



AGENDA REPORT

Meeting of the San Marcos Planning Commission

MEETING DATE: June 2nd, 2014
SUBJECT: Mulberry Specific Plan
CASE: GPA 13-006 / R 13-004 / SP 13-004 / MFSDP 13-002 / TSM 13-003 / ND 14-002

Recommendation

Staff recommends approving the project with the foregoing mentioned entitlements allowing for 126 condominium units subject to the conditions provided in the attached resolutions.

Introduction

The Mulberry Specific Plan is a proposed infill project encompassing 10.01 acres. The project site is located on the west side of Mulberry Drive approximately eight hundred forty feet (840') north of Mission Road and approximately three hundred feet (300') south of Borden Road in the Richland Neighborhood of the General Plan. The project is set within a General Plan transitional area. To the south of the proposed project are existing light industrial and commercial sites. To the north and west of the proposed project are established single family residential neighborhoods. To the east of the proposed project is Mulberry Drive, the existing Mission Hills Church and Hollandia Dairy.

Background

In 2012 the General Plan Update established a land use designation of Medium density Residential 2 (MDR2/15-20 du/acre) which allowed density for the project site of 15-20 dwelling units per acre. The Zoning designation was correspondingly designated as R-3-6 for the site providing consistency with the land use density range.

The Mulberry Specific Plan project applicant, DR Horton, is requesting a General Plan Amendment to reduce the currently density of 15-20 dwelling units per acre to 12-15 dwelling units per acre. The project plans to accomplish this density reduction through the use of a Specific Plan Area zoning designation that will utilize the density allowed in the Medium Density Residential 1 (MDR1/12-15 du/acre) land use designation.

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The project applicant proposes a mixed-product residential development of 126 condominium units. The proposed project is to be constructed in a single-phase. The 126 units are proposed to consist of seventy one (71) attached units and fifty five (55) detached units. The attached units consist of two to three (2-3) story buildings. Parking is provided for each unit at-grade on the first floor of the building in the form of a two-car garage. The detached units contain two-story buildings with private yard space and attached two-car garages. The project also features common active and passive recreational areas.

Public Workshops/Public Input

Public workshops were conducted on February 26 and March 26, 2014. Various design and perimeter buffering issues were raised at the first workshop. During the first workshop, project parking concerns were raised regarding the potential impact to the surrounding neighborhood streets. . Additional issues included product type specifics, duration of construction, and the height of structures affecting eastward views from the residences to the west of the site. Approximately 20 people attended the first workshop.

During the second workshop, the applicant team outlined various responses and project adjustments based on input from the first workshop. They also presented a visual simulation 'fly-through' of the project addressing compatibility and view sheds associated with the existing residential areas adjacent to the site. The enhanced landscape and buffering details proposed for the project's northern edge were also outlined. Approximately six people attended the second workshop.

On May 12 & 27 the city hosted an option for additional meetings between the San Marcos residents and DR Horton and their planning consultants to discuss the proposed Mulberry project prior to the June 2nd Planning Commission hearing. Those residents attending had questions regarding the price range of the housing product, how many bedrooms, density, land use change, drainage, amount of grading, sufficient parking on site and avoidance of parking off-site.

Land Use

As noted, the site is currently designated MDR2 on the General Plan with a zoning designation of R-3-6. This project proposes a General Plan Amendment and Rezone to Specific Plan Area with a lower maximum density of 12.6 dwelling units per acre (du/acre) established by the Mulberry Specific Plan. The proposed lower density is intended to provide a compatible residential density given the existing single family residential neighborhoods to the north and west of the project site, while being able to provide a product type mix of detached and attached residential units. The Mulberry Specific Plan outlines development standards, design criteria, open space elements, landscaping and infrastructure requirements.



Currently, the density for site is 15-20 residential du/acre and because Mulberry is proposing a lower residential density of 12.6 du/acre, due to the reduction in density, the project requires adoption of a General Plan Amendment and Rezone. The new General Plan and Zoning designations will be Specific Plan Area ensuring consistency with all applicable land use designations.

The Mulberry Specific Plan would serve as the regulatory land use document for the project site. The proposed project includes private open space amenities for common use, as well as private dwelling unit recreation space. The common open space amenities include a recreation area with a pool, picnic benches, tot lots, BBQ's and restroom building. An internal pedestrian paseo system is also proposed as a common, passive recreational amenity. The detached units feature individual yard areas while the attached units feature balcony space for private use.

The project entitlements being requested include: a General Plan Amendment (GPA 13-006), Rezone (R 13-004), Specific Plan (SP 13004), Multi-Family Site Development Plan (MFSDP 13-002), and Tentative Subdivision Map (13-003); a Mitigated Negative Declaration (14-002) is also proposed for certification in compliance with the California Environmental Quality Act (CEQA).

Architecture

The Mulberry Specific Plan proposes 126 residential condominium units. The breakdown for the 55 attached units includes 12 buildings overall consisting of three different building styles with both two and three story heights. The perimeters of the attached product type near the north and south project edges are two-stories in height with the central portion reaching the maximum three stories. This is intended to reduce perimeter massing and promote architectural diversity and compatibility with existing adjacent, offsite residences. Originally, the applicant submitted Spanish & Santa Barbara Architectural styles for the attached townhouse units with dwelling unit square footage ranging from 1,851 to 2,183 square feet. After further consideration & discussion with staff, DR Horton agreed to switch the Spanish elevation with the Ranch Hacienda elevation in effort to establish a clear architectural distinction between the two elevations.

The 71 detached units range in size from 1,685 to 2,000 square feet and feature Spanish Eclectic, Ranch, Cottage, Tuscan, and architectural styles.

Access

The Mulberry Specific Plan provides ingress and egress access from a single driveway entrance taken from Mulberry Drive. Exit from the site will be controlled by a stop sign forcing traffic to stop prior to entering Mulberry Dive. Entrance to the site from north bound Mulberry is provided for via a left turn lane.



Gated secondary/emergency vehicular access will be provided where Laguna Drive meets the northerly boundary of the project on the west side of the project site. The access to Laguna Drive will be designed & installed with a turf block surface, as approved by the Fire Marshall, limited for emergency access only; and, is neither designed nor intended for any on-going pedestrian access or circulation. Therefore the emergency access will be closed by a six foot gate which will remain locked during non-emergency periods.

Traffic

The traffic consulting firm of RBF prepared a Traffic Impact Study to determine and evaluate the potential impacts to the local roadway system. The study took into account the existing operation of the study intersections and roadway segments adjacent to the project known as the "Study Area". To establish existing traffic patterns and vehicular movement through the Study Area, traffic counts were taken. The traffic counts included intersections and segments within the Study Area and were done on a typical weekday when all schools (San Marcos Unified School District, Palomar Community College, and California State University San Marcos) were in session. To establish the morning and afternoon peak hour traffic (periods of highest volume); the resulting traffic count data was analyzed and peak hour periods determined. The Mulberry Specific Plan is expected to generate approximately 1,008 Average Daily Trips ("ADT") with the addition of 81 vehicular trips (16 entering, 65 exiting) during the AM peak hour and 101 vehicular trips (71 entering, 30 exiting) during the PM peak hour. A tabulated summary of vehicular trip generation is provided below:

Forecast Project Generated Trips

Land Use	Size	Unit	Daily Trips	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
Condominiums	128	DU	1,008	81	16	65	101	71	30
Total Project Trips			1,008	81	16	65	101	71	30

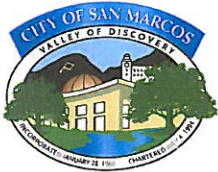
Source: SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region (April 2002).

Table 1 (Tabulated Vehicular Trip Generation)

Analysis of the proposed project's traffic impacts is performed in accordance with SANTEC/ITE Guidelines for Traffic Impact Studies in the San Diego Region.

The traffic analysis performed in the traffic impact study did not identify any significant impacts in any of the above referenced study scenarios.

The traffic impact study identified Rancheros Drive from the Woodland Parkway to the westbound SR-78 ramps as operating with a LOS F in the Existing and Cumulative scenarios. The additions of the proposed project's traffic did not create delays that meet the significance criteria to warrant mitigation. Rancheros Drive operates at a LOS D in the Horizon Year due to the anticipated improvements performed as part of the Woodland Parkway Interchange project.



The traffic impact study also identifies the intersection of Twin Oaks Valley Road and the SR-78 EB Ramps as operating at a LOS F in the morning peak hour. The addition of the projects traffic did not create any delays that triggered the significance criteria for mitigation.

The intersections along Mulberry Drive at Borden Road and Mission are the nearest intersections to the project. These intersections are projected to operate at LOS C & D throughout the period analyzed, to the Horizon Year of 2035. This indicates good serviceable traffic conditions with available signal time available to accommodate pedestrian travel.

Drainage

The Mulberry Specific Plan is proposed on a site that is currently undeveloped. The site has a drainage course that runs through the middle of the site as shown in Attachment B of this report. The drainage course on the site is identified as part of the City's 1990 Master Plan of Drainage. The proposed project will be responsible for the design and construction of the segment of storm drain identified in the City Master Plan of Drainage. The storm drain will connect two (2) thirty six inch (36") and one (1) seventy eight inch (78") storm drain pipes entering the site at the northeast corner of the property. The storm drain will also connect a thirty six inch (36") storm drain entering the site from residential neighborhood to the north. The required storm drain will be dedicated to the City and will result in the extension of a critical piece of City infrastructure.

The proposed project will also be required to mitigate peak runoff flows from the site in the one hundred (100) year storm event ("100 year event"). Additionally the proposed project will need to be designed compliant with the Regional Water Quality Control Board's requirements for hydromodification and water quality.

Parking

Both the attached and detached product types feature a two-car garage per unit. The overall guest parking requirement is 42 spaces; the Specific Plan satisfies and exceeds this requirement by providing 48 guest parking spaces located in designated spaces and parking bays throughout the project to serve all units. Open guest parking spaces shall comply with the 9 x 18' minimum size requirement of the city. Specific parking spaces shall be established for motorcycles separate from the guest parking spaces. In addition, a Parking Management Plan will be conditioned with the project to implement the registration and enforcement compliance of residential and guest parking within the Specific Plan

Attachments

A - Vicinity Map

B - Aerial




C - Requested Entitlements
D - Site & Project Characteristics
Site Plan
Resolutions
Mulberry Specific Plan
Mitigated Negative Declaration ND 14-002
Public Comment Letters and Emails

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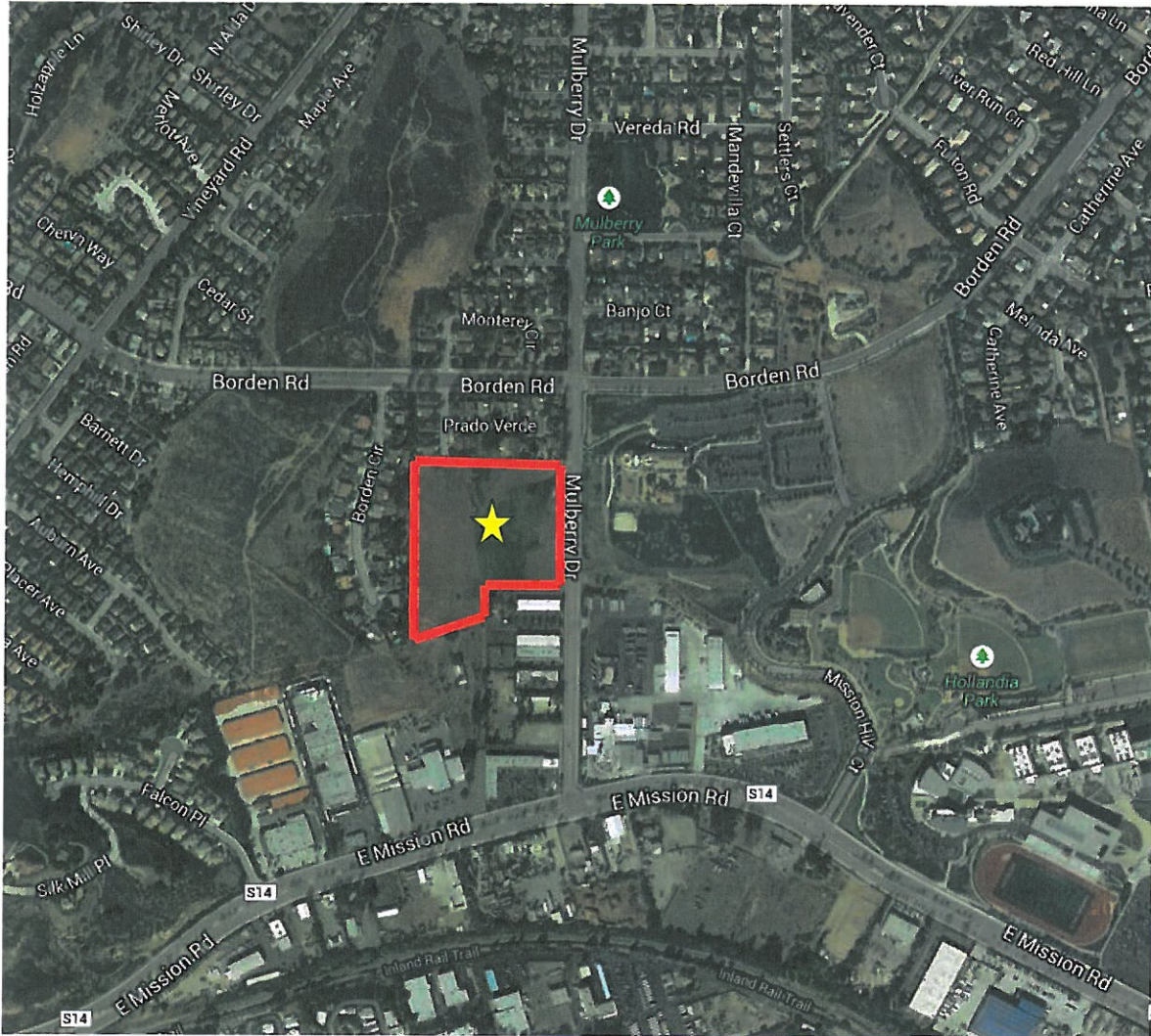
Approved/Submitted by:


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ATTACHMENT A

Vicinity Map



 Project Site



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ATTACHMENT B

Aerial

N



AGENDA ITEM NO. 2



ATTACHMENT C

Requested Entitlements

- A General Plan Amendment (GPA 13-006) to change the project site from Medium Density Residential (MDR2) to SPA (Specific Plan Area)
- Rezone (R 13-004) to change project from R-3-6 to Specific Plan
- Adoption of a Specific Plan (SP 13-004)
- Multi-family Site Development Plan (MFSDP 13-002)
- Tentative Subdivision Map (TSM 13-003)
- Adoption of a Mitigated Negative Declaration (ND 14-002)
- Adoption of a Mitigation Monitoring and Reporting Plan



ATTACHMENT D

Site & Project Characteristics

Property	Existing Land use	Zoning	General Plan Designation
Subject	Vacant	R-3-6(*)	MDR2(*)
(Both Zoning and General Plan proposed for amendment to SPA)			
North	Single Family	Residential (R-1-10)	Very Low Density Residential (VLDR)
South	Light Industrial	Light Industrial (L-I)/NC Neighborhood Commercial (NC)	Light Industrial (L/I)/ Neighborhood Commercial (NC)
East	Mission Hills Church Hollandia Diary	Residential (R-1-10) Residential (R-1-10)	Very Low Density Residential VLDR Very Low Density Residential VLDR
West	Single Family	Residential (R-1-10)	Very Low Density Residential VLDR
Flood Hazard Zone		<input type="checkbox"/> yes <input checked="" type="checkbox"/> no	
Resource Conserv. Area		<input type="checkbox"/> yes <input checked="" type="checkbox"/> no	
Sewer		<input checked="" type="checkbox"/> yes <input type="checkbox"/> no	
Septic		<input type="checkbox"/> yes <input checked="" type="checkbox"/> no	
Water		<input checked="" type="checkbox"/> yes <input type="checkbox"/> no	
Gen. Plan Conformance		<input checked="" type="checkbox"/> yes <input type="checkbox"/> no	
Land Use Compatibility		<input checked="" type="checkbox"/> yes <input type="checkbox"/> no	

* With approval of GPA, RZ, and SP