet the standards of the City of San Marcos and all other jurisdictional authorities.

4. Residential Architectural Standards

a. Architectural Design

The intent of these Residential Architectural Standards is to establish high quality architecture in the Heart of the City for the Corner@2Oaks (CR Townhomes). They encourage creative design solutions for this central landmark neighborhood for San Marcos. The architectural character shall favor multi – theme modern architectural styles that fit the setting and life styles of the densities proposed. This more urban HDMFR District development, as an integral part of the overall Corner@2Oaks mixed use project, should reflect compatibility with the commercial components.

This Section sets forth the minimum architectural elements necessary to achieve variety and distinction for the new community. Attachment 3: Concept Architectural Plans contains a graphical representation of the elements referred to in these Residential Architectural Standards, for informational purposes only.

This Section provides descriptions of building materials and forms expressive of the multi-theme/modern style. The exterior appearance of modern-style architectural features should be progressive and timeless and avoid trending fads such as excessive color blocking. When architectural components are defined in these standards as "required, discretionary (limited), and prohibited", these definitions are provided for future designers so the design solutions for various elements are focused on the priorities of the plan.

The intent of these guidelines and standards is to ensure that the development and construction of the eventual CR Townhomes buildings and project meets the intent, character, and concept approved by the City of San Marcos.

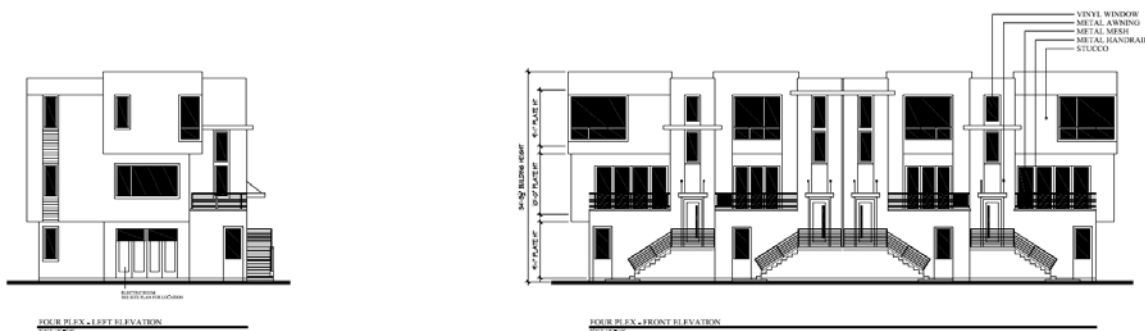


Figure 4.1: Typical Building Forms and Massing – See Attachment 3

b. Building Massing

The CR Townhomes architectural image will be perceived primarily from public spaces such as streets and the commercial component of the Corner@2Oaks mixed use

development. Therefore, building massing, scale and roof forms are the primary design components and require careful articulation. Emphasis shall be on horizontal forms.

Required:

- Articulation of wall planes both vertically and horizontally.
- Projections and recesses to provide shadow, depth, and definition of the architectural styles.
- Simple, bold forms to balance the architectural styles.
- Combinations of one, two and three story forms conveying sense of human scale.
- Contrary to the general Residential Site Planning Standards for multi-family homes in the HOC Specific Plan itself, units within buildings do not need to be staggered to create architectural interest in facades, adjoining streetscape, and common open space areas. Instead, components of the buildings, such as entries and decks can and shall be varied within a multi-unit building to the same effect.
- Rear elevations facing motor courts shall be well articulated and detailed.
- Orienting of units to streets and paseos shall predominate.
- Stairways shall be integrated into the architectural features of buildings.
- Contrary to the general Residential Site Planning Standards, the urban design approach in CR Townhomes does not place a high value on separating individual multi-family building to “provide a green space image”. Placing individual buildings in regular patterns in urban design is a positive. Placing individual buildings at minimum distances from each other is a positive. Repetitious forms are a positive, as long as part of an overall design theme.
- Units shall be arranged in three, four, five, and six-plex buildings, consistent with the approved Concept Architectural Plans. Attachment 3: Concept Architectural Plans, is provided for informational purposes only.

Prohibited:

- Large expanses of flat vertical or horizontal wall planes visible from public streets and commercial areas.

c. Garages

It is not necessary that garages front on motor courts removed from through traffic. It is also acceptable that garages front on the private circulation street. This variety adds to the strength of the plan and purpose to the private circulation street. Materials and colors of garages should be consistent with design of the residences. Garage doors shall be simple in design. They are a major visual element in single family attached housing. Accent colors are encouraged to complement the architecture and provide visual variety. Applied decoration is prohibited. Garage doors need not be varied in style and should provide a consistent element of the design for each building. Each garage door shall

provide a window (lite) to allow the HOA to confirm that the garage has not been converted to another use.

Required:

- Garage door: minimum eight (8) inches recess from adjacent walls.
- Garage door exterior decorative light.
- Plantings per approved Conceptual Landscape Plans.
- Design of garages shall not preclude an owner from adding an electrical vehicle charging station.
- Design of garages shall provide a minimum unobstructed space of twenty feet by twenty feet (20' x 20') within each garage which shall be reserved through the Residential CC&Rs for the parking of vehicles.
- Window or lite.

Prohibited:

- Bold trim and patterns.
- Applied decoration.

d. Corner Units

The side elevations of corner units should have a consistent level of detail and use of materials as the front elevations. Other than this, there are no special requirements for corner units.

e. Building Wall Materials and Colors

Exterior plaster or stucco will be the primary wall surface material with a sand finish texture. Heavy textures such as Spanish Lace, swirl or heavy trowel are prohibited. Wall finish colors shall be urban in character selected from the color palettes provided. Accent materials and colors used to complement the stucco are allowed and encouraged in moderation. The crisp, clean and simple use of tile, brick, stone and masonry are permitted as design accents and trim if used in a contemporary expression. Building wall materials shall be consistent with the approved Concept Architectural Plans, Sheet 12A. Attachment 3: Concept Architectural Plans, is provided for informational purposes only.

Color is intended to act as a primary theme conveying element, and reflective of modern styles. In general, the values should remain urban and highlight the character of the building. Use of materials such as metal, manufactured wood siding, stone, and a mix of dark and light colors as primary wall surfaces is encouraged. Building colors shall be consistent with the approved Concept Architectural Plans and applied to the buildings as shown thereon. Attachment 3: Concept Architectural Plans, is provided for informational purposes only.

f. Roof Materials, Color, Pitches, and Gutters

Where buildings are part of a mixed use development and the selected architectural style is modern, flat or varied sloped roofs are acceptable.

Required:

- Flat and sloped roof are acceptable. It is not necessary to have both within the same structure.
- Varied parapet heights, when using flat roofs.
- Combining one, two and three story elements.
- Varying plate heights and ridge heights when using sloped roofs.
- All mechanical equipment on roofs shall be architecturally screened.
- Back sides of parapet/roof surface shall be painted to match building surfaces.

g. Windows and Doors

Recessed door, window and wall openings are characteristic elements of the intended architectural style and convey the appearance of articulated exterior walls. Fully recessed openings are encouraged, although plaster projections and projecting windows may be used to add articulation to wall surfaces.

Particular attention must be given to the shading of windows with a western exposure. Interior and exterior shading devices are encouraged. Operable windows are encouraged to allow cross ventilation. High interior spaces should have operable windows or exhaust vents to release built-up heat. Windows shall be consistent with the approved Concept Architectural Plans, Sheet 12A: Materials Board. Attachment 3: Concept Architectural Plans, is provided for informational purposes only.

Required:

- Organized window arrangements.
- Color blocking.
- Simple window forms.

Discretionary:

- Use of canvas awnings (limited).
- Use of metal lattice (limited).
- Divided window lites (limited).

Prohibited:

- Silver or gold window or door frames.
- Reflective glass or metal awnings.

h. Decks and Balconies

Balconies or decks are a required element of the building design, and provide both practical and aesthetic value. Balconies should be integrated to break up large wall

masses, offset floor setbacks, and add human scale to buildings. The minimum size for balconies or decks for each unit should be 12' x 8' and shall provide 84 square feet minimum, with minor variations in dimension permitted.

Required:

- Sand finish stucco.
- Simple, clean, bold projections.
- Balconies which articulate wall surfaces.
- Painted metal or wood trim.
- Rough sawed wood discouraged.

Prohibited:

- Rough sawed wood.

i. Mechanical Equipment

All air conditioning/heating equipment, soft water tanks, gas meters, and electric meters must be ground mounted and screened from public view. Roof HVAC units are prohibited. Sound attenuation is encouraged.

j. Flashing, Sheet Metal and Vents

All flashing, sheet metal, vent stacks and pipes shall be painted to match adjacent building surfaces.

k. Special Building Construction Area

In order to comply with City of San Marcos Fire Department requirements for a one hundred fifty foot (150') defensible space between the boundary of the San Marcos Creek mitigation area located southerly of the CR Townhomes southerly boundary and the proposed structures, all structures within the defensible space shall be designed to comply with Chapter 7.a of the California Building Code. The approximate location of the Special Building Methods Zone is shown on Attachment 2: Civil Site Plan for informational purposes only. The final location shall be established with approval of the required Fire Protection Plan by the City of San Marcos Fire, Planning, and Building Departments.

5. Ownership & Maintenance Responsibilities

Long-term maintenance of CR Townhomes will be ensured through a framework of ownership and maintenance responsibilities. The components of this framework are the Corner@2Oaks Development CC&Rs, the CR Townhomes Homeowners Association & CR Townhomes Residential CC&Rs, the responsibilities of individual homeowners, and the responsibilities of the utility providers.

a. Corner@2Oaks Development CC&Rs

On September 24, 2015, the owners of the Corner@2Oaks property executed a “Declaration Establishing Easements, Maintenance and Cost Sharing Obligations and Declaration of Open Space Easement for 2 Oaks Corner”, (the “Declaration” or “Development CC&Rs”). The Development CC&Rs were recorded in the office of the San Diego County Recorder as Document # 2015-0539287, on October 14, 2015. The CR Townhomes property is subject to the Development CC&Rs.

When formed, the CR Townhomes Homeowners Association will be an Owner, as defined in the Development CC&Rs, and shall be bound by the obligations set forth in the Declaration.

The purpose of the Development CC&Rs is to manage, enhance, maintain and protect the value and attractiveness of the greater Corner@2Oaks community. As pertains to CR Townhomes, the Development CC&Rs establish:

- Easements for vehicular and pedestrian ingress and egress over the common project entrances;
- Easements for the use, operation and maintenance of shared stormwater drainage facilities;
- Easements for placement and maintenance of way-finding signage and monument signs;
- General maintenance easements;
- “Project Maintenance Areas” for which the maintenance expenses, defined as “Shared Project Expenses”, shall be allocated among the Owners on a proportionate basis defined in the Declaration.

The ownership and maintenance responsibilities established through the Corner@2Oaks Development CC&Rs will help to ensure an adequate level of permanent maintenance for CR Townhomes and the Corner@2Oaks mixed use community.

b. CR Townhomes Homeowners Association and Residential CC&Rs

The subdivision processes required for approval of CR Townhomes will require the formation of the CR Townhomes Homeowners Association and the preparation and recording of CR Townhomes Residential CC&Rs, to manage and govern the Community and to perform certain maintenance obligations and provide certain services for the benefit of the Community. A primary responsibility of the Association will be to maintain the common areas, private streets and motor courts, and the common private utility systems. The Association will be charged with primary enforcement of the Declaration of Covenants, Conditions, and Restrictions (the “Residential CC&Rs”) that will govern the sales, operations, and maintenance of the community and the residential units.

