

STAFF REPORT*CITY OF OCEANSIDE*

DATE: March 13, 2024

TO: Chairperson and Members of the Community Development Commission

FROM: Development Services Department

SUBJECT: **CONSIDERATION OF A DEVELOPMENT PLAN AND DENSITY BONUS FOR THE REVISION OF AN APPROVED MIXED-USE PROJECT TO CONVERT SPACE RESERVED FOR HOTEL ROOMS INTO 64 STUDIO APARTMENTS RESULTING IN 179 APARTMENT UNITS, WITH 18 UNITS RESERVED FOR LOW-INCOME HOUSEHOLDS, AND 1,581 SQUARE FEET OF COMMERCIAL SPACE – 712 SEAGAZE MIXED USE – REVISED – APPLICANT: ELSEY HOLDINGS, LLC.**

SYNOPSIS

Staff recommends the Community Development Commission (CDC) adopt a resolution approving a Development Plan (RD23-00003) and Density Bonus (DB23-00006) for the revision of an approved mixed-use project to convert floors reserved for hotel rooms into 64 apartment units in conjunction with the construction of an eight-story mixed-use building resulting in 179 apartment units, including 18 units (10 percent) reserved for low-income households, and 1,581 square feet of ground floor commercial space on a 15,589-square-foot parcel at 712 Seagaze Drive.

BACKGROUND

The project site consists of three legally created parcels totaling 15,589 square feet and is located on the northwest corner of Seagaze Drive and North Nevada Street within the Townsite Neighborhood Planning Area. Currently developed with an asphalt-paved lot, the property has a General Plan designation of Downtown (D) and a zoning designation of Downtown Subdistrict (D-2), which permits mixed-use development. Surrounding uses include a mix of commercial to the north, east, and west, with commercial, multi-family, and single family residential uses to the south.



On January 26, 2022, an application for a Development Plan (RD21-00002), Conditional Use Permit (RCUP21-00001), and a Density Bonus request (DB21-00002) was approved by the CDC for the construction of a mixed-use development project consisting of an eight-story building with 115 apartment units, 64 hotel rooms located on the 7th and 8th floors, and 1,910 square feet of ground floor commercial space.

Subsequent to approval of the project, the applicant applied for grading and building permits in August and November 2022, respectively. In 2023, the applicant informed City staff that recent changes in the economic environment made hotel financing more challenging and decided to pursue additional housing units in lieu of the hotel component. The applicant filed an SB 330 application with the City on August 25, 2023, which grants the applicant vested rights under City ordinances, policies, and development impact fees that were in effect at the time the SB 330 application was filed. A formal application for a Development Plan and Density Bonus request was submitted on November 7, 2023. A conditional use permit is no longer required for the project since it was only applicable to the hotel component of the project.

PROJECT DESCRIPTION

Development Plan (RD23-00003) represents a request for the following:

A revision to an approved mixed-use development plan to convert two floors of the building previously reserved for 64 hotel rooms into 64 studio apartment units. The overall design and height of the approved eight-story, contemporary designed vertical mixed-use building would remain unchanged. As proposed, the revised project would include 1,581 square feet of ground floor commercial at the corner of Nevada Street and Seagaze Drive, 179 studio apartment units on the upper five levels, above ground parking on the first two levels, and a subterranean parking garage with three levels.

The commercial space, which was previously intended for the hotel lobby, would provide for a flex space to accommodate uses such as retail, personal services, or food services. As previously entitled, the third floor would include an amenity area consisting of an outdoor pool and 1,620 square-foot deck, and 3,200 square feet of indoor common space with a dining area and fully equipped gym.

The Zoning Ordinance allows a 25 percent reduction in parking for Transit Oriented Development (TOD) located within a half-mile of the Oceanside Transit Center (OTC) parking and maximum parking ratios per Density Bonus Law. The proposed project is required to provide 132 required parking spaces. Designed with three levels of subterranean parking and two levels of above grade parking within the structure (142 parking spaces) plus 7 on-street parking spaces, the proposed project would result in 149 total spaces provided (17 more spaces than required).

Density Bonus (DB23-00006), per State Law, represents a request for the following:

To allow a residential development that would provide 10 percent (18) of the total 179

apartment units for low-income qualifying households. At the time of application submittal (SB 330 – August 25, 2023 and Entitlement Application – November 7, 2023), the City did not have a maximum density established for mixed-use projects in the Downtown District. Therefore, the project is not subject to the 86 dwelling unit per acre density cap enacted by the CDC on October 18, 2023.

The project is covered by the Housing Accountability Act. Under Government Code section 65589.5(j), when a project is consistent with the applicable objective general plan, zoning or subdivision standards in effect when the project was deemed complete, but the local agency proposes either to deny the project or impose a condition that it be developed at a lower density, the agency is required to base its decision on written findings supported by a preponderance of the evidence on the record that the project would have a specific adverse impact which cannot be feasibly avoided or mitigated.

Pursuant to Government Code Section 65589.5(d)(2), a specific adverse impact is defined as a “significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.” The receipt of a density bonus, including applicable concessions or waivers, pursuant to Density Bonus Law (Government Code § 65915) does not constitute a valid basis on which to find a proposed housing development project is inconsistent, not in compliance, or not in conformity, with an applicable general plan, zoning or subdivision standards.

By reserving 10 percent of the overall unit count for affordable housing, the developer is entitled to all the benefits of Density Bonus Law, including incentives or concessions, unlimited waivers from development standards, and reduced parking ratios. The 18 affordable units would be proportional, with respect to area and bedroom count (all proposed units are studios), to the market rate rentals and dispersed throughout the project. The project is not subject to the new fifteen (15) percent inclusionary housing requirement, which was adopted by City Council on February 15, 2024, as a result of the filed SB 330 application.

As with the previously entitled project, the applicant is requesting the following incentive/concession and waivers:

Incentive/Concession: A request to eliminate the Subdivision Ordinance requirement to underground overhead utilities along adjacent public streets. The City is statutorily required to grant the incentive/concession unless a written finding, based on substantial evidence, concludes that: 1. The concession or incentive does not result in identifiable and actual cost reductions to provide for affordable housing costs; 2. The concession or incentive would have specific adverse impact (defined above) upon the public health or safety for which there is no feasible method to avoid or mitigate; or 3. The incentive or concession violates state or federal law.

Waivers: A request for eight (8) waivers or reductions in development standards related to setbacks, height, landscaping, open space, façade modulation, parking, ramp grades, and garage drive aisles widths. State Law requires the local jurisdiction to provide one

or more “waivers” of development standards that physically preclude projects that qualify for a Density Bonus. State Law prohibits the City from denying waivers unless findings are made that granting the waivers would have a specific adverse impact as previously defined. Furthermore, under Government Code section 65915(f), an applicant is allowed to seek waivers even if there is no request to seek additional density, provided the applicant builds the required number of affordable units.

A detailed overview of the project, including requested incentives/concessions and waivers, is provided in the January 24, 2024 Downtown Advisory Committee (DAC) Staff Memorandum as Attachment No. 2. For the reasons set forth below as well as the DAC Memorandum, staff has concluded approval of the project as conditioned would not cause a substantial adverse impact.

The following table provides a comparison of development standards for the approved mixed-use project with 64 hotel rooms and the revised project with a proposal to convert the hotel rooms into 64 residential units.

Table 1 – Project Comparison		
	AS APPROVED	AS REVISED
Apartment Units	115	179
Reserved Affordable Units (Low Income)	10% Low Income 12 units	10% Low Income 18 units
Hotel Rooms	64	0
Commercial Flex Space	0	1,581 sf
Ground Floor	Allocated to apartment leasing and hotel lobby, with possible café associated with hotel use.	Leasing office and admin. space plus approx. 1,500 sf of commercial/flex space for retail, personal services, or food services.
Parking (mixed-use parking reduction)	139 total spaces required; 146 garage spaces provided; 7 on-street spaces 153 total spaces provided 14 in excess of required	132 total spaces required 142 garage spaces provided 7 on-street spaces 149 total spaces provided 17 in excess of required
Bicycle Storage Space	46 racks and 5 lockers located inside garage	No change
Exterior Open Space	1,700 sf	1,620 sf

ANALYSIS

1. GENERAL PLAN CONFORMANCE

The General Plan Land Use Map designation for the subject property is Downtown (D). As such, staff has determined that the proposed development is consistent with this land use designation and the policies of the General Plan as follows:

A. Land Use Element

Goal 1.12 Land Use Compatibility

Objective: To minimize conflicts with adjacent or related uses.

Policy B: The use of land shall not create negative visual impacts to surrounding land uses.

The revised proposed project would maintain the previously approved project design with a modern style of architecture comprised of quality materials that would not create negative visual impacts to surrounding properties in the downtown. The project site is located in a highly urbanized area consisting of a variety of commercial, civic, and hospitality-oriented uses. A vertical mixed-use building is consistent with the pattern of redevelopment in the downtown area and would bring forward a high density, vertical mixed-use development with a potential to provide workforce housing.

B. Housing Element

The Regional Housing Needs Assessment (RHNA) for the Sixth Housing Element Cycle (2021-2029) estimates that the City of Oceanside will experience demand for 5,443 new dwelling units, including 718 low income units, over the next eight years. By contributing 179 rental dwelling units, including 18 reserved for low-income households, the proposed project would help meet the City's projected housing demand and provide an opportunity for much needed work force housing within the core downtown area and in proximity to a variety of transit options. The project is consistent with the following policies in the Housing Element:

Policy 1.1: Promote a high quality urban environment with stable residential neighborhoods and healthy business districts.

The revised mixed-use project would provide a high-quality residential building with streetscape improvements that enhance the downtown's urban environment and increase pedestrian activity, thereby helping to support downtown businesses.

Policy 1.6: Encourage higher-density housing development along transit corridors and smart growth focus areas in order to encourage preservation of natural resources and agricultural land; reduce energy consumption and emissions of greenhouse gasses and other air pollutants; reduce water pollution occasioned by stormwater runoff; and promote active transportation with its associated health benefits.

Situated within close proximity (0.22 miles) to the OTC and the Oceanside Transit Overlay District, the project is considered a TOD. The revised high-density project would provide additional housing in an urbanized area and would promote the use of alternative modes of transportation that reduce greenhouse gas emissions.

Policy 2.1: Designate land for a variety of residential densities sufficient to meet the housing needs for a variety of household sizes and income levels, with higher densities being focused in the vicinity of transit stops, smart growth focus areas, and in proximity to significant concentrations of employment opportunities.

The revised mixed-use project would include approximately 179 studio apartment units ideal for workforce housing. Located within the Downtown District and less than a quarter-mile from the OTC, the TOD would provide housing in close proximity to transit and employment opportunities.

Policy 3.5: Encourage the development of housing for low- and moderate-income households in areas with adequate access to employment opportunities, community facilities, and public services.

The revised project would reserve 18 (10 percent) of the total 179 units for low income households in an area that is centrally located and provides adequate access to employment opportunities, community facilities, and a variety of public services.

Policy 3.7: Encourage the disbursement of lower and moderate-income housing opportunities throughout all areas of the City.

The revised project would reserve 18 apartment units for lower income households. Studio units would inherently be less expensive than larger apartment units and are ideal as workforce housing.

2. ZONING ORDINANCE COMPLIANCE

The proposed project is located in Subdistrict 2 of the Downtown District and is subject to the land use and development standards within Article 12 of the Zoning Ordinance. With respect to development standards, the revised project complies with the requirements of Downtown Subdistrict 2, except where the applicant is seeking waivers consistent with State Density Bonus Law, as highlighted in Table 2 of Attachment No. 2 in this report. Staff has conditioned the project to prohibit short term rentals in both the market rate and affordable units. (condition 117).

As previously noted, the project benefits from a parking requirement reduction of up to 25 percent for being located within the downtown TOD area per Article 12, Section 1232 W.5. of the Zoning Ordinance as well as maximum parking ratios per Density Bonus Law. The proposed project would provide a total of 149 parking spaces, which exceeds the minimum required 132 spaces for the mixed-use development project.

ENVIRONMENTAL DETERMINATION

Pursuant to the California Environmental Quality Act (CEQA), staff finds that the proposed project is categorically exempt pursuant to Article 19 Categorical Exemptions, Section 15332 "In-fill Development Projects" of CEQA.

FISCAL IMPACT

Does not apply.

COMMISSION OR COMMITTEE REPORT

On January 24, 2024, the Downtown Advisory Committee (DAC) considered the revised project. Two committee members expressed concern regarding the width of the alley and potential traffic conflicts between service vehicles and residents accessing the parking garage. Concern was also noted about potential parking impacts to surrounding neighborhoods based on the reduced parking requirements. No public testimony occurred at the meeting.

After due consideration, the DAC voted 5-2 (members DeMooy and Abril - no; members Wright and Sweeton absent) to recommend CDC approval of Development Plan (RD23-00003) and Density Bonus (DB23-00006) for the revised proposed project.

CITY ATTORNEY'S ANALYSIS

The CDC is authorized to hold a public hearing in this matter. Consideration of the matter should be based on the testimony and evidence presented at the hearing. The supporting documents have been reviewed and approved as to form by the City Attorney.

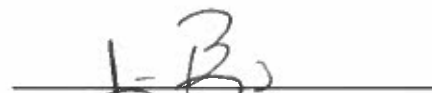
RECOMMENDATION

Staff recommends the Community Development Commission (CDC) adopt a resolution approving a Development Plan (RD23-00003) and Density Bonus (DB23-00006) for the revision of an approved mixed-use project to convert floors reserved for hotel rooms into 64 apartment units in conjunction with the construction of an eight-story mixed-use building resulting in 179 apartment units, including 18 units (10 percent) reserved for low-income households, and 1,581 square feet of ground floor commercial space on a 15,589-square-foot parcel at 712 Seagaze Drive.

PREPARED BY:


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Principal Planner

SUBMITTED BY:


Jonathan Borrego
City Manager

REVIEWED BY:

Darlene Nicandro, Development Services Director
Sergio Madera, City Planner




ATTACHMENTS:

1. Community Development Commission Resolution
2. Downtown Advisory Committee Memorandum dated January 24, 2024
3. Reduced Plan Sets
4. Project Description
5. Notice of Exemption
6. Traffic Study

RESOLUTION NO.**A RESOLUTION OF THE COMMUNITY DEVELOPMENT COMMISSION OF THE CITY OF OCEANSIDE APPROVING A DEVELOPMENT PLAN (RD23-00003) AND DENSITY BONUS (DB23-00006) FOR THE DEVELOPMENT OF A MIXED-USE PROJECT LOCATED AT 712 SEAGAZE DRIVE****(ELSEY HOLDINGS LLC. – APPLICANT)**

WHEREAS, on March 13, 2024, the Community Development Commission held a duly noticed public hearing to consider an application by Elsey Holdings LLC for a Development Plan (RD23-00003) and Density Bonus (DB23-00006) for the revision to an approved mixed-use project (RD21-00002, RCUP21-00001, & DB21-00003) to convert the space reserved for hotel rooms into 64 studio apartment units in conjunction with the construction of an eight-story mixed-use building resulting in 179 apartment units, including a minimum of 18 units (10-percent) reserved for low-income households, and 1,581 square feet of ground floor commercial space on a 15,589-square-foot parcel; and

WHEREAS, on January 24, 2024, the Downtown Advisory Committee (DAC) was presented with the project and after due consideration took action in a 5-2 vote with two members absent to recommend CDC approval of Development Plan (RD23-00003) and Density Bonus (DB23-00006);

WHEREAS, the proposed project is categorically exempt from further review under the California Environmental Quality Act ("CEQA"). Title 14 California Code of Regulations Section 15332 "In-fill Development Projects" of the CEQA Guidelines provides a categorical CEQA exemption where, as here, (a) the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations; (b) the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) the project site has no value, as habitat for endangered, rare or threatened species; (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality and (e) the site can be adequately served by all required utilities and public services; and,

WHEREAS, there is hereby imposed on the subject development project certain fees, dedications, reservations and other exactions pursuant to state law and City ordinance; and

WHEREAS, pursuant to Government Code §66020(d)(1), NOTICE IS HEREBY GIVEN that the Project is subject to certain fees, dedications, reservations and other exactions as provided below:

Description	Authority for Imposition
Public Facility (Residential and Commercial)	Ord. No. 91-09 Reso. No. 15-R0638-1
Parks (Residential only)	Ord. No. 91-09 Reso. No. 15-R0638-1
School District Fee (Residential)	Ord. No. 91-34 OUSD Res. 13(12-13) CUSD Res. 21-1314
School District Fee (Commercial/Industrial)	Ord. No. 91-34 OUSD Res. 13(12-13) CUSD Res. 21-1314
Traffic Signal & Thoroughfare (Multi-Family Residential)	Reso. No. 16-R0324-1 Reso. No. 12-R0626-1
Traffic Signal & Thoroughfare (Commercial/Industrial)	Reso. No. 16-R0324-1
Drainage and Flood Control Fee	Ord. No. 85-23 Reso. No. 16-R0638-1
Wastewater System Capacity Buy-in Fee (Non-Residential and Multi-Family Residential)	Reso. No. 87-97 Ord. No. 15-OR0479-1 City Code 37.7.37
Water System Capacity Buy-in Fee (Residential and Non-Residential)	Reso. No. 87-96 Ord. No. 15-OR0480-1 City Code 37.7.37
San Diego County Water Authority (Residential and Non-Residential)	SDWA Ord. 2017
Inclusionary Housing Administration Fee	Chapter 14C.9 of the MC Reso. No. 03-R175-1 Reso. No. 11-R0483-1

WHEREAS, the fees listed above have been identified by the City as being applicable to the project as proposed. Failure by the City to list an applicable fee above does not alleviate the developer from paying all applicable fees at the time when such fees become due; and

WHEREAS, an SB 330 Preliminary Application was filed for the project on August 25, 2023 pursuant to the Housing Crisis Act of 2019 and freezes fees and development standards as of August 25, 2023, unless exceptions per Government Code Section 65889.5(o) are triggered.

WHEREAS, unless otherwise provided by this resolution, all impact fees shall be calculated and collected at the time and in the manner provided in Chapter 32B of the Oceanside City Code and the City expressly reserves the right to amend the fees and fee calculations consistent with applicable law; and

1 WHEREAS, the City expressly reserves the right to establish, modify or adjust any fee, dedication,
2 reservation or other exaction to the extent permitted and as authorized by law; and

3 WHEREAS, pursuant to Gov't Code §66020(d)(1), NOTICE IS FURTHER GIVEN that the 90-
4 day period to protest the imposition of any fee, dedication, reservation, or other exaction described in
5 this resolution begins on the effective date of this resolution and any such protest must be in a manner
6 that complies with Section 66020; and

7 WHEREAS, the documents or other material which constitute the record of proceedings upon
8 which the decision is based will be maintained by the City of Oceanside Development Services
9 Department Planning Division, 300 North Coast Highway, Oceanside, California 92054; and

10 WHEREAS, studies and investigations made by the Community Development Commission reveal
11 the following facts:

12 FINDINGS:

13 For the Development Plan (RD23-00003):

14 1. The site plan and physical design of the project, as proposed, is consistent with the objectives of the
15 Zoning Ordinance and the purposes of Subdistrict 2 in which the site is located. The proposed
16 development will further the long-term viability and rejuvenation of the Downtown District by
17 redeveloping an underutilized site with a mix of commercial space and residential housing units.
18 Subdistrict 2 allows residential uses as part of mixed-use development and this project will provide
19 housing, including a minimum of 18 low-income deed restricted units, for a range of income levels
20 within the downtown area. The site plan and physical design of the project meets or exceeds the
21 applicable development standards contained within the Zoning Ordinance, except where the
22 applicant has requested waivers consistent with State Density Bonus Law. Furthermore, the project
23 is considered a Transit Oriented Development (TOD) and will provide residents access to a variety
24 of transit options.

25 2. The Development Plan, as proposed, conforms to the General Plan of the City because the project
26 is consistent with the Land Use and Housing Elements. As a TOD site, the revised project will
27 provide higher density housing development in an urbanized area and promote the use of
28 alternative transportation. By reserving a minimum of 18 (10-percent) of the 179 total units for

1 low-income households, the project would help meet the City's projects housing demand and
2 provide an opportunity for workforce housing within the core downtown area.

3 3. The area covered by the Development Plan can be adequately, reasonably and conveniently served
4 by existing and planned public services, utilities, and public facilities because the project
5 constitutes an infill development situated within an urbanized area served by adequate utilities.

6 4. The project, as proposed, is compatible with existing and potential development within the
7 surrounding area in that vertical mixed-use development is consistent with the pattern of
8 redevelopment in the downtown area. The revised project would convert previously approved
9 hotel rooms into 64 residential units and would not alter the exterior design of the approved
10 building. In keeping with smart growth principles, the current trend of redevelopment in Oceanside
11 is to bring forward high density vertically-oriented mixed-use development in order to
12 accommodate the City's regional fair share of housing growth, support commercial establishments
13 in the downtown area, enhance walkability, and support transit service. The project would include
14 a modern style of architecture with quality materials and design in keeping with the vast variety of
15 architectural designs in the surrounding downtown area. The project is in a highly urbanized area
16 consisting of commercial and civic type land uses. The project, as designed and sited, would be
17 consistent with the surrounding built environment and would enhance the area by activating the
18 streetscape and providing a commercial space at the corner of Seagaze Drive and Nevada Street.

19 5. The site plan and physical design of the project is consistent with the policies contained within
20 Section 1.24 and 1.25 of the Land Use Element of the General Plan, the Development Guidelines
21 for Hillsides, and Section 3039 of the Zoning Ordinance because the property does not have slopes
22 subject to the Hillside Ordinance.

23 WHEREAS, pursuant to Oceanside Zoning Ordinance §4603, this resolution becomes effective
24 upon its adoption.

25 NOW, THEREFORE, the Community Development Commission of the City of Oceanside does
26 resolve as follows:

27 SECTION 1. That Development Plan (RD23-00003) and Density Bonus (DB23-00006) are
28 hereby approved subject to the following conditions:

1. This Development Plan and Density Bonus shall expire 36 months from its approval (March 13, 2027), unless this time period is extended by the provisions of Article 1 of the Zoning Ordinance.
2. The approved entitlements for the mixed-use project with 115 apartment units and 64 hotel rooms on this site (RD21-00002, RCUP21-00001, & DB21-00003) shall remain valid until the earlier of (i) the expiration date of those approvals (currently January 26, 2025 or as extended by the provisions of Article 1, Section 150 of the Zoning Ordinance) and (ii) the date this current application (RD23-00003 and DB23-00006) has been approved and any and all appeal actions or legal challenges to the current approvals that are the subject of this Resolution are fully and finally resolved in favor of the project approval.
3. The applicant, permittee, or any successor-in-interest shall defend, indemnify and hold harmless the City of Oceanside, its agents, officers or employees from any claim, action or proceeding against the City, its agents, officers, or employees to attack, set aside, void or annul any approval of the City, concerning Development Plan (RD23-00003) and Density Bonus (DB23-00006) and the CEQA exemption for this Project. The City will promptly notify the applicant of any such claim, action or proceeding against the City and will cooperate fully in the defense. If the City fails to promptly notify the applicant of any such claim action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify or hold harmless the City.
4. A covenant or other recordable document approved by the City Attorney shall be prepared by the property owner and recorded prior to the approval of the final map. The covenant shall provide that the property is subject to this resolution and shall list the conditions of approval.
5. Prior to the transfer of ownership and/or operation of the site the owner shall provide a written copy of the applications, staff report and resolutions for the project to the new owner and or operator. This notification's provision shall run with the life of the project and shall be recorded as a covenant on the property.
6. Failure to meet any conditions of approval shall constitute a violation of the Development Plan and Density Bonus.
7. Unless expressly waived, all current zoning standards and City ordinances and policies in effect at the time building permits are issued. The approval of this project constitutes the applicant's agreement with all statements in the Description and Justification and other materials and information submitted with this application, unless specifically waived by an adopted condition of approval.

Engineering:

8. For the demolition of any existing structure or surface improvements; grading plans shall be submitted and erosion control plans be approved by the City Engineer prior to the issuance of a demolition permit. No demolition shall be permitted without an approved erosion control plan.
9. Design and construction of all improvements shall be in accordance with the City of Oceanside Engineers Design and Processing Manual, City Ordinances, and standard engineering and specifications of the City of Oceanside and subject to approval by the City Engineer.
10. All right-of-way alignments, street dedications, exact geometrics and width shall be dedicated and constructed or replaced as required by the City Engineer.
11. The approval of the development plan/project shall not mean that closure, vacation, or abandonment of any public street, right of way, easement, or facility is granted or guaranteed to the owner/developer. The owner/developer is responsible for applying for all closures, vacations, and abandonments as necessary. The application(s) shall be reviewed and approved or rejected by the City of Oceanside under separate process (es) per codes, ordinances, and policies in effect at the time of the application. The City of Oceanside retains its full legislative discretion to consider any application to vacate a public street or right of way.
12. Pursuant to the Subdivision Map Act, improvements shall be required at the time of development. A covenant, reviewed and approved by the City Attorney, shall be recorded attesting to these improvement conditions.
13. All public improvement requirements, within such increment or outside of it, if required by the City Engineer, shall be covered by a Development Improvement Agreement and secured with sufficient improvement securities or bonds guaranteeing performance and payment for labor and materials, setting of survey monuments, and warranties against defective materials and workmanship.
14. Applicant shall process an Encroachment Removal Agreement application with the City for all private improvements proposed within the City's ROW. Maintenance, replacements, and repairs of private improvements in the City's ROW are the responsibility of the owner in perpetuity.
15. A traffic control plan shall be prepared according to the City traffic control guidelines and approved to the satisfaction of the City Engineer prior to the start of work within the public Right-of-Way. Traffic control during construction of streets that have been opened to public traffic shall

be in accordance with construction signing, marking and other protection as required by the Caltrans Traffic Manual and City Traffic Control Guidelines. Traffic control plan implementation and hours shall be in accordance with the approved traffic control plans.

16. Vehicular access rights to Seagaze Drive and Nevada Street shall be relinquished to the City from all abutting lots by separate instrument.

17. Nevada Street and Seagaze Drive shall be constructed with new curb and gutter and sidewalk. Sidewalk improvements (construct/replace) shall comply with current ADA requirements.

18. Proposed vertical improvements adjacent to alley roadways at a height greater than 30 inches and that would have the potential to obstruct the driver's line-of-sight are not allowed. Existing vertical obstructions should be removed or lowered, if practical. Such obstructions may include buildings, hedges, trees, bushes, un-mowed grass, tall crops, walls, fences, and terrain itself.

19. Along with the initial submittal package provided during the Final Engineering Phase, a pavement evaluation report shall be submitted for the proposed onsite pavement. Pavement sections for all public and private roadways, driveways and parking areas shall be based upon approved soil tests and traffic indices. The pavement design is to be prepared by the owner/developer's soils engineer, and shall follow the City of Oceanside Engineers Design and Processing Manual, and be approved by the City Engineer. Roadway alignments and geometric layouts shall be in conformance with the City of Oceanside Engineers Design and Processing Manual.

20. Along with the initial submittal package provided during the Final Engineering Phase, a pavement evaluation report shall be submitted for offsite street and/or alley pavements. The owner/developer shall contract with a geotechnical engineering firm to perform a field investigation of the existing pavement on all streets adjacent to the project boundary. The limits of the study shall be half-street width along the project's frontage, Seagaze Drive and Nevada Street. The field investigation shall be performed according to a specific boring plan prepared by a licensed Geotechnical Engineer and approved by the City Engineer. In the absence of such approved boring plan, the field investigation shall include a minimum of one pavement boring per every fifty linear feet (50) linear feet of street frontage. Should the study conclude that the pavement does not meet current pavement thickness requirements, the Owner/developer shall remove and reconstruct the pavement section in accordance with City requirements. Otherwise, the City Engineer shall determine whether the Owner/developer shall: 1) Repair all failed pavement sections, 2) header cut and grind per the

direction of the City Engineer, and construct a two (2) inch thick rubberized AC overlay; or 3) Perform R-value testing and submit a study that determines if the existing pavement meets current City standards/traffic indices.

21. Proposed public improvements located within the City's ROW or onsite shall be displayed on separate public improvement plans in accordance with the City's Engineer's Design and Processing Manual.

22. Any existing public or private pavement, concrete curb, gutter, driveways, pedestrian ramps and sidewalk within the project, or adjacent to the project boundary that are already damaged or damaged during construction of the project, shall be repaired or replaced as directed by the City Engineer.

23. Full width alley (construction/replacement), including the installation of a longitudinal concrete alley gutter, shall be constructed in accordance with the City of Oceanside Engineers Design and Processing Manual.

24. A precise grading plan, which includes proposed onsite improvements, shall be prepared, reviewed, secured and approved prior to the issuance of any building permits. The plan shall reflect all pavement, flatwork, landscaped areas, special surfaces, curbs, gutters, medians, striping, and signage, footprints of all structures, walls, drainage devices and utility services. Parking lot striping and any on site traffic calming devices shall be shown on all precise grading plans.

25. As part of the City's Opportunistic Beach Fill Permit, this project has been conditioned to test proposed excavated material to determine suitability for deposit on city beaches as part of the Beach Sand Replenishment program. Test results shall be provided as part of the project geotechnical report which is required prior to approval of the grading plan and issuance for the grading permit. Suitable beach replenishment material shall be at least 75% sand with no more than a 10% difference in sand content between material at the source and discharge site. Replenishment material shall contain only clean construction materials suitable for use in the oceanic environment; no debris, silt, soil, sawdust, rubbish, cement or concrete washings, oil or petroleum products hazardous/toxic/radioactive/munitions from construction or dredging or disposal shall be allowed to enter into or be placed where it may be washed by rainfall or runoff into waters of the United States. Any and all excess or unacceptable material shall be completely removed from the site/work area and disposed of in an appropriate upland site. If the soil to be exported is determined to be suitable beach replenishment material, the developer's contractor will coordinate with the City's Public Works Department to determine the location for acceptance of the excavated material

for spreading by Public Works staff. **Coordination is required to occur a minimum of two weeks in advance** of the need to place approved excavated material on the beach.

26. This project shall provide year-round erosion control including measures for the site required for the phasing of grading. Prior to the issuance of grading permit, an erosion control plan, designed for all proposed stages of construction, shall be reviewed, secured by the owner/developer with **cash securities or a letter of credit** and approved by the City Engineer; Certificates of Deposit will not be accepted for this security.
27. Prior to the issuance of a grading permit, owner/developer shall develop and distribute a neighborhood-notification flier to area residents, property owners, and business owners located within a 500-foot radius of the project site, to inform them of the grading and construction schedule, and to answer questions. Developer shall provide a copy of the notification flier sheet for the project file.
28. The owner/developer shall monitor, supervise and control all construction and construction-supportive activities, so as to prevent these activities from causing a public nuisance, including but not limited to, insuring strict adherence to the following:
 - a. Dirt, debris and other construction material shall not be deposited on any public street or within the City's storm water conveyance system.
 - b. All grading and related site preparation and construction activities shall be limited to the hours of 7 AM to 6 PM, Monday through Friday. No engineering-related construction activities shall be conducted on Saturdays, Sundays or legal holidays unless written permission is granted by the City Engineer with specific limitations to the working hours and types of permitted operations. All on-site construction staging areas shall be as far as possible (minimum 100 feet) from any existing residential development. Because construction noise may still be intrusive in the evening or on holidays, the City of Oceanside Noise Ordinance also prohibits "any disturbing excessive or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity."
 - c. The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site. An alternate parking site can be considered by the City Engineer in the event that the lot size is too small and cannot accommodate parking of all motor vehicles.
 - d. The owner/developer shall complete a haul route permit application (if required for import/export of dirt) and submit to the City of Oceanside Transportation Engineering Section

forty-eight hours (48) in advance of beginning of work. Hours of hauling operations shall be dictated by the approved haul route permit.

29. It is the responsibility of the owner/developer to evaluate and determine that all soil imported as part of this development is free of hazardous and/or contaminated material as defined by the City and the County of San Diego Department of Environmental Health. Exported or imported soils shall be properly screened, tested, and documented regarding hazardous contamination.

30. The approval of the development plan shall not mean that proposed grading or improvements on adjacent properties (including any City properties/right-of-way or easements) is granted or guaranteed to the owner/developer. The owner/developer is responsible for obtaining written permission to grade to construct on adjacent properties. Should such permission be denied, the development plan shall be subject to going back to the public hearing or subject to a substantial conformity review.

31. Prior to any grading of any part of the tract or project, a comprehensive soil and geologic investigation shall be conducted of the soils, slopes, and formations in the project. All necessary measures shall be taken and implemented to assure slope stability, erosion control, and soil integrity. No grading shall occur until a detailed grading plan, to be prepared in accordance with the Grading Ordinance is approved by the City Engineer. The soils report shall be submitted as part of the first submittal package.

32. Where proposed off-site improvements, including but not limited to slopes, public utility facilities, and drainage facilities, are to be constructed, the owner/developer shall, at his own expense, obtain all necessary easements or other interests in real property and shall dedicate the same to the City of Oceanside as required. The owner/developer shall provide documentary proof satisfactory to the City of Oceanside that such easements or other interest in real property have been obtained prior to the issuance of any grading, building or improvement permit for this development/project. Additionally, the City of Oceanside, may at its sole discretion, require that the owner/developer obtain at his sole expense a title policy insuring the necessary title for the easement or other interest in real property to have vested with the City of Oceanside or the owner/ developer, as applicable.

Use of adjacent properties for construction without permission is prohibited.

Developer/contractors are required to obtain written permission from adjacent property owners allowing access onto their site. There shall be no trespassing, grading, or construction of any kind on adjacent properties without permission. "Failure to comply will result in the revocation of the

grading permit." This written permission shall be provided to the City prior to the issuance of a grading permit.

33. Landscaping plans, including plans for the construction of walls, fences or other structures at or near intersections, must conform to intersection sight distance requirements. Landscape and irrigation plans for disturbed areas shall be submitted to the City Engineer prior to the issuance of a grading permit and approved by the City Engineer prior to the issuance of building permits. Frontage and median landscaping shall be installed and established prior to the issuance of any certificates of occupancy. Securities shall be required only for landscape items in the public right-of-way. Any project fences, sound or privacy walls and monument entry walls/signs shall be shown on, bonded for and built from the landscape plans. These features shall also be shown on the precise grading plans for purposes of location only. Plantable, segmental walls shall be designed, reviewed and constructed by the grading plans and landscaped/irrigated through project landscape plans. All plans must be approved by the City Engineer and a pre-construction meeting held, prior to the start of any improvements.

34. Shoring is required for the construction of the proposed development. The shoring design plans and structural calculations shall be submitted concurrently with the precise grading plan submittal and approved prior to the issuance of a grading permit.

35. The drainage design shown on the conceptual grading/site plan, and the drainage report for this development plan is conceptual only. The final drainage report and design shall be based upon a hydrologic/hydraulic study that is in accordance with the latest San Diego County Hydrology and Drainage Manual, and is to be approved by the City Engineer during the Final Engineering phase. All drainage picked up in an underground system shall remain underground until it is discharged into an approved channel, or as otherwise approved by the City Engineer.

36. The project's drainage system shall not connect or discharge to another private stormdrain system without first obtaining written permission from the owner of the system. The written permission letter shall be provided to the City prior to the issuance of a grading permit. The owner/developer shall be responsible for obtaining any off-site easements for storm drainage facilities.

37. All public storm drains shall be shown on City standard plan and profile sheets. All storm drain easements shall be dedicated where required.

38. Drainage facilities shall be designed and installed to adequately accommodate the local storm water runoff; and shall be in accordance with the San Diego County Hydrology Manual and the City of Oceanside Engineers Design and Processing Manual to the satisfaction of the City Engineer.

- 1 39. Storm drain facilities shall be designed and constructed to allow inside travel lanes of streets
2 classified as a Collector or above, to be passable during a 100-year storm event.
- 3 40. Sediment, silt, grease, trash, debris, and pollutants shall be collected on-site and disposed of in
4 accordance with all state and federal requirements, prior discharging of stormwater into the City
5 drainage system.
- 6 41. The project is categorized as a stormwater-Priority Development Project (PDP). A final Storm
7 Water Quality Management Plan (SWQMP) and Operation & Maintenance (O&M) Plan shall be
8 submitted to the City for review at the final engineering phase. Approval of both documents are
9 required prior to the issuance of a grading permit.
- 10 42. The owner/developer shall enter into a City-Standard Stormwater Facilities Maintenance Agreement
11 (SWFMA) with the City, obliging the owner/developer to maintain, repair and replace the Storm
12 Water Best Management Practices (BMPs) structures identified in the project's approved SWQMP,
13 as detailed in the O&M Plan into perpetuity. The Agreement shall be approved by the City
14 Attorney's Office and recorded at the County Recorder's Office prior to the issuance of a precise
15 grading permit. A non-refundable Security in the form of cash shall be required prior to issuance of
16 a precise grading permit. The amount of the non-refundable security shall be equal to 10 years of
17 maintenance costs, as identified by the O&M Plan, but not to exceed a total of \$25,000. The
18 owner/developer's civil engineer shall prepare the O&M cost estimate.
- 19 43. The BMPs described in the project's approved SWQMP shall not be altered in any way, unless
20 reviewed and approved by the City Engineer. The determination of whatever action is required for
21 changes to a project's approved SWQMP shall be made by the City Engineer.
- 22 44. Prior to receiving a temporary or permanent occupancy permit, the project shall demonstrate that all
23 structural BMPs, including Storm Water Pollutant Control BMPs and Hydromodification
24 Management BMPs, are constructed and fully operational, are consistent with the approved SWQMP
25 and the approved Precise Grading Plan, and are in accordance with San Diego RWQCB Order No.
26 R9-2013-0001 §E.3.e. (1)(d).
- 27 45. If the project is granted a waiver of undergrounding requirements by the Planning Commission or
28 City Council, the project is still required to remove existing street lights occupying waived facilities,
and new street lights shall be constructed on individual poles, per Section 901.G of the Subdivision
Ordinance and City standards.

- 1 46. The owner/developer shall obtain all necessary permits and clearances from public agencies having
2 jurisdiction over the project due to its type, size, or location, prior to the issuance of a grading
3 permit. The list of public agencies includes, but is not limited to, the California Department of
4 Transportation (Caltrans), the City of Carlsbad, the U. S. Army Corps of Engineers, the California
5 Department of Fish & Game, the U. S. Fish and Wildlife Service and/or the San Diego Regional
6 Water Quality Control Board (including NPDES), and the San Diego County Health Department.
- 7 47. The owner/developer shall comply with all the provisions of the City's cable television ordinances,
8 including those relating to notification as required by the City Engineer.
- 9 48. Approval of this development project is conditioned upon payment of all applicable impact fees
10 and connection fees in the manner provided in chapter 32B of the Oceanside City Code. All traffic
11 signal fees and contributions, highway thoroughfare fees, park fees, reimbursements, drainage
12 impact fees, and other applicable charges, fees and deposits shall be paid prior to recordation of the
13 map or the issuance of any building permits, in accordance with City Ordinances and policies. The
14 owner/developer shall also be required to join into, contribute, or participate in any improvement,
15 lighting, or other special district affecting or affected by this project.
- 16 49. To the extent that the project is "paid for in whole or in part out of public funds" as defined in
17 Labor Code section 1720(b), the project will be subject to prevailing wage requirements as set
18 forth in the Labor Code. The owner/developer shall provide written acknowledgment of any
19 applicable prevailing wage requirements prior to issuance of grading or building permits,
20 whichever occurs first.
- 21 50. In the event that there are discrepancies in information between the conceptual plan and the
22 conditions set forth in the project's Conditions of Approval, the project's Conditions of approval
23 shall prevail.

24 **Landscape:**

- 25 51. Landscape plans, shall meet the criteria of the City of Oceanside Landscape Guidelines and
26 Specifications for Landscape Development (latest revision), Water Conservation Ordinance
27 No.(s) 91-15 and 10-Ordinance 0412, Engineering criteria, City code and ordinances, including
28 the maintenance of such landscaping shall be submitted, reviewed and approved by the City
Engineer prior to the issuance of building permits. Landscaping shall not be installed until
bonds have been posted, fees paid, and plans signed for final approval. In addition, a refundable

1 cash deposit for the preparation of the final As-built/ Maintenance Guarantee shall be secured
2 with the City prior to the final approval of the landscape construction plan. A landscape pre-
3 construction meeting shall be conducted by the landscape architect of record, Public Works
4 Inspector, developer or owner's representative and landscape contractor prior to commencement
5 of the landscape and irrigation installation. The following landscaping items shall be required
6 prior to plan approval and certificate of occupancy:

- 7 a. Final landscape plans shall accurately show placement of all plant material such as but not
8 limited to trees, shrubs, and groundcovers.
- 9 b. Landscape Architect shall be aware of all utility, sewer, water, gas and storm drain lines and
10 utility easements and place planting locations accordingly to meet City of Oceanside
11 requirements.
- 12 c. Final landscape plans shall be prepared under the direct supervision of a Registered
13 Landscape Architect (State of California), with all drawings bearing their professional stamp
14 and signature.
- 15 d. All required landscape areas both public and private (including trees and palms in the public
16 rights-of-way) shall be maintained by owner, project association or successor of the project
17 (including public rights-of-way along Seagaze Drive and N. Nevada Street). The landscape
18 areas shall be maintained per City of Oceanside requirements.
- 19 e. The As-built/ Maintenance Guarantee (refundable cash deposit) shall not be released until
20 the as-built drawings have been approved on the original approved Mylar landscape plan
21 and the required maintenance period has been successfully terminated.
- 22 f. Proposed landscape species shall fit the site and meet climate changes indicative to their
23 planting location. The selection of plant material shall also be based on cultural, aesthetic,
24 and maintenance considerations. In addition, proposed landscape species shall be low water
25 users as well as meet all fire department requirements.
- 26 g. All planting areas shall be prepared and implemented to the required depth with appropriate
27 soil amendments, fertilizers, and appropriate supplements based upon a soils report from an
28 agricultural suitability soil sample taken from the site.
- h. Ground covers or bark mulch shall fill in between the shrubs to shield the soil from the sun,
evapotranspiration and run-off. All the flower and shrub beds shall be mulched to a 3"
depth to help conserve water, lower the soil temperature and reduce weed growth.

- i. The shrubs shall be allowed to grow in their natural forms. All landscape improvements shall follow the City of Oceanside Guidelines.
- j. Root barriers shall be installed adjacent to all paving surfaces where a paving surface is located within 6 feet of a tree trunk on site (private) and within 10 feet of a tree trunk in the right-of-way (public). Root barriers shall extend 5 feet in each direction from the centerline of the trunk, for a total distance of 10 feet. Root barriers shall be 24 inches in depth. Installing a root barrier around the tree's root ball is unacceptable.
- k. All fences, gates, walls, stone walls, retaining walls, and plantable walls shall obtain Planning Division approval for these items in the conditions or application stage prior to 1st submittal of working drawings.
- l. For the planting and placement of trees and their distances from hardscape and other utilities/ structures the landscape plans shall follow the City of Oceanside's (current) Tree Planting Distances and Spacing Standards.
- m. An automatic irrigation system shall be installed to provide coverage for all planting areas shown on the plan. Low volume equipment shall provide sufficient water for plant growth with a minimum water loss due to water run-off.
- n. Irrigation systems shall use high quality, automatic control valves, controllers and other necessary irrigation equipment. All components shall be of non-corrosive material. All drip systems shall be adequately filtered and regulated per the manufacturer's recommended design parameters.
- o. All irrigation improvements shall follow the City of Oceanside Guidelines and Water Conservation Ordinance.
- p. The landscape plans shall match all plans affiliated with the project.
- q. Landscape construction drawings are required to implement approved Fire Department regulations, codes, and standards at the time of plan approval.
- r. Landscape plans shall comply with Biological and/or Geotechnical reports, as required, shall match the grading and improvement plans, comply with Storm Water Management Plan (SWMP), Hydromodification Plan, or Best Management Practices and meet the satisfaction of the City Engineer.
- s. Existing landscaping on and adjacent to the site shall be protected in place and supplemented or replaced to meet the satisfaction of the City Engineer.

t. All pedestrian paving (both decorative and standard) shall comply with the most current edition of the American Disability Act.

52. All landscaping, fences, walls, etc. on the site, in medians within the public right-of-way and within any adjoining public parkways shall be permanently maintained by the owner, his assigns or any successors-in-interest in the property. The maintenance program shall include: a) normal care and irrigation of the landscaping b) repair and replacement of plant materials (including interior trees and street trees) c) irrigation systems as necessary d) general cleanup of the landscaped and open areas e) maintenance of parking lots, walkways, enhanced hardscape, trash enclosures, walls, fences, etc. f) pruning standards for street trees shall comply with the International Society of Arboriculture (ISA) *Standard Practices for Tree Care Operations – ANSI A300, Appendix G: Safety Standards, ANSI Z133; Appendix H; and Tree Pruning Guidelines, Appendix F* (most current edition). Failure to maintain landscaping shall result in the City taking all appropriate enforcement actions including but not limited to citations. This maintenance program condition shall be recorded with a covenant as required by this resolution.
53. In the event that the conceptual landscape plan (CLP) does not match the conditions of approval, the resolution of approval shall govern.

Transportation:

54. The project shall close the existing curb cut on Seagaze Dr., and replace with curb and gutter per City's standards. The curb shall match with the existing conditions. This improvement shall be completed prior to the issuance of occupancy and to the satisfaction of the City Traffic Engineer.
55. The project shall install a curb cut-out on Nevada St. designated for loading zone as shown per the project tentative plan. The curb cut shall be within the public right of way and shall meet the City's latest standards. This improvement shall be completed prior to the issuance of occupancy and to the satisfaction of the City Traffic Engineer.
56. Streetlights shall be maintained and installed on all public streets per City Standards. The system shall provide uniform lighting, and be secured prior to occupancy. The owner/developer shall pay all applicable fees, energy charges, and/or assessments associated with City-owned (LS-2 rate schedule) streetlights and shall also agree to the formulation of, or the annexation to, any appropriate street lighting district.

1 57. The project shall be responsible for the fair share payment to the City, which shall be
2 \$22,732.78 to be paid to the City's Thoroughfare and Signal Account. The funds will be used at
3 the City's discretion for projects that will improve traffic safety and mobility in the City of
4 Oceanside. The \$22,732.78 shall be paid in full prior to issuance of any permit (precise grading,
5 building or otherwise) for any phase or any component of the project. The \$22,732.78 fair
6 share payment only satisfies the offsite improvement obligations. All other onsite improvements
7 such as roadway and sidewalk that is contiguous to the project, or needed to provide access to
8 the project shall be done at the project developer's cost.

9 58. The project shall install an Intelight 2070LX traffic signal controller at the intersection of
10 Mission Avenue and Horne Street. This improvement shall be completed before the issuance of
11 occupancy and to the satisfaction of the City Traffic Engineer.

12 **Building:**

13 59. A "Revision to Approved Plan" application must be submitted for building permit (BLDG22-
14 2359) along with revised plans per instructions on the Revision to Approved Plan application
15 form due to changes after three rounds of plan review have already been completed on previous
16 hotel rooms that will be eliminated for new studio apartments.

17 60. The granting of approval under this action shall in no way relieve the applicant/project from
18 compliance with all Current State and local building codes.

19 Beginning on January 1, 2020, Oceanside Development Services (ODS) is required by State law
20 to enforce the 2019 Edition of California Building Standards Codes (a.k.a., Title 24 of the
21 California Codes of Regulations).

22 Every three years, the State adopts new model codes (known collectively as the California Building
23 Standards Code) to establish uniform standards for the construction and maintenance of buildings,
24 electrical systems, plumbing systems, mechanical systems, and fire and life safety systems.

25 Sections 17922, 17958 and 18941.5 of the California Health and Safety Code require that the
26 latest edition of the California Building Standards code and Uniform Housing Code apply to
27 local construction 180 days after publication.

28 There are 12 parts to Title 24 and the applicable parts for most Building Division permit
applications are listed below.

- Part 2: The 2019 California Building Code (CBC).
- Part 2.5: The 2019 California Residential Code (CRC).
- Part 3: The 2019 California Electrical Code (CEC).
- Part 4: The 2019 California Mechanical Code (CMC).
- Part 5: The 2019 California Plumbing Code (CPC).
- Part 6: The 2019 California Energy Code
- Part 9: The 2019 California Fire Code (CFC)
- Part 11: The 2019 California Green Building Standards Code (CALGreen Code) This Part is known as the California Green Building Standards Code, and it is intended that it shall also be known as the CALGreen Code.

All architects, engineers, designers, developers, owners and contractors MUST be familiar with the codes in effect at the time of plan submittal. ODS, as required by State law, CANNOT approve projects that do not comply with the codes in effect at the time of plan submittal. All projects submitted before or on December 31, 2019 are permitted to comply with the 2016 Edition of the California Building Standards Code.

61. Where mixed occupancy buildings contain incidental use areas, the following shall apply:
 - a. Clearly identify on plans whether there are any incidental use areas that are separated from other portions of the building pursuant to CBC.
 - b. The protection used for incidental use areas may include automatic fire sprinklers, fire-resistance rated construction, or both. Identify such protection in the incidental use areas on each floor plan.
62. Where mixed occupancy buildings contain nonseparated uses, the following shall apply:
 - a. Clearly identify on plans whether nonseparated uses will be utilized pursuant to CBC 508.3.
 - b. Clearly acknowledge on the plans that the use of nonseparated occupancies requires the most restrictive provisions of CBC 403 and Chapter 9 to apply to the entire building.
 - c. The adjoining nonseparated uses must be clearly identified on all floor plans, including the boundary of such areas
 - d. The project must be designed to meet the requirements of the more restrictive occupancy for the following: (Area) (Height) (Egress) (Fire Sprinklers) (Other)

e. Per Table 504.4 the Type of construction may not be less than Type 1 or Type II construction per 2019 CBC.

f. Per Table 705.8 Walls 3 to 5 feet from the PL must not have opening of more than 15%, walls 5 to 10 not less than 25%, walls 10 to 15 feet not more than 45%.

63. Where mixed occupancy buildings contain separated uses, the following shall apply:

a. Clearly identify on plans the boundary of each adjoining occupancy that will be separated pursuant to CBC 508.4

b. Fire-resistance rated walls used to separate adjoining occupancies shall be constructed as fire barriers in accordance with Section 707; fire partitions shall not be allowed. (CBC 508.4.4.1)

c. Fire-resistance rated floor-ceiling assemblies used to separate adjoining occupancies shall comply with CBC 711. (CBC 711.2.4.1)

64. Where mixed occupancy buildings contain accessory areas, the aggregate area of all accessory areas within a single occupancy shall not exceed 10% of the floor area of the primary occupancy. (CBC 508.2.3)

65. Clearly label and identify on plans (fire walls, fire barriers, fire partitions, shafts, smoke barriers, and smoke partitions), along with their fire-resistance ratings. Provide a legend.

66. Submit an exit analysis plan that labels and clearly shows compliance with all required egress features such as, but not limited to, common path of travel, required number of exits, occupant load, required width, continuity, travel distance, etc. (CBC 1001.1)

67. Means of egress doors shall be readily distinguishable from the adjacent construction and finishes such that the doors are easily recognizable as doors. Mirrors or similar reflecting materials shall not be used on means of egress doors. Means of egress doors shall not be concealed by curtains, drapes, decorations or similar materials. (CFC 1010.1)

68. The building plans for this project are required by State law to be prepared by a licensed architect or engineer.

69. Compliance with the Federal Clean Water Act (BMP's) shall be demonstrated on the plans.

70. All outdoor lighting shall meet Chapter 39 of the City Code (Light Pollution Ordinance) and shall be shielded appropriately.

71. Separate/unique addresses may be required to facilitate utility releases. Verification that the addresses have been properly assigned by the City's Planning Division shall accompany the Building Permit application.

- 1 72. A form or foundation survey shall be required prior to the placement of concrete to show the location
2 of the new structure in respect to the property lines, known easements, and known setback lines. By
3 obtaining a form survey the location of the foundation is checked prior to the placement of concrete,
4 and can save costly corrective measures in case of an encroachment of a property line.
- 5 73. The 2019 California Energy Code requires rooftop solar zones. Solar ready rooftop required.
6 Low-rise and High-rise Multi-family Buildings, and Nonresidential Buildings. The solar zone
7 shall be located on the roof or overhang of the building or on the roof or overhang of another
8 structure located within 250 feet of the building or on covered parking installed with the building
9 project and have a total area no less than 15 percent of the total roof area of the building
10 excluding any skylight area. The requirements for solar ready buildings are all mandatory, so
11 there are no prescriptive and performance compliance paths. Since the provisions are mandatory,
12 there are also no tradeoffs allowed, and applicants must demonstrate compliance with each
13 measure.
- 14 74. Exterior walls of all buildings shall comply with CBC table 705.2 Projections:
15 Cornices, eave overhangs, exterior balconies and similar projections extending beyond
16 the exterior wall shall conform to the requirements of this section and Section 1406. Exterior
17 egress balconies and exterior exit stairways and ramps shall comply with Sections 1021 and
18 1027, respectively. Projections shall not extend any closer to the line used to determine the fire
19 separation distance than shown in Table 705.2.
- 20 75. CBC 1027.5 Location. Exterior exit stairways and ramps shall have a minimum fire separation
21 distance of 10 feet (3048 mm) measured at right angles from the exterior edge of the stairway or
22 ramps, including landings, to:
- 23 1. Adjacent lot lines.
 - 24 2. Other portions of the building.
 - 25 3. Other buildings on the same lot unless the adjacent building exterior walls and openings
26 are protected in accordance with Section 705 based on fire separation distance. For the
27 purposes of this section, other portions of the building shall be treated as separate
28 buildings.
76. 1023.7 Interior Exit Stairway and Ramp Exterior Walls. Exterior walls of the interior exit
stairway or ramp shall comply with the requirements of Section 705 for exterior walls. Where
nonrated walls or unprotected openings enclose the exterior of the stairway or ramps and the
walls or openings are exposed by other parts of the building at an angle of less than 180 degrees

(3.14 rad), the building exterior walls within 10 feet (3048 mm) horizontally of a nonrated wall or unprotected opening shall have a fire-resistance rating of not less than 1 hour. Openings within such exterior walls shall be protected by opening protectives having a fire protection rating of not less than 3/4 hour. This construction shall extend vertically from the ground to a point 10 feet (3048 mm) above the topmost landing of the stairway or ramp, or to the roof line, whichever is lower.

77. Site development, parking, access into buildings and building interiors shall comply WITH ALL CURRENT State of California Accessibility Code where required. No Accessible parking shown on current plans. You must clearly show compliance on the plans.

- Buildings or portions of buildings and facilities within the scope of this chapter shall be accessible to persons with disabilities. Each building on a building site shall be considered separately when determining the requirements contained in this chapter, except when calculating the number of units which must comply with Section 1102A.3.1. Dwelling units within a single structure separated by firewalls do not constitute separate buildings.
- Newly-constructed covered multifamily dwellings as defined in this chapter, include, but are not limited to, the following:
 - Apartment buildings with 3 or more dwelling units including timeshare apartments not considered a place of public accommodation or transient lodging as defined in Health and Safety Code Section 19955 (a), and Chapter 2 of the California Building Code.
 - Condominiums with 4 or more dwelling units including timeshare condominiums not considered a place of public accommodation or transient lodging as defined in Health and Safety Code Section 19955 (a), and Chapter 2 of the California Building Code.
 - Lodging houses, as defined in Chapter 2 of the California Building Code, used as a residence with more than 3 but not more than 5 guest rooms.
 - Congregate residences, as defined in Chapter 2 of the California Building Code, with 3 or more sleeping units.
 - Dwellings with 3 or more efficiency units, as defined in Chapter 2 of this code, or Section 17958.1 of the California Health and Safety Code.
 - Other Group R occupancies in covered multifamily dwellings which are regulated by the Office of the State Fire Marshal. See Section 1.11.

- Public housing as defined in Chapter 2 of this code is subject to provisions of the Division of the State Architect (DSA-AC) in Chapter 11B. Newly constructed covered multifamily dwellings, which can also be defined as public housing, shall be subject to the requirements of Chapter 11A and Chapter 11B.

1102A.3.2 Multistory dwelling units in buildings with one or more elevators. Multistory dwelling units contained in buildings with elevators shall comply with this section. For multistory dwelling units in buildings with elevators, the story of the unit that is served by the building elevator is considered a ground floor and the primary entry floor to the unit and shall comply with the following:

- At least 1 powder room or bathroom shall be located on the primary entry level.
- At least 1 kitchen shall be located on the primary entry level.
- All rooms or spaces located on the primary entry level shall be served by an accessible route and shall comply with Division IV.

1109A.3 Required accessible parking spaces. Accessible parking spaces shall be provided at a minimum rate of 2 percent of the covered multifamily dwelling units. At least one space of each type of parking facility shall be made accessible even if the total number exceeds 2 percent.

1109A.7 Location of accessible parking spaces. The location of accessible parking spaces shall comply with the following:

- Accessible parking spaces shall be located on the shortest possible accessible route to an accessible building, or covered multifamily dwelling unit entrance. All van accessible spaces may be grouped on one level of a multilevel parking facility. Please illustrate compliance on the plans.
- When parking facilities are located adjacent to a building with multiple accessible entrances, accessible parking spaces shall be dispersed and located near the accessible building entrances.
- When practical, the accessible route shall not cross lanes for vehicular traffic. When crossing vehicle traffic lanes is necessary, the accessible route shall be designated and marked as a crosswalk.
- Parking facilities that do not serve a particular building shall have accessible parking spaces located on the shortest possible accessible route to an accessible pedestrian entrance of the parking facility.

- Accessible parking spaces shall be located so that persons with disabilities are not compelled to wheel or walk behind parked cars other than their own.

Exception: When the enforcement agency determines that compliance with this section or providing equivalent facilitation would create an unreasonable hardship, parking spaces may be provided which would require a person with physical disabilities to wheel or walk behind other than accessible parking spaces.

78. A complete set of Soil Reports, Structural Calculations, Energy Calculations, & California Title 24 Energy Form(s) shall be required at time of plans submittal to the Building Division for plan check.

79. City of Oceanside Enforces the 2019 California Green Building Standards Code. A Construction Waste Management Plan shall be required at time of plans submittal to the Building Division for plan check.

5.408.1 Construction waste diversion. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.408.1.2 or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent.

5.408.1.1 Construction waste management plan. Where a local jurisdiction does not have a construction and demolition waste management ordinance that is more stringent, submit a construction waste management plan that:

1. Identifies the construction and demolition waste materials to be diverted from disposal by efficient usage, recycling, reuse on the project or salvage for future use or sale.
2. Indicates if construction and demolition waste materials will be sorted on-site (source-separated) or bulk mixed (single stream).
3. Identifies diversion facilities where construction and demolition waste material collected will be taken.
4. Specifies that the amount of construction waste and demolition materials diverted shall be calculated by weight or volume, but not by both.

80. Plans must specify, as applicable, the type of automatic sprinkler system – NFPA 13, NFPA 13R, or NFPA 13D – installed in each building.

81. San Diego County Department of Environmental Health approval is required for all new food businesses and public pools.

- 1 82. The construction documents and/or site plan should indicate the location and required number
2 of designated parking stalls. These parking spaces should be marked "CLEAN
3 AIR/VANPOOL/EV." The markings should be visible when a clean air vehicle is parked. In
4 other words, if the front of the vehicle goes into the parking stall first, the markings should be
5 visible at the back end of the vehicle. Lettering should be at least 8 inches high. The CLEAN
6 AIR/VANPOOL/EV parking stalls may be located anywhere on the site and do not require a
7 preferential location. Refer to Table 5.106.5.2 in CAL Green to ensure that the correct number
8 of designated parking stalls is provided. Include all parking spaces in the calculation. 2019 Cal
9 Green Section 5.106.5.2
- 10 83. All electrical, communication, CATV, etc. service lines within the exterior lines of the property
11 shall be underground (City Code Sec. 6.30).
- 12 84. Buildings four or more stories in height must comply with City of Oceanside Mid-Rise
13 Ordinance.
- 14 85. Elevator car must be sized to accommodate an emergency gurney sized 84 x 24 inches in the
15 horizontal position.
- 16 86. An enclosed elevator lobby – separating the elevator shaft enclosure doors from each floor with
17 fire partitions. – shall be provided at each floor where an elevator shaft enclosure connects more
18 than two stories in A, E, H, I, L, R-1, R-2, and R-2.1 occupancies and more than three stories in
19 all other occupancies (CBC 3006.2, CBC 3006.3).
- 20 87. Electric vehicle (EV) charging. [N] Construction shall comply with Section 5.106.5.3.1 or
21 5.106.5.3.2 to facilitate future installation of electric vehicle supply equipment (EVSE) in
22 compliance with California Building Code (CBC) and California Electrical Code (CEC).
23 Multiple charging space requirements. [N] When multiple charging spaces are required per
24 Table 56.106.5.3.3, raceway(s) is/are required to be installed at the time of construction and
25 shall be installed in accordance with CEC. Construction plans and specifications shall comply
26 with CGBSC 5.106.5.3.2
- 27 88. The developer shall monitor, supervise and control all building construction and supportive
28 activities so as to prevent these activities from causing a public nuisance, including, but not
limited to, strict adherence to the following:
Construction hour limitations. It shall be unlawful to operate equipment or perform any
construction in the erection, demolition, alteration, or repair of any building or structure or the
grading or excavation of land during the following hours:

1 (1) Before 7:00 a.m. and after 7:00 p.m. Monday through Saturday.

2 (2) All day on Sunday; and

3 (3) On any federal holiday.

4 *a. Exceptions.*

5 (1) An owner/occupant or resident/tenant of residential property may engage in a home
6 improvement project between the hours of 9:00 a.m. and 5:00 p.m. on Sundays and
7 holidays provided the project is for the benefit of said residential property and is
8 personally carried out by said owner/occupant or resident/tenant.

9 (2) The building official may authorize extended or alternate hours of construction for the
10 following circumstances:

11 a. Emergency work.

12 b. Adverse weather conditions.

13 c. Compatibility with store business hours.

14 d. When the work is less objectionable at night than during daylight hours.

15 e. Per direction of the city manager's office for projects that have been determined that
16 rapid completion is in the best interest of the general public.

17 **Fire:**

18 89. The project shall comply with all requirements of the California Fire Code, adopted appendices,
19 and referenced Standards.

20 90. Deferred Submittals shall be made for:

21 a. Automatic Fire Sprinkler System per NFPA 13

22 b. Standpipe System per NFPA 14

23 c. Automatic Fire Alarm System per NFPA 72

24 d. Emergency Responder Radio Coverage System

25 e. Fire Master Plan

26 f. GIS-based Pre-plan

27 g. Fire Safety Plan for Construction per CFC Chapter 33

28 91. A fire alarm annunciator panel (FAAP) shall be installed in the main lobby area in an approved
29 location.

30 92. A directory outside of each elevator cab shall be installed.

31 93. Unit numbering shall be approved by the Fire Department.

- 1 94. Knox boxes shall be provided at approved locations.
- 2 95. Fire flow results shall be obtained and submitted with construction documents.
- 3 96. For the purposes of determining the applicability of the Citywide Public Safety Community
4 Facilities District (CFD) to residential occupancies, any new development or change in
5 occupancy classified as an R occupancy in the most recently adopted California Building and/or
6 California Fire codes with 16 or more dwelling or sleeping units (not intended for use as a hotel
7 or motel where Transient Occupancy Taxes [TOT] will be collected) will be required to annex
8 into the CFD as a condition of development. Additionally, for properties converted from a
9 facility where TOT has been previously collected, the property will be required to annex into
10 the CFD as a condition of development. These projects include residential projects over 16 units
11 in size that meet the following criteria:
- 12 a. Projects which are subject to a General Plan Amendment necessary to accommodate
13 residential uses.
- 14 b. Mixed-Use projects proposed on commercially-zoned land, including mixed-use projects in
15 the Downtown District.
- 16 c. Residential projects exceeding base density allowances.
- 17 d. Assisted Living or Skilled Nursing facilities of any size.
- 18 97. The Project shall comply with the Oceanside Municipal Code Section 11.19
- 19 a. In addition to other applicable provisions of the California Fire Code, the City Code, other
20 laws and regulations, and any policies of the Fire Code Official, the provisions of this article
21 apply to every newly constructed mid-rise building of any type construction, or any mid-rise
22 building which undergoes a complete renovation that requires the complete vacancy of the
23 building to complete the renovation.
- 24 Exception: Vehicle parking garages, towers, steeples and other similar occupancies that are
25 not used for continuous human occupancy.
- 26 b. Building access must be provided and approved by the Fire Code Official
- 27 c. Every mid-rise building must be protected throughout by an automatic fire sprinkler system
28 that is designed and installed in conformance with the adopted edition of NFPA 13 and in
accordance with the following:
1. A control valve and a water-flow alarm device must be provided for each floor. Each
control valve and flow device must be electronically supervised.
2. Every mid-rise building must be provided with a class I standpipe system that is

- 1 3. interconnected with the fire sprinkler system. The system must consist of two and one-
2 half-inch (2½") hose valves that must be located in each stair enclosure on every floor
3 level. First floor outlets are optional only with approval of the fire code official. Two (2)
4 hose outlets must also be located on the roof, outside of each stair shaft enclosure that
5 penetrates the roof. The standpipe system must be designed, installed, and tested in
6 accordance with the adopted edition of NFPA 14.
- 7 d. Smoke detectors must be provided in accordance with this section. Smoke detectors shall be
8 connected to an automatic fire alarm system installed in accordance with the adopted edition
9 of NFPA 72. The actuation of any detector required by this section shall operate the
10 emergency voice alarm signaling system and shall operate all equipment necessary to
11 prevent the circulation of smoke through air return and exhaust ductwork. Smoke detectors
12 must be located as follows:
- 13 1. In every mechanical equipment, electrical, transformer, telephone equipment, unmanned
14 computer equipment, elevator machinery or similar room and in all elevator lobbies.
15 Elevator lobby detectors must be connected to an alarm verification zone or be listed as
16 a releasing device.
 - 17 2. In the main return-air and exhaust-air plenum of each air-conditioning system having a
18 capacity greater than two thousand (2,000) cubic feet per minute. Such devices must be
19 located in a serviceable area downstream of the last duct inlet.
 - 20 3. At each connection to a vertical duct or riser serving two (2) or more stories from
21 a return-air duct or plenum of an air conditioning system. In Group R-1 and R-2
22 occupancies, a smoke detector is allowed to be used in each return-air riser carrying not
23 more than five thousand (5,000) cubic feet per minute and serving not more than ten
24 (10) air inlet openings.
 - 25 5. In all corridors serving as a means of egress.
- 26 e. Fire Alarm System. An approved and listed, automatic and manual, fully addressable and
27 electronically supervised fire alarm system shall be provided in conformance with the
28 California Fire Code and California Building Code. Fire Alarm Control and Emergency
Voice Alarm Communication