The CR Townhomes property will be held, conveyed, encumbered, and improved subject to the Residential CC&Rs for the purpose of enhancing, maintaining and protecting the value and appearance of the property. The Association will have the power to take disciplinary action and/or assess monetary fines against an Owner for violation of the Residential CC&Rs, and will have the power to enforce other remedies as may be needed to correct breach of any provisions of the Residential CC&Rs and other governing documents.

c. Individual Homeowner Responsibilities

The Owners of the residences in CR Townhomes will have the ownership and maintenance responsibilities common in law, and those imposed by the Development CC&Rs and Residential CC&Rs. Such responsibilities will include, but are not limited to, compliance with the restrictions on use of their property, clean up after pets, parking and vehicular restrictions, restriction on conversion of garages to other use, compliance with all applicable requirements and restrictions set forth in the City’s entitlement approvals, and restriction to storage of their trash containers in their garage except on the scheduled day for trash pickup. In general terms, no resident shall do anything on or within the Community that may be or may become a nuisance to the residents.

The Owners shall be responsible for the maintenance, repair and replacement of:

- The residential unit,
- The private utility facilities servicing the Owner’s residential unit,
- The individual private sanitary sewer lateral, individual private water service and individual private storm drain system to the point where these join either the common private sewer and common private storm drain systems or the public sewer and public storm drain systems.
- The “ground-mounted” HVAC unit and the hot water heater.
- Any other facilities or services designated for homeowner maintenance in the Residential CC&Rs.

d. Utility Providers' Responsibilities

The sewer, water, and dry utilities that serve CR Townhomes are provided by utility districts and utility companies with municipal rights, franchise rights, easement rights, and other commercial rights to serve the community. This portion of the overall utility system is commonly known as the “public” utility system. The utility providers are responsible for maintenance, replacement, and repair of the public utility system, subject to the rules and requirements conveyed by their municipal, franchise, easement, and commercial rights. Several public “trunk” utility lines pass through the CR Townhomes property and these are also the responsibility of the utility providers.

Connecting between the public systems maintained by the utility districts and utility companies and the individual private utility services maintained by the owners of the residential units are the common private utility systems maintained by the Association.

APPENDIX G:

Corner@2Oaks Phase 2
(CR Townhomes)

*Residential Development &
Design Standards*

Attachment 1: Draft Parking
Management

Draft
Parking Management Plan
For
CR Townhomes (Corner@2Oaks Phase 2)

This draft Parking Management Plan is for CR Townhomes, the residential component of the Corner@2 Oaks mixed-use development. The final Parking Management Plan shall be approved by the City of San Marcos and recorded with the Residential Covenants, Conditions, and Restrictions (CC&Rs) and if a provision of the recorded Parking Management Plan and the recorded Residential CC&Rs should conflict, the provisions of the CC&Rs shall control.

1. Each Owner acknowledges their receipt and review of this Parking Management Plan, and shall abide by them and any future City-approved modifications to this Parking Management Plan. It shall be the responsibility of each Owner to make his or her family members, tenants, guests, and invitees aware of the parking rules and regulations of CR Townhomes. However, the Owner, as a member of the Homeowner Association of CR Townhomes, shall remain responsible for the conduct of their family members, tenants, guests and invitees.
2. The Homeowner's Association shall have the responsibility to enforce this Parking Management Plan. The City of San Marcos shall be allowed to impose and enforce all provisions of the applicable California Vehicle Code sections or the City's ordinances on any private streets, driveways or alleys within CR Townhomes. Any vehicle in violation of the California Vehicle Code, City of San Marcos ordinances, or this Parking Management Plan may be towed at the vehicle owner's expense.
3. Each Townhome contains a garage which may be of insufficient size to park two (2) standard or large size vehicles or trucks. Owner acknowledges that before purchasing their Townhome it was Owner's responsibility to determine whether the size and location of the garage in the Townhome purchased by Owner is adequate and appropriate to park the Owner's vehicles.
4. The use and restrictions on use of each Townhome's garage is further defined in the CC&Rs. Neither the Homeowner Association nor any Owner shall convert any garage to any use which prevents its use for vehicular parking for which the garage was designed (two (2) car garages for two (2) vehicles). In no event shall a Townhome's garage or another portion of the Townhome be used for storage of combustible or hazardous materials or any other noxious, toxic, or odorous substances. Each garage door of each Townhome shall have and maintain a window of sufficient size, location and character to allow for visual inspection of the interior of the Townhome's garage by a representative of the Homeowner Association at any time for the purpose of determining compliance with the provisions this Section 4 of this Parking Management Plan and of the CC&Rs. The Homeowner Association makes no assurances that any Owner will be able to park vehicles anywhere within CR Townhomes or Corner@2Oaks other than in the garage of each Owner's condominium.

5. There shall be no parking in CR Townhomes that obstructs free traffic flow, constitutes a nuisance, violates the CC&Rs or this Parking Management Plan, or otherwise creates a safety hazard. There shall be no parking in CR Townhomes except for parking in garages, or in the parking spaces designated as Guest Parking Only on the Parking Management Plan exhibit attached to, and incorporated into, this Parking Management Plan. Parking by Owners, residents, family members, tenants, guests, and invitees in spaces designated as Commercial Parking Only on the Parking Management Plan exhibit is expressly prohibited
6. No parking zones will be identified by signs and/or red-painted curbs. Vehicles parked in these no parking zones may be towed immediately without advance notice to vehicle's owner.
7. Motor scooters, motorcycles, and motorbikes are subject to all provisions of the applicable California Vehicle Code sections or the City's ordinances on any private streets, driveways or alleys within CR Townhomes. All provisions of Section #5 above apply equally to motor scooters, motorcycles, and motorbikes.
8. Authorized Vehicles. Each Owner may apply to the Homeowner Association for designation of up to two (2) vehicles as Authorized Vehicles. The Owner shall provide the Homeowner Association with the vehicle license plate number and Vehicle Identification Number (VIN) on the application for each vehicle. Only properly, currently licensed vehicles shall qualify for application as Authorized Vehicles. Upon approval of each application, the Homeowner Association shall issue the Owner a distinctive decal or placard for display in the vehicle at all times when within CR Townhomes to visually designate the vehicle as an Authorized Vehicle under this Section #8 of this Parking Management Plan.
9. All Authorized Vehicles owned or operated by or within control of the Owner and kept within the Community shall be parked in an Owner's garage, unless (a) they are temporarily parked for a brief period not to exceed ten (10) minutes in an alley or driveway for loading and unloading purposes only, as may be defined in the CC&Rs Rules and Regulations, and only there is a vehicle attendant on hand to move the vehicle if requested by a Homeowner Association Representative or emergency service provider, and/or (b) they are parked in a designated Guest Parking Only parking space for brief periods not to exceed four (4) hours for loading and unloading purposes only, as may be defined in the CC&Rs Rules and Regulations. Parking an Authorized Vehicle in a parking space designated as Commercial Parking Only on the Parking Management Plan exhibit is expressly prohibited. Parking an Authorized Vehicle for more than four (4) hours or overnight in a parking space designated as Guest Parking Only on the Parking Management Plan exhibit is expressly prohibited.
10. Prohibited Vehicles. The following vehicles shall be Prohibited Vehicles: (a) large commercial-type vehicles (including pick-up trucks having a payload capacity in excess of one ton, stake bed trucks, tanker trucks, dump trucks, step vans, concrete trucks), (b) any vehicle that is designed to accommodate more than ten (10) people, (c) vehicles having more than two (2) axles, (d) trailers, inoperable

vehicles or parts of vehicles, (e) aircraft, (f) other similar vehicles, (g) any vehicle or vehicular equipment deemed a nuisance by the Homeowner Association's Board, or (h) vehicles in violation of an ordinance of the City of San Marcos. If a vehicle qualifies as both an Authorized Vehicle and a Prohibited Vehicle, then the vehicle is presumed to be a Prohibited Vehicle, unless the Homeowner Association Board expressly classifies the vehicle as an Authorized Vehicle in writing.

11. Prohibited Vehicles may not be parked or kept anywhere in CR Townhomes, including on any private street, driveway, alley or Guest Parking Only parking space in CR Townhomes, unless (a) they are actively being used in connection with services to an Owner's Townhome, actively being used in connection with the City's or a utility provider's management or maintenance of their facilities, actively being used in connection with services to the Homeowner Association or Property Owner Association on a part of CR Townhomes, and there is a vehicle attendant on hand to move the vehicle if requested by a Homeowner Association representative or emergency service providers, and/or (b) they are parked for brief periods not to exceed four (4) hours for loading and unloading purposes only, as may be defined in the CC&Rs Rules and Regulations, and/or (c) they are parked in an Owner's fully enclosed garage with the door closed.
12. No person may repair, maintain or restore any vehicle on Homeowner Association Property.
13. Each Owner is responsible for parking violations of his or her family members, tenants, guests and invitees.

Guest Only Parking Spaces

1. The use and restrictions on use of the Guest Only parking spaces are governed by this Parking Management Plan. There are a total of ____ open spaces that are identified and described as Guest Only parking spaces in the Parking Management Plan exhibit attached to, and incorporated into, this Parking Management Plan. Of these ____ spaces, ____ spaces are handicap parking spaces.
2. Guest parking passes will be issued on a first come, first serve basis. Each parking pass will be valid for a specified 48-hour period and at no time will there be more than ____ valid parking passes issued for any 24-hour period. In order to obtain a Guest parking pass, an Owner must submit such a request to the manager of the Homeowner Association in advance, and the manager may transmit the Guest parking pass electronically. The Guest parking passes request must include the name of Owner's visitor and a description of the vehicle (manufacturer, make/model, color and license plate identification) in addition to any other information required by the Association.
3. Guest parking passes must be displayed in the vehicle for which the pass is issued and be easily seen from outside the vehicle. The Homeowner Association may specify additional directions for display of each Guest parking pass.
4. Visitors who do not obtain a Guest parking pass may park their vehicle in any

available Guest Only parking space for no more than four (4) consecutive hours. Any vehicle parked in a Guest Only parking space for more than four (4) consecutive hours without a valid Guest parking pass issued by the Homeowner Association will be immediately towed.

5. Guest parking passes may be extended longer than 48-hours on a case-by-case basis. Owners are required to submit such a request in advance to the manager of the Homeowner Association describing the purpose of the request.
6. At the close of escrow each Owner will receive two (2) parking passes that will be valid for fourteen (14) days from the close of escrow. During this period, the Owner may park in available Guest Only parking spaces provided such parking pass is displayed in the Owner's vehicle. The purpose of these passes is to allow each Owner necessary time for apply for designation of vehicles as Authorized Vehicles. After such fourteen (14) day period, Authorized Vehicles must be parked in the garage of the Owner's Townhome and will no longer be allowed to park in any visitor parking spaces.
7. The Association shall enter into a written agreement with one or more towing companies requiring them to comply with the requirements of California Vehicle Code §22658.
8. The Association shall be responsible for the implementation and enforcement of this Parking Management Plan.

APPENDIX G:

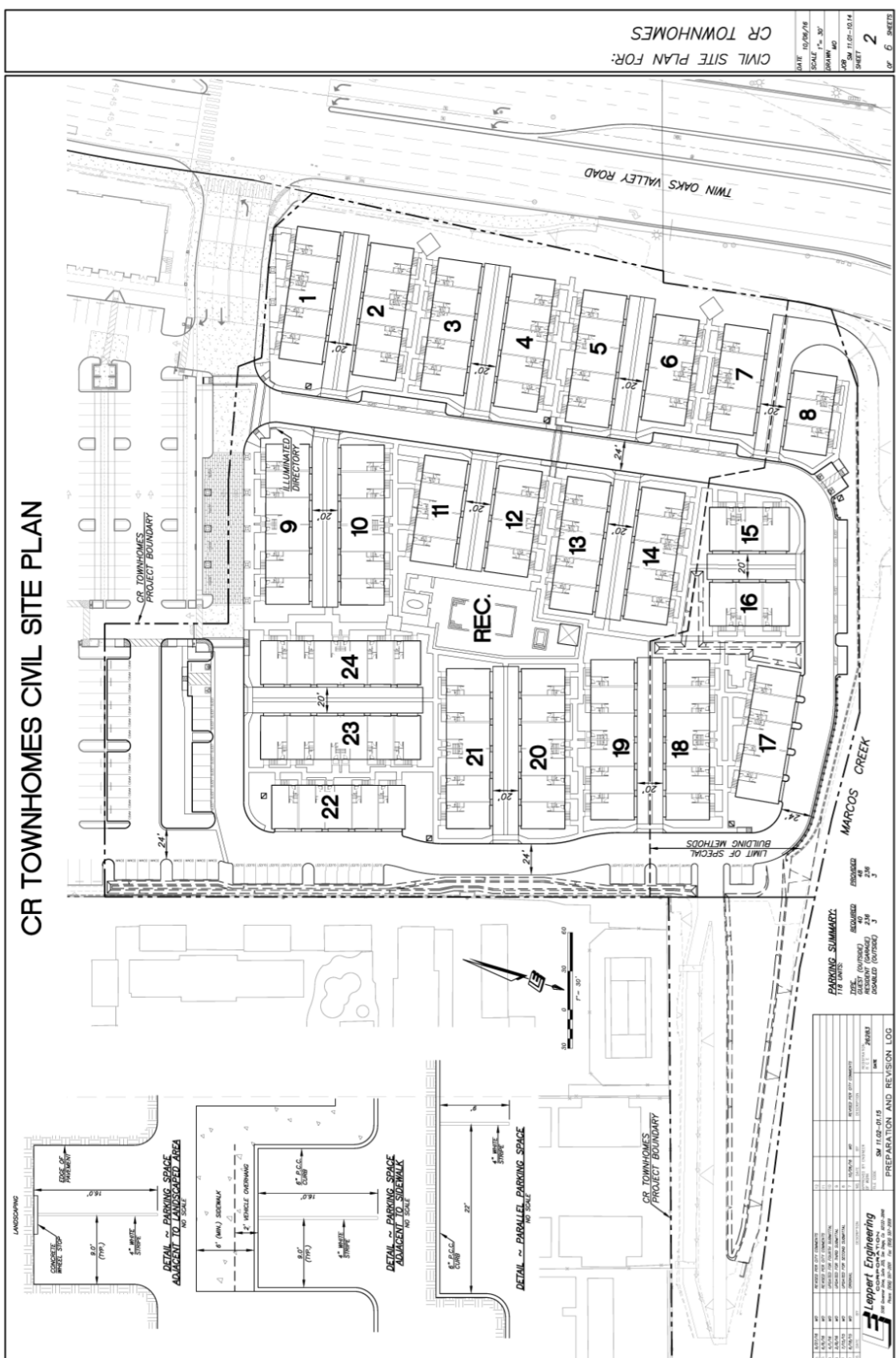
Corner@2Oaks Phase 2
(CR Townhomes)

*Residential Development &
Design Standards*

Attachment 2: Civil Site Plan

(For informational purposes only. See approved Tentative Map for details.)

For informational purposes only. For details, see Sheet 2 of 6 of the approved Tentative Map.



APPENDIX G:
Corner@2Oaks Phase 2
(CR Townhomes)
*Residential Development &
Design Standards*

Attachment 3: Concept
Architectural Plans

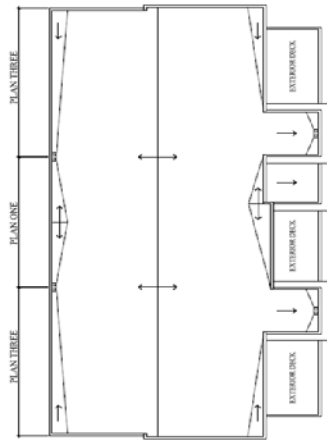
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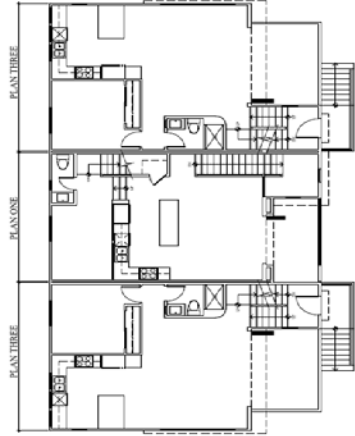
Colrich Inc.



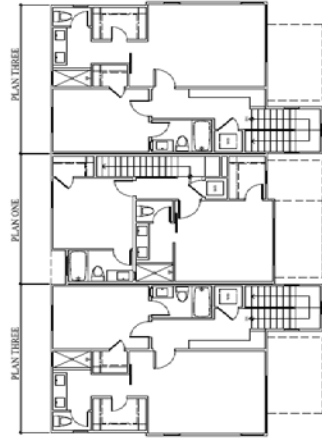
ARCHITECTURAL PACKAGE



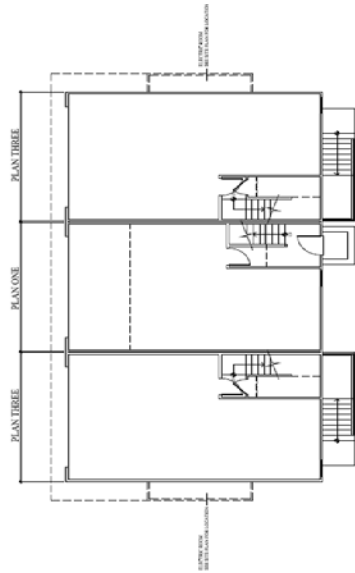
THREE PLEX - ROOF PLAN
10/15/2022



THREE PLEX - SECOND FLOOR PLAN
10/15/2022

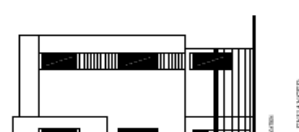
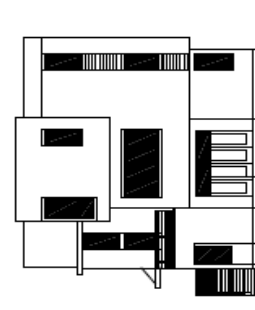
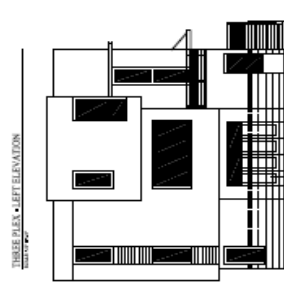
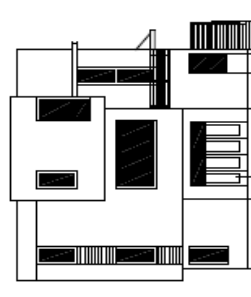
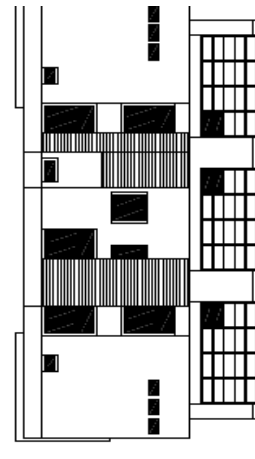
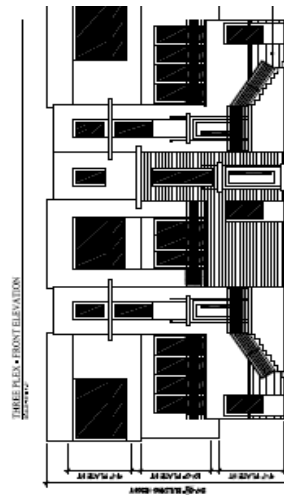
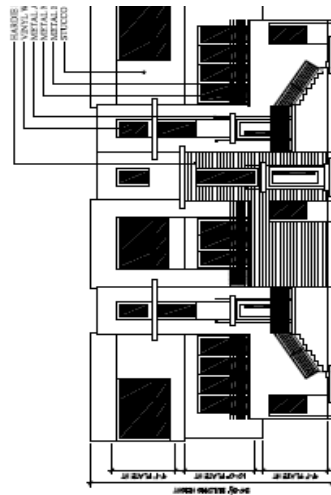


THREE PLEX - THIRD FLOOR PLAN
10/15/2022

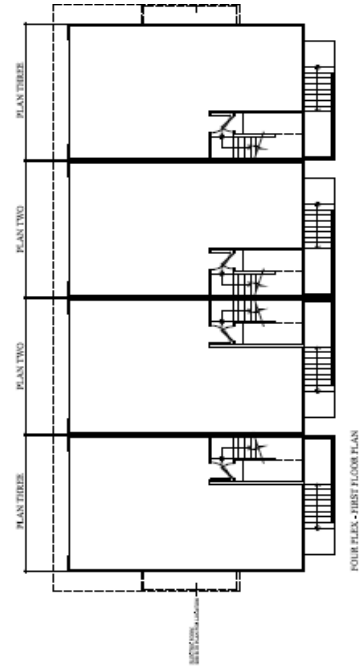
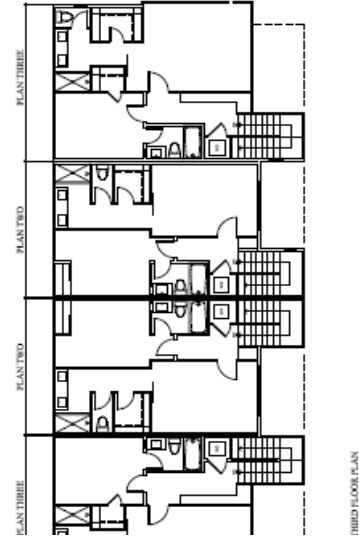
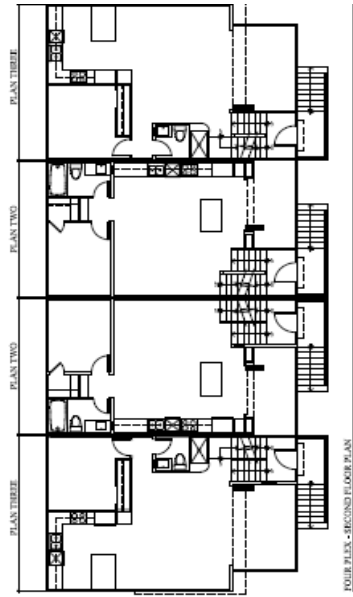
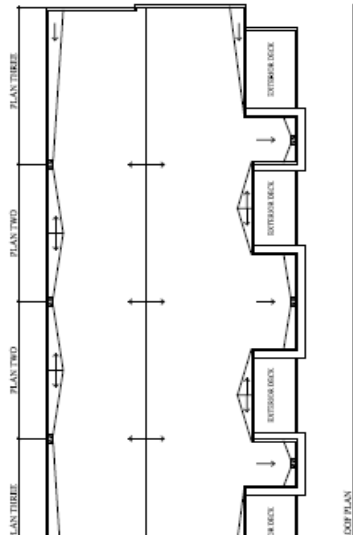


THREE PLEX - FIRST FLOOR PLAN
10/15/2022

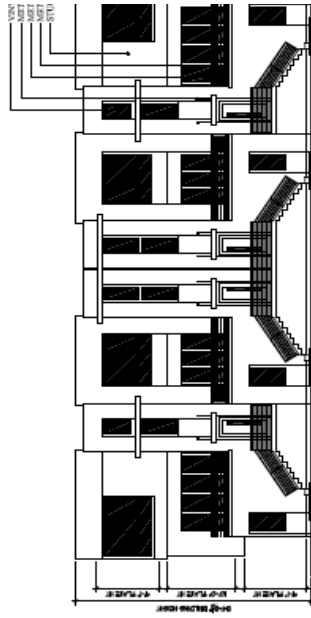
THREE PLEX BUILDING TOUR CORNER Colrich Inc.



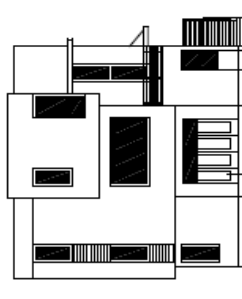
THREE PLEX BUILDING
TOVR CORNER
Colrich Inc.



FOUR PLEX BUILDING TOWER CORNER Colrich Inc.



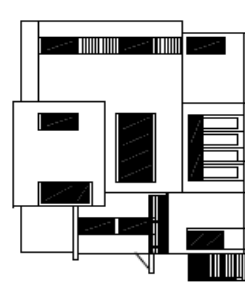
FOUR PLEX - FRONT ELEVATION
SCALE: 1/8" = 1'-0"



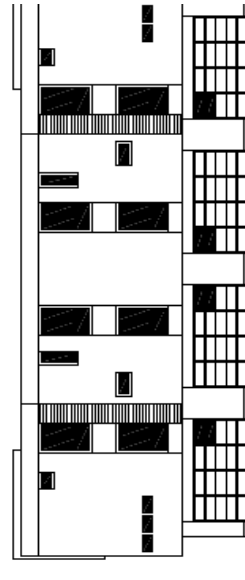
FOUR PLEX - LEFT ELEVATION
SCALE: 1/8" = 1'-0"



FOUR PLEX - LEFT ELEVATION - ENHANCED
SCALE: 1/8" = 1'-0"



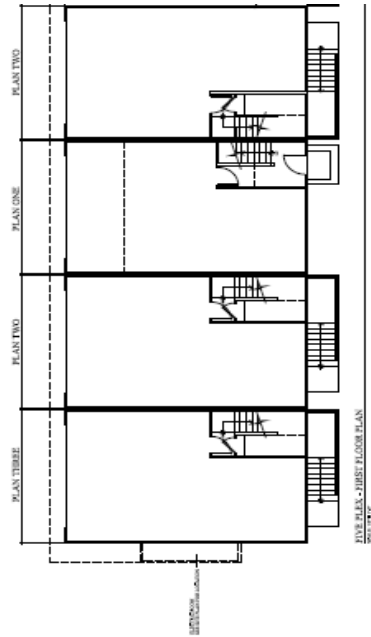
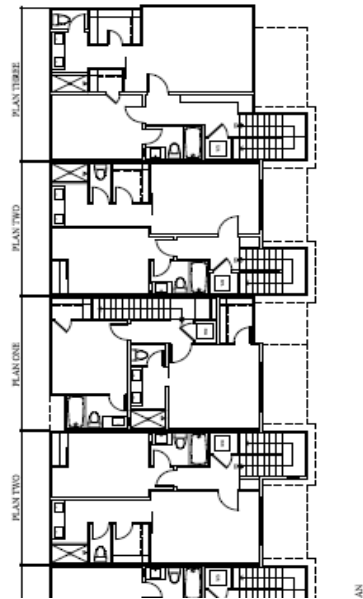
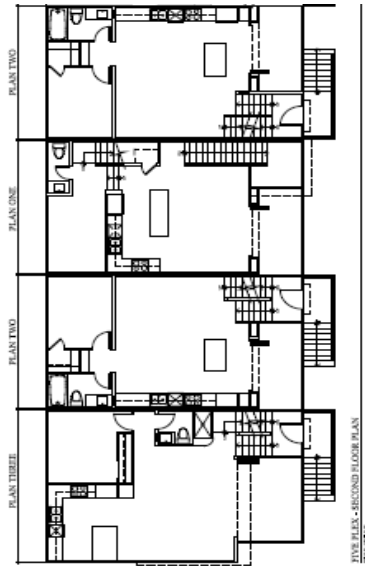
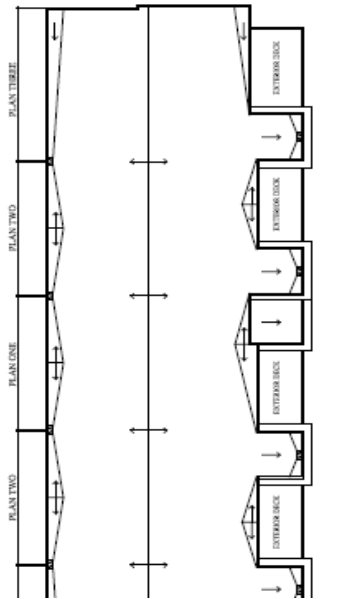
FOUR PLEX - RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



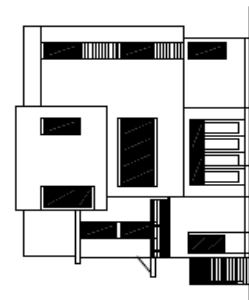
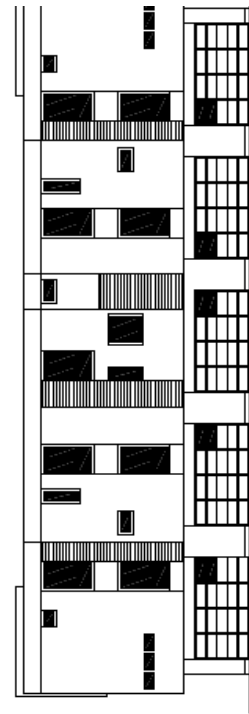
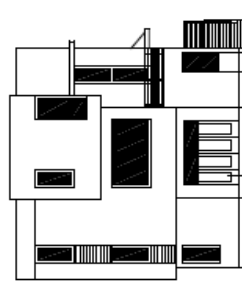
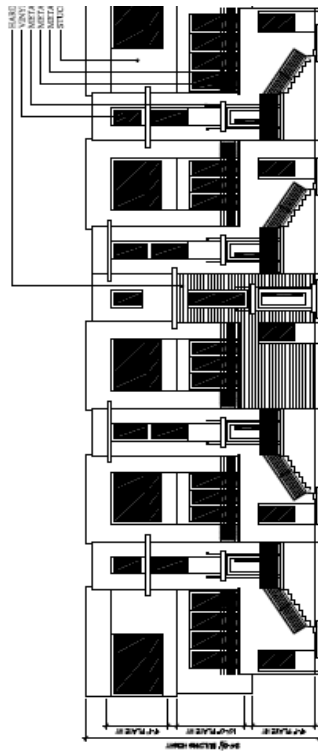
FOUR PLEX - REAR ELEVATION
SCALE: 1/8" = 1'-0"

SEE SHEETS A-10 TO A-17 FOR COLOURS

FOUR PLEX BUILDING TOWER CORNER Colrich Inc.

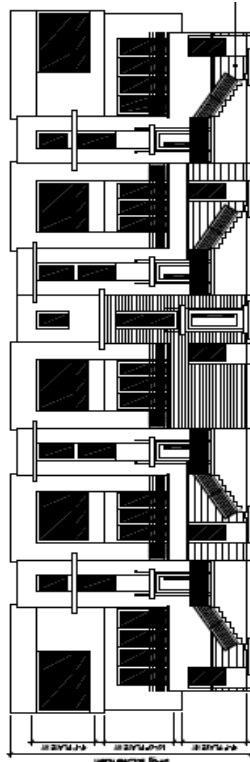


FIVE PLEX BUILDING TOUR CORNER Colrich Inc.

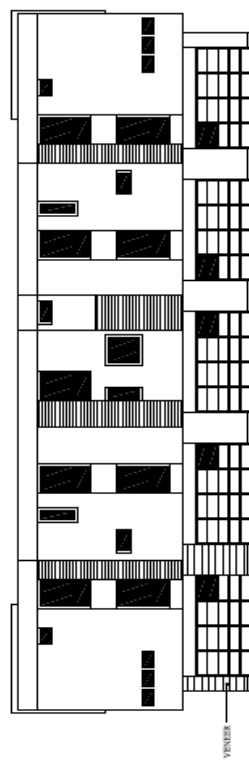


FIVE PLEX BUILDING
TOWER CORNER
Colrich Inc.

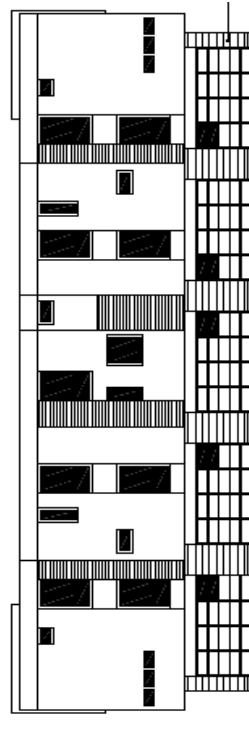
SEE SHEETS A.13 TO A.17 FOR COLORS



FIVE PLEX • FRONT ELEVATION • ENHANCED

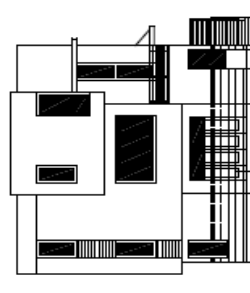


FIVE PLEX • REAR ELEVATION • PARTIAL ENHANCEMENT AT BUILDING 22

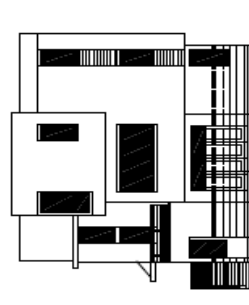


FIVE PLEX • RIGHT ELEVATION • ENHANCED

SEE SHEETS A-10 TO A-17 FOR COLOURS

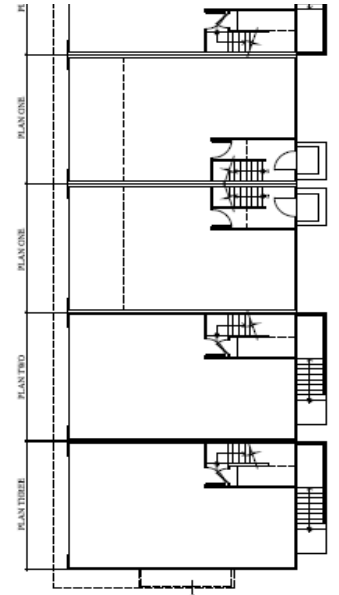
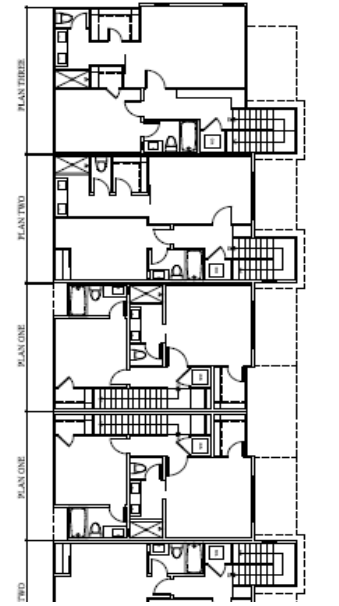
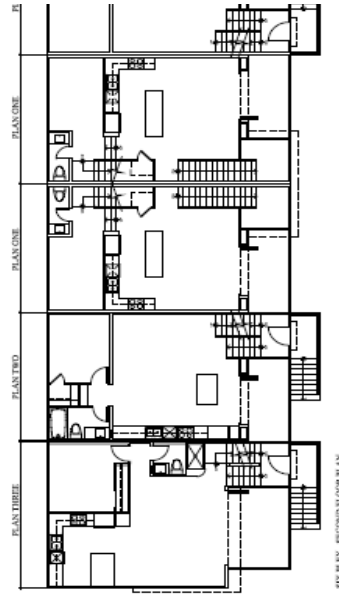
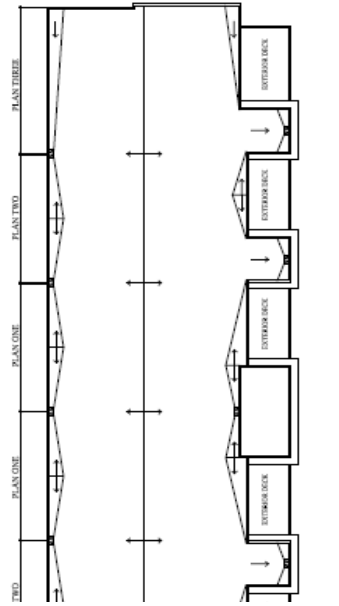


FIVE PLEX • LEFT ELEVATION • ENHANCED



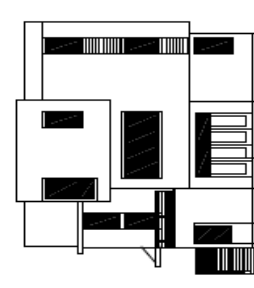
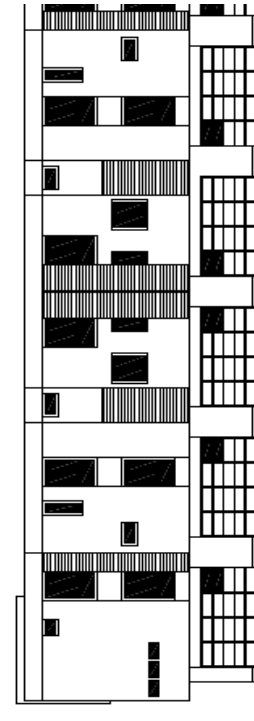
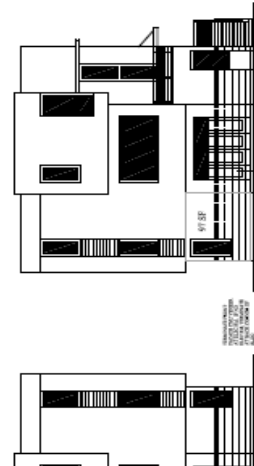
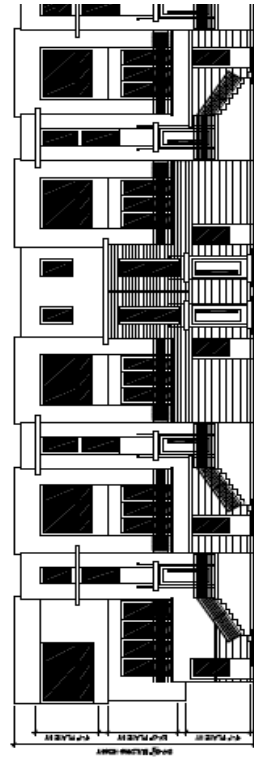
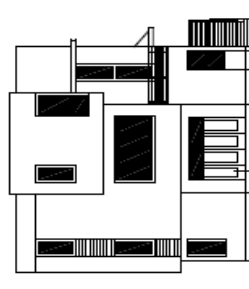
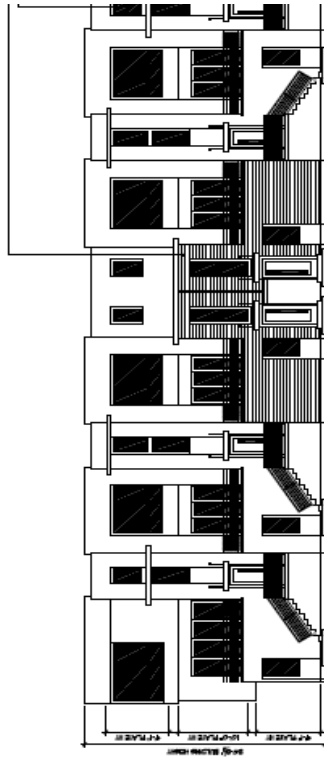
FIVE PLEX • REAR ELEVATION • PARTIAL ENHANCEMENT AT BUILDING 22

FIVE PLEX BUILDING TOWER CORNER Colrich Inc.

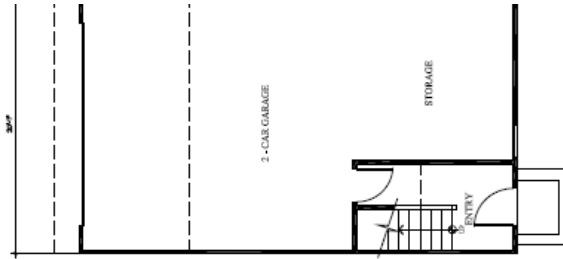
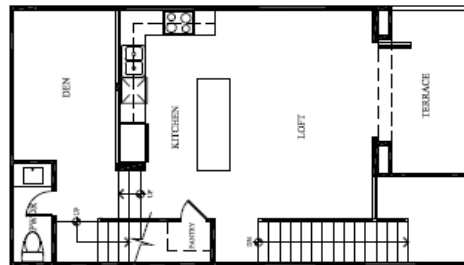
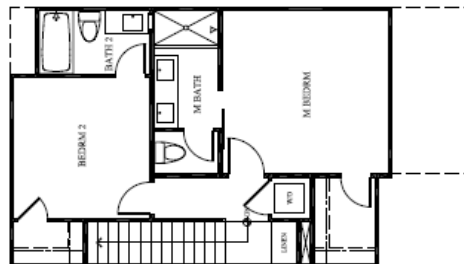


SIX PLEX BUILDING TOVR CORNER Colrich Inc.





SIX PLEX BUILDING
TOUR CORNER
Colrich Inc.



THIRD FLOOR PLAN

SCALE: 1/8" = 1'-0"

SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

FIRST FLOOR PLAN

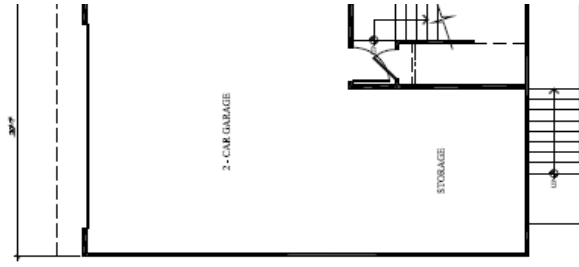
SCALE: 1/8" = 1'-0"

FIRST FLOOR	44 SQ. FT.
SECOND FLOOR	538 SQ. FT.
THIRD FLOOR	538 SQ. FT.
TOTAL	1,120 SQ. FT.

PLAN ONE TOUR CORNER Colrich Inc.



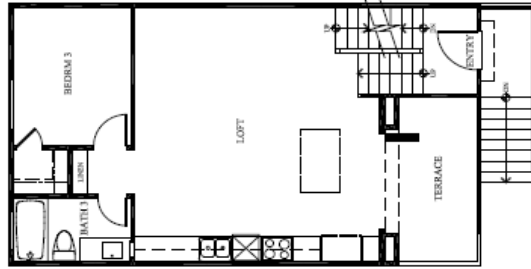
NOVEMBER 10, 2016



FIRST FLOOR PLAN

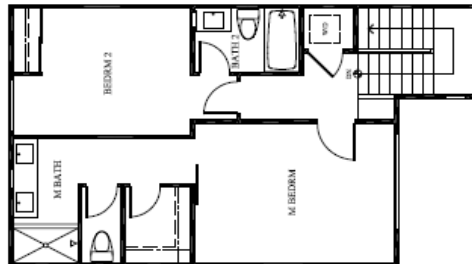
SCALE: 1/4" = 1'-0"

FIRST FLOOR:	111 SQ.
SECOND FLOOR:	290 SQ.
THIRD FLOOR:	1281 SQ.
TOTAL:	1,281 SQ.



SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"

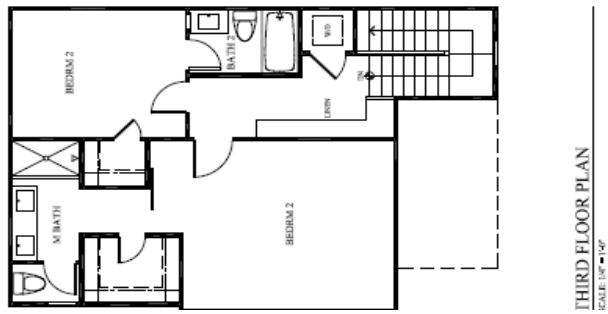
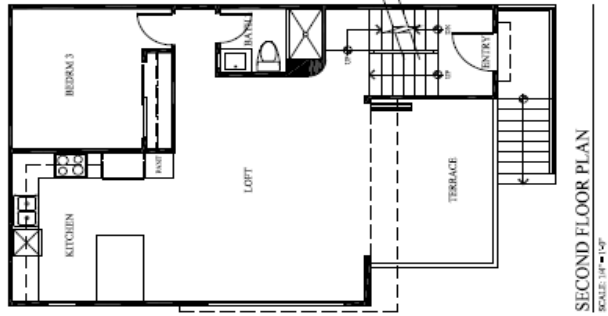
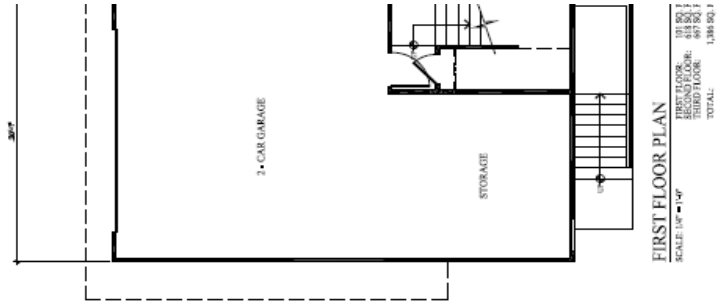


THIRD FLOOR PLAN

SCALE: 1/4" = 1'-0"

PLAN TWO TOVR CORNER Colrich Inc.





PLAN THREE
TOWER CORNER
 Colrich Inc.

ENHANCEMENT LOCATIONS

Stakeholder Enhancement Location (see Attachment A.3.3, A.3.4, A.3.5, A.3.6, A.3.7 for more service application)				Landscape Enhancement (see Attachment A.3.3, A.3.4, A.3.5, A.3.6, A.3.7 for more service application)				
Building No.	Unit Count	Color Scheme	Front	Back	Right	Left	Front	Right
			Elevation	Elevation	Elevation	Elevation	Elevation	Elevation
1	5 piles	1	yes	no	yes	yes	no	no
2	5 piles	3	no	no	no	no	yes	no
3	5 piles	2	no	no	no	no	yes	no
4	5 piles	1	no	no	yes	no	yes	no
5	5 piles	2	no	no	no	yes	no	no
6	4 piles	1	no	no	yes	no	no	no
7	6 piles	2	no	no	no	yes	no	no
8	3 piles	1	no	no	yes	no	no	no
9	3 piles	5	yes	no	yes	yes	no	no
10	6 piles	2	no	no	no	yes	yes	no
11	4 piles	3	no	no	no	no	yes	yes
12	5 piles	1	no	no	no	no	no	no
13	5 piles	1	no	no	no	no	no	no
14	5 piles	2	no	no	no	no	no	no
15	3 piles	1	no	no	no	yes	no	no
16	3 piles	3	yes	no	yes	yes	no	no
17	5 piles	2	no	yes	no	yes	no	no
18	6 piles	1	no	no	no	no	yes	no
19	4 piles	2	no	no	no	no	yes	no
20	5 piles	1	no	no	no	no	yes	no
21	5 piles	1	no	no	no	no	yes	no
22	6 piles	2	no	yes	no	no	no	no
23	6 piles	1	no	no	no	yes	no	no
24	6 piles	1	yes	no	no	yes	no	no

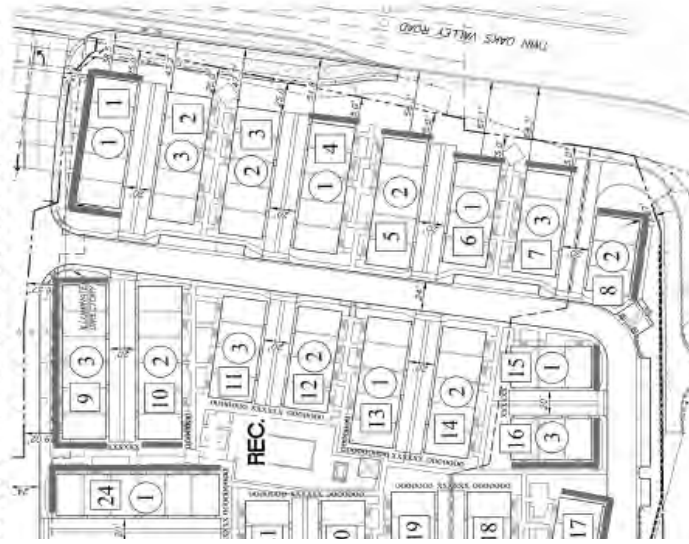
*To : Landscape enhancements required on front elevation only at west most unit.
**To : Stone enhancements required on rear elevation only at northern unit. [See sheet # 36]
***To : Landscape enhancements required on front elevation only at west most unit.
****To : Screening solution required and driveway between buildings 9 & 10, building 11 & 12, buildings 13 & 14, buildings 15 & 16, building 18 & 19, buildings 20 & 21, and buildings 22 & 23 are critical to be maintained and approved by the City of San Marcos staff.

MATERIALS

these materials are shown without color, for color schemes see sheets A-13 thru A-17



ENHANCEMENTS & COLOR SCHEMES

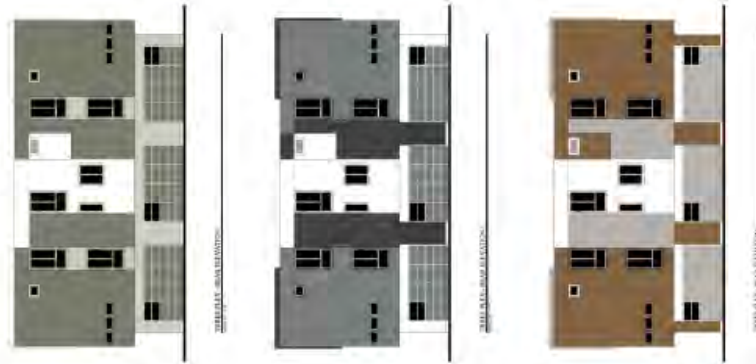


ver

ancement

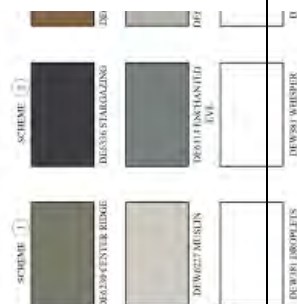
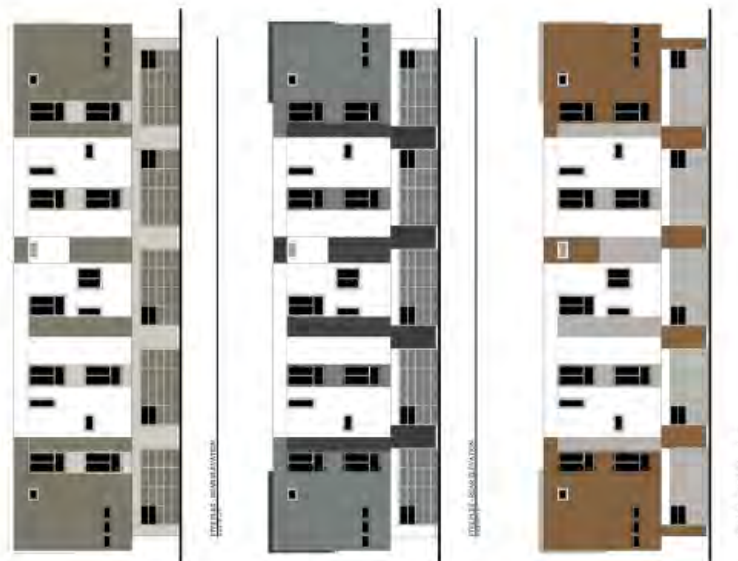
tion: "Green
reviewed/approved
enhancement"

**SITE PLAN & MATERIALS
TOWER CORNER**
Colrich Inc.

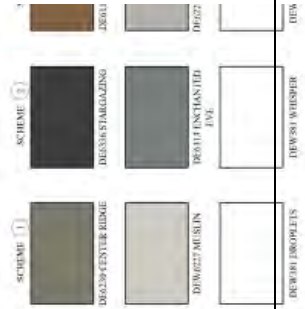


SCHEME 1		SCHEME 2	
	DEEPLY CENTER PANEL		DEEPLY CENTER PANEL
	DEEPLY WINDOW FRAME		DEEPLY WINDOW FRAME
	DEEPLY WINDOW FRAME		DEEPLY WINDOW FRAME
	DEEPLY WINDOW FRAME		DEEPLY WINDOW FRAME
	DEEPLY WINDOW FRAME		DEEPLY WINDOW FRAME

THREE PLEX BUILDING TOWER CORNER Colrich Inc.



**FIVE PLEX BUILDING
TOWER CORNER**
Colrich Inc.



SIX PLEX BUILDING
TOUR CORNER
Colrich Inc.





FRONT ELEVATION



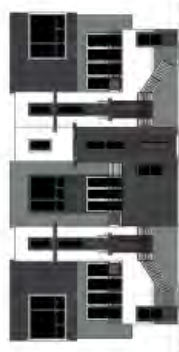
SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



FRONT ELEVATION



REAR ELEVATION

SCHEME	NAME	COLOR
SCHEME 1	DEW 027 MUSLIN	DEW 027 MUSLIN
	DEW 027 MUSLIN	DEW 027 MUSLIN
	DEW 027 MUSLIN	DEW 027 MUSLIN
SCHEME 2	DEW 027 MUSLIN	DEW 027 MUSLIN
	DEW 027 MUSLIN	DEW 027 MUSLIN
	DEW 027 MUSLIN	DEW 027 MUSLIN

ENHANCED ELEVATIONS TOWER CORNER Colrich Inc.



APPENDIX G:

Corner@2Oaks Phase 2

(CR Townhomes)



VIEW FROM TWIN OAKS VALLEY ROAD
TO V R CORNER
Colrich Inc.

Residential Development & Design Standards

Attachment 4: Conceptual Landscape Plan

(For informational purposes only. See approved Conceptual Landscape Plan for details.)

TWIN OAKS VALLEY ROAD RESIDENTIAL LANDSCAPE PLAN

DESIGN INTENT STATEMENT

THE LANDSCAPE DESIGN INTENT OF THIS PROJECT IS TO PROVIDE A HIGH QUALITY LANDSCAPE THAT ENHANCES THE ARCHITECTURAL AND FUNCTIONAL QUALITY OF THE PROJECT. THE LANDSCAPE DESIGN IS INTENTED TO BE A COMPREHENSIVE AND COHESIVE DESIGN THAT WILL BE USED TO GUIDE THE LANDSCAPE ARCHITECT AND THE LANDSCAPE CONTRACTOR IN THE DESIGN AND CONSTRUCTION OF THE LANDSCAPE. THE LANDSCAPE DESIGN IS INTENTED TO BE A COMPREHENSIVE AND COHESIVE DESIGN THAT WILL BE USED TO GUIDE THE LANDSCAPE ARCHITECT AND THE LANDSCAPE CONTRACTOR IN THE DESIGN AND CONSTRUCTION OF THE LANDSCAPE.

PLANTING NOTES

NOTES:

- NO ENGINEER OR LANDSCAPER THAT WOULD INJECT VANDALISM OR DAMAGE SHALL BE INSTALLED IN OR OVER ANY EXISTING ACCESS OR EGRESS.
- TREES SHALL BE PLANTED AT EXISTING TRANSFORMERS IN FORM OF A 10' X 10' X 10' CUBIC FOOT SPACE.

ALL PLANTED PLANTING AREAS SHALL BE COVERED WITH MULCH TO A DEPTH OF 4 INCHES. EXISTING SLOPES INCLUDING EXISTING SLOPES SHALL BE MAINTAINED. ALL PLANTED AREAS SHALL BE MAINTAINED TO THE MINIMUM DEPTH.

NOTE: ROOT BARRIERS SHALL BE INSTALLED AROUND TREES ARE PLANTED WITHIN 10' OF THE EXISTING CURB OR WALKWAY. MULCH SHALL BE PLANTED WITHIN 10' OF THE EXISTING CURB OR WALKWAY. THE ROOT BARRIER SHALL NOT BE PLANTED WITHIN 10' OF THE EXISTING CURB OR WALKWAY.

IRRIGATION - AN AUTOMATIC ELECTRICALLY CONTROLLED IRRIGATION SYSTEM SHALL BE PROVIDED AS REQUIRED FOR THE PLANTING AREAS. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE ADEQUATE WATER TO THE PLANTING AREAS. THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE ADEQUATE WATER TO THE PLANTING AREAS.

MAINTENANCE SHALL NOT BE TURNED OVER TO A UNIT. FINAL MAINTENANCE SHALL BE TURNED OVER TO THE CITY OF SAN MARCO. THE LANDSCAPE ARCHITECT SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE LANDSCAPE. THE LANDSCAPE ARCHITECT SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE LANDSCAPE.

ALL LANDSCAPE AND ORNAMENTATION SHALL CONFORM TO THE CITY OF SAN MARCO LANDSCAPE AND ORNAMENTATION STANDARDS. THE LANDSCAPE ARCHITECT SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE LANDSCAPE. THE LANDSCAPE ARCHITECT SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE LANDSCAPE.

MINIMUM TREE SEPARATION DISTANCE

IMPROVEMENT / MINIMUM DISTANCE TO STREET TREE

TRUNKS SHALL BE 20' MIN. - 20' FEET

BRANCHES SHALL BE 10' MIN. - 10' FEET

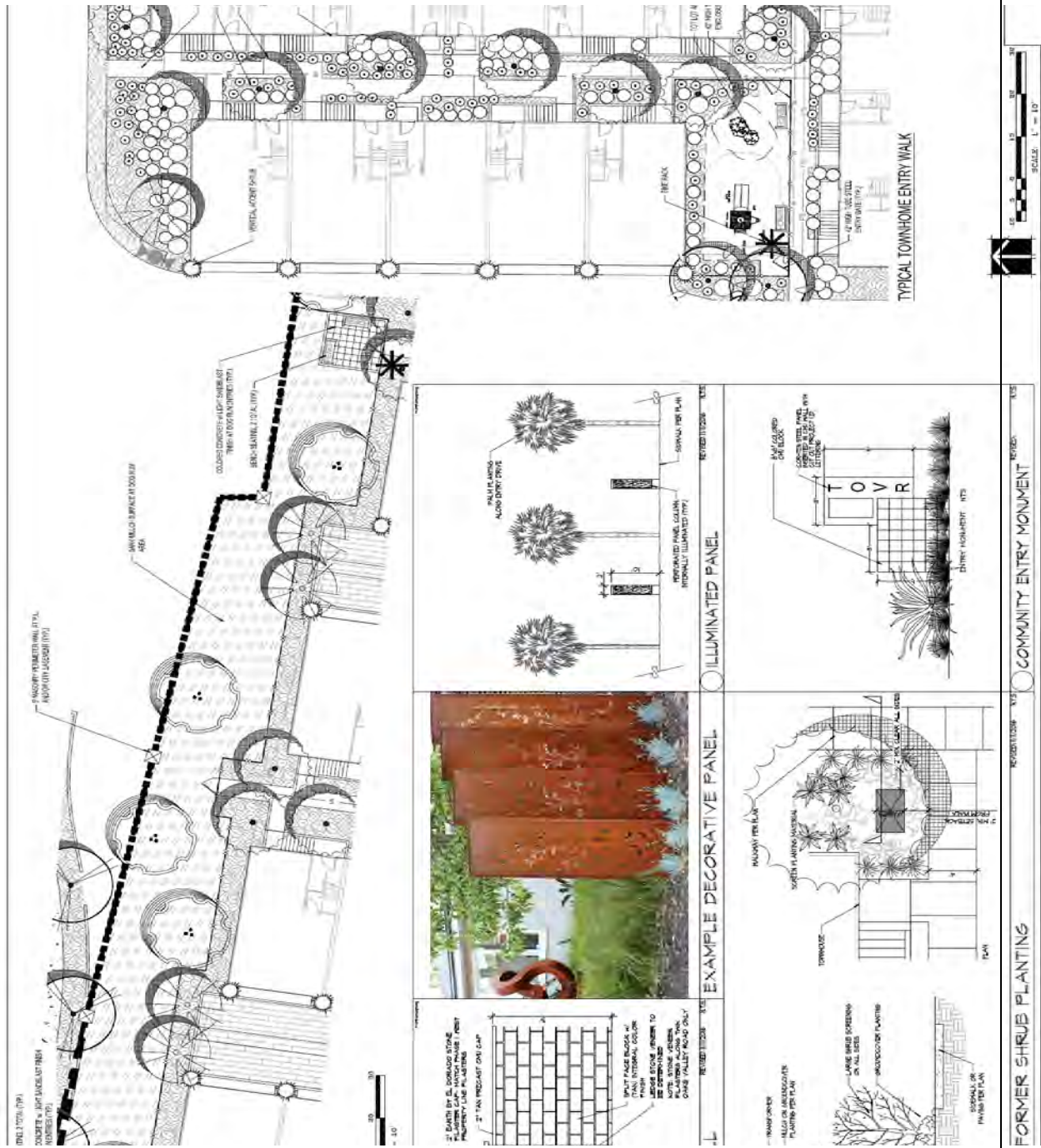
ROOTS SHALL BE 10' MIN. - 10' FEET

PROJECTIONS INTERSECTING CANES OF TWO TRUNKS - 2'

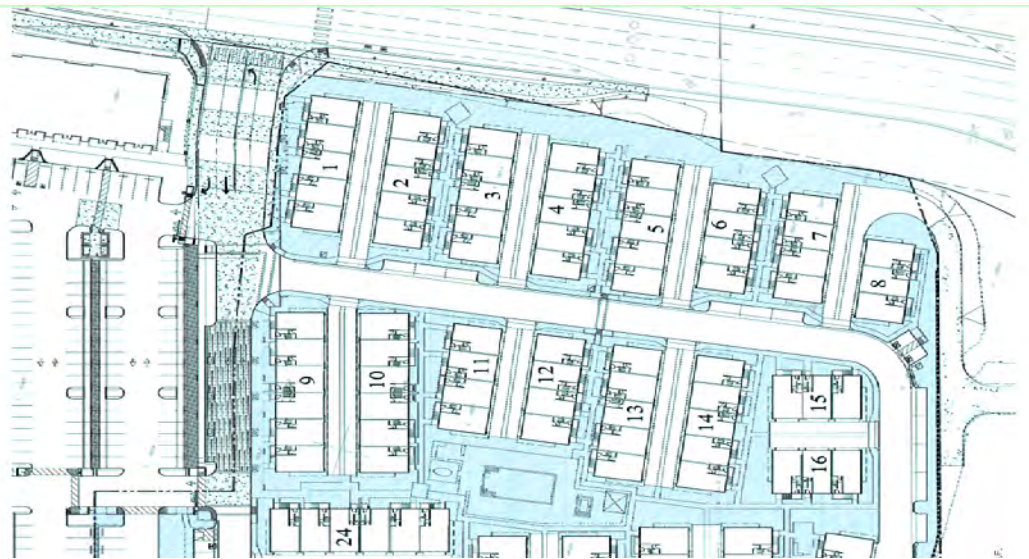
10'



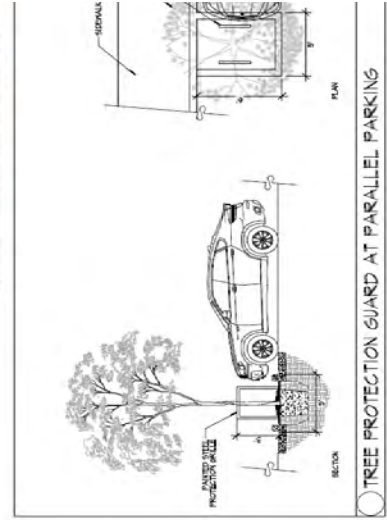




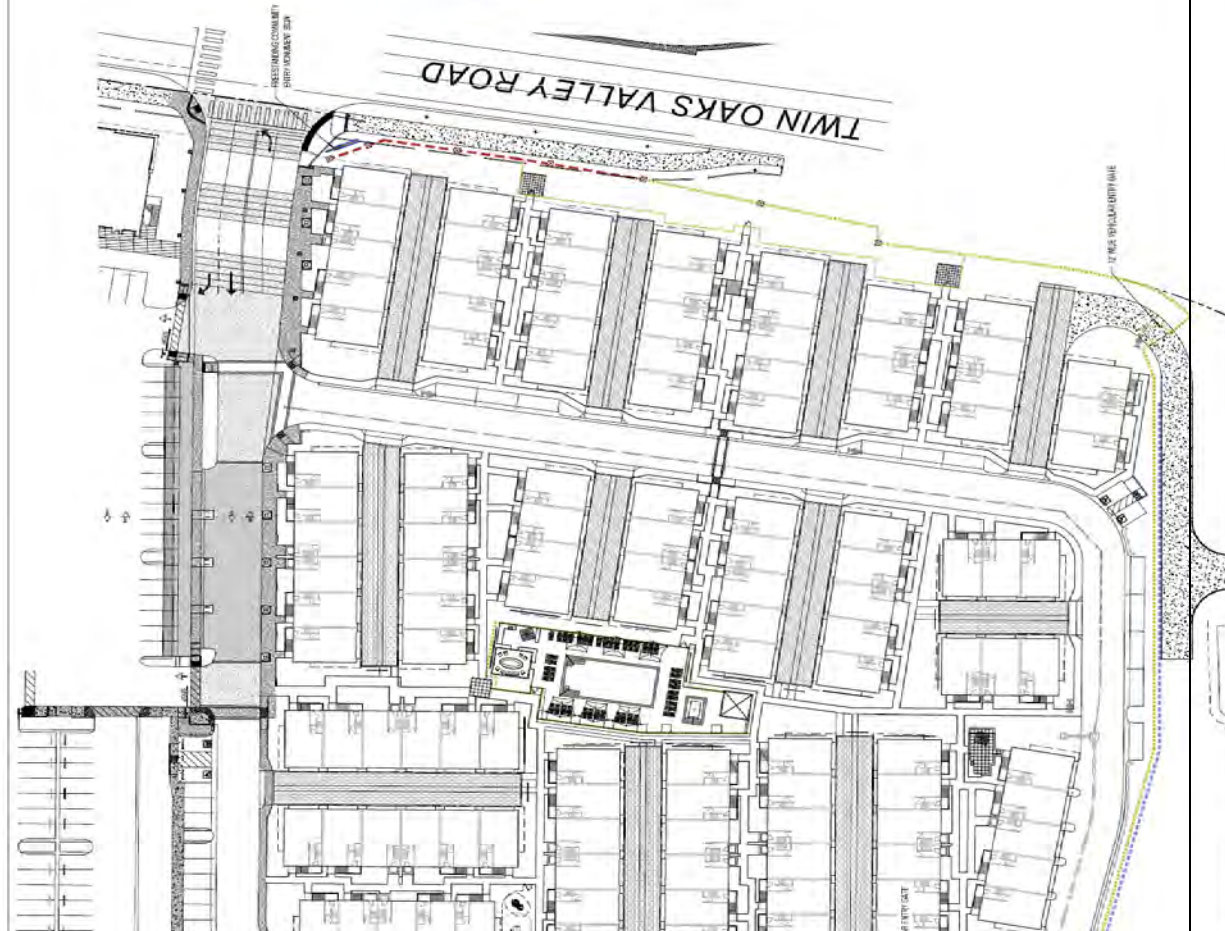
SPACE



TREE PROTECTION BOLLARD



TREE PROTECTION GUARD AT PARALLEL PARKING

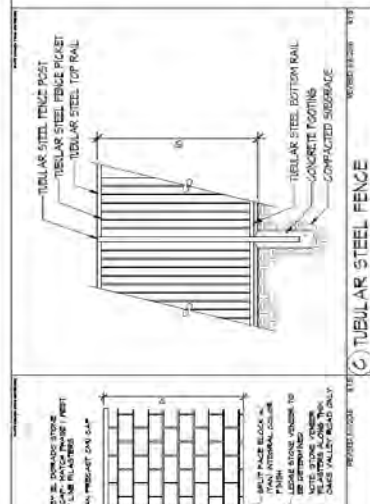


Ⓐ COMMUNITY ENTRY MONUMENT NTS

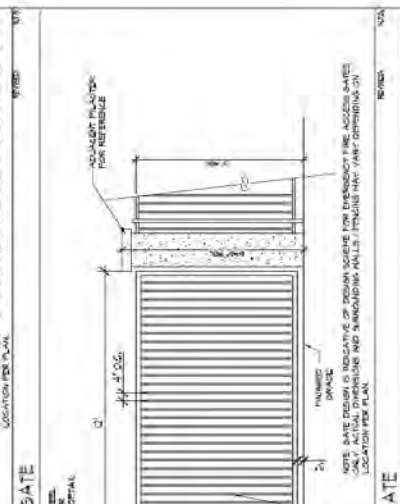
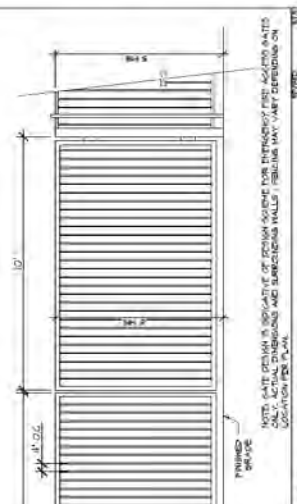
FENCE & WALL LEGEND

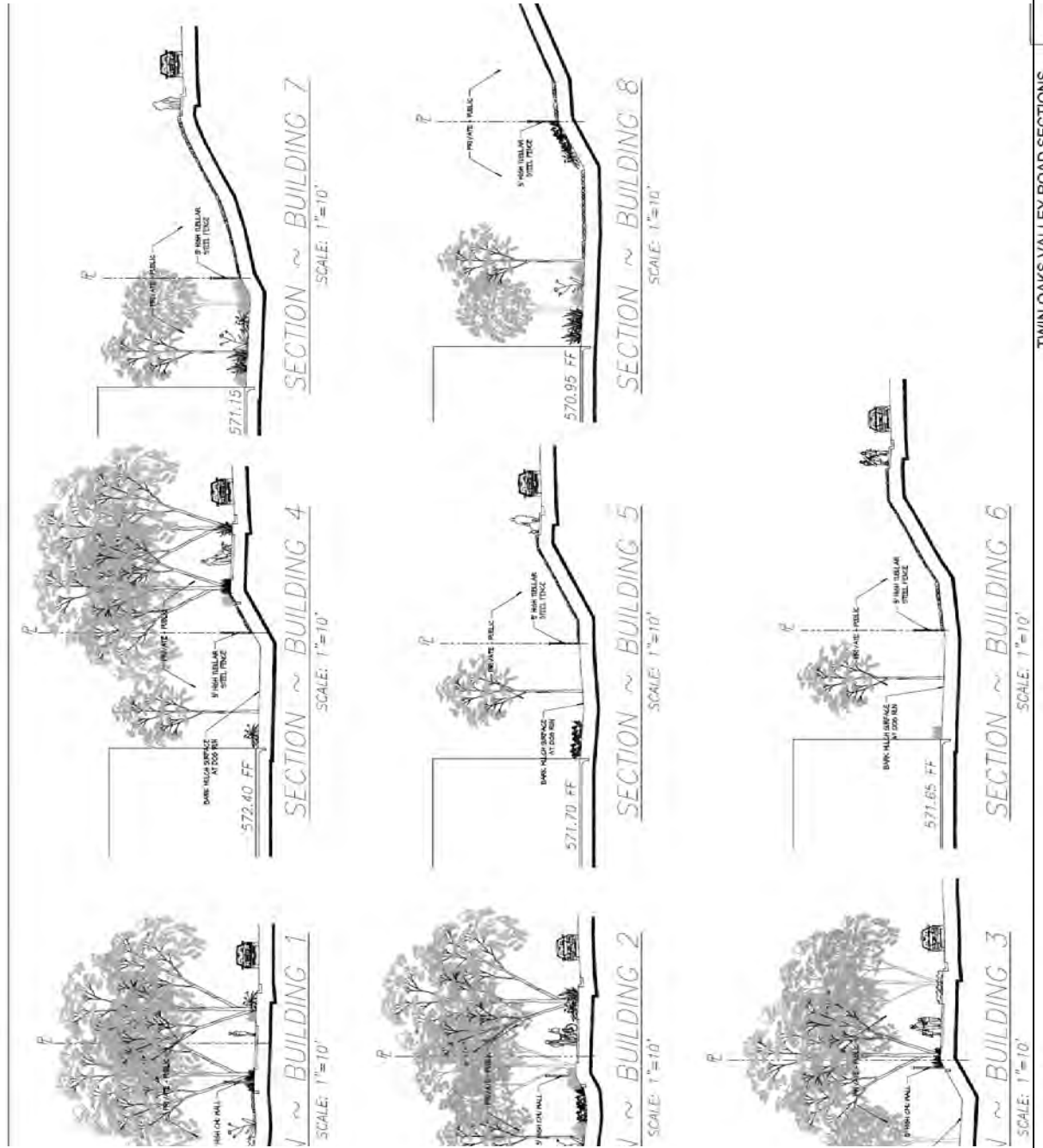
SYMBOL	NAME
	5'-0" HT SPLIT FACE BLOCK WALL (SEE DETAIL C)
	5'-0" HT TUBULAR STEEL (SEE DETAIL C)
	RETAINING WALL PER CIVIL ENGINEER
	42" HIGH TUBULAR STEEL FENCING
	COMMUNITY ENTRY MONUMENT (SEE DETAIL C)
	20' VEHICULAR ACCESS GATE (SEE DETAIL C)
	12' VEHICULAR ACCESS GATE (SEE DETAIL C)
	24" PLASTER

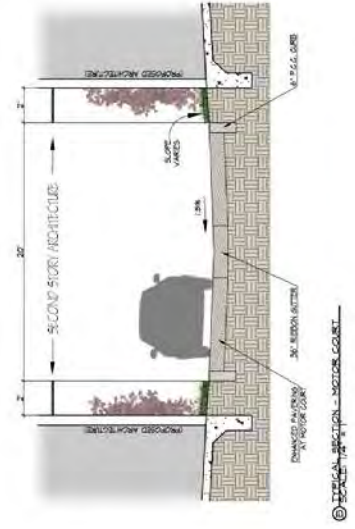
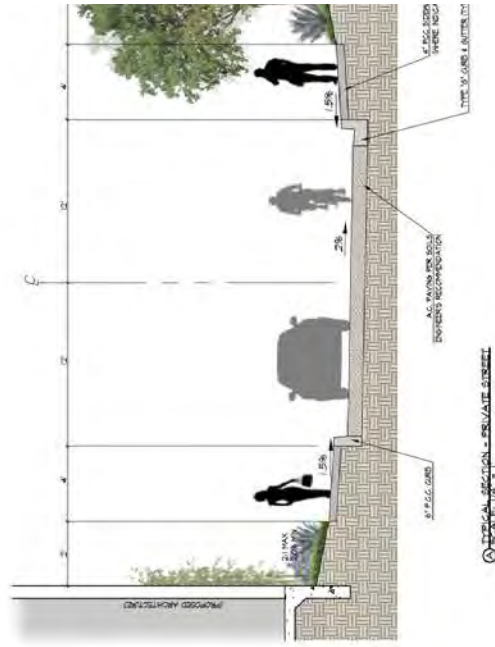


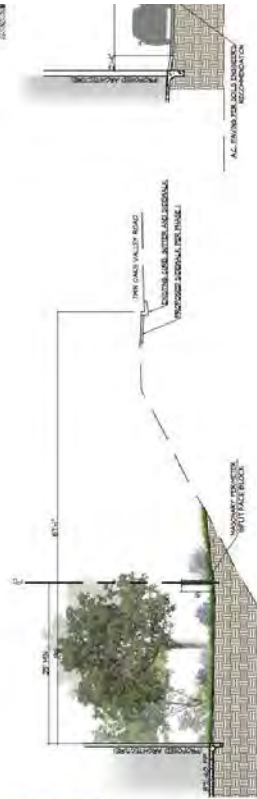
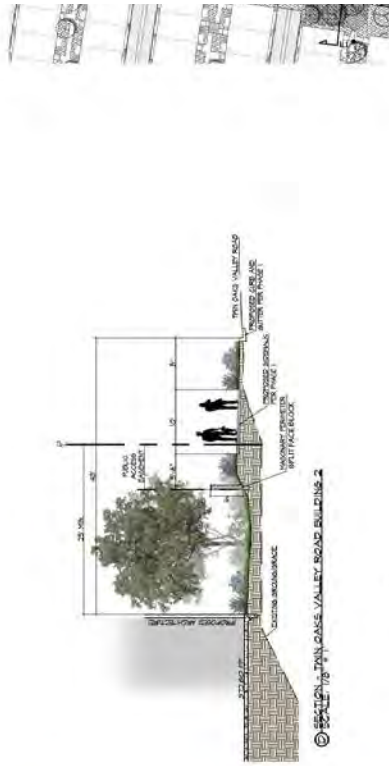


C TUBULAR STEEL FENCE









SECTION 10 - SOUTHERLY 20



SECTION 10 - SOUTHERLY 20





- LEGEND
- 1 RETAINING WALL WITH F
 - 2 PARKWAY PLANTING
 - 3 WALKWAY
 - 4 DECORATIVE CONCRETE
 - 5 PALM PLANTING
 - 6 HOA PLANTING AREA
 - 7 PEDESTRIAN CROSSING
 - 8 2' HIGH x 4' WIDE x 8' DBU
 - 9 2' HIGH x 4' WIDE x 8' DBU
 - 10 RESIDENTIAL BUILDING
 - 11 COMMERCIAL BUILDING
 - 12 PARKING LOT
 - 13 ENTRY MONUMENT





MONUMENT SIGN

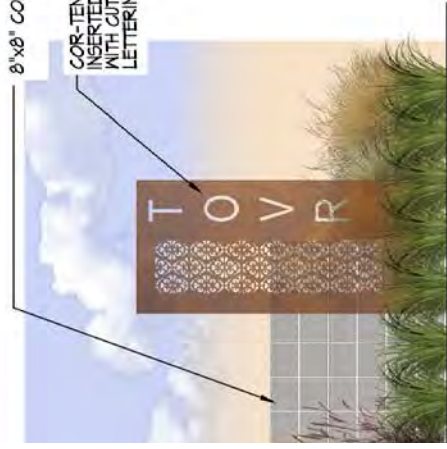


- TOT LOT LEGEND
- 1 MULTIPURPOSE TOT LOT EQUIPMENT
 - 2 RESIDENTIAL BUILDING
 - 3 SIDEWALK
 - 4 42" HIGH TUBE STEEL FENCE & GATE ENCLOSURE AT PLAY AREA



8"x8" COLORED CMU BLOCK

COR-TEN STEEL PANEL
INSERTED IN CMU WALL
WITH CUT OUT PROJECT ID.



ENTRY MONUMENT NTS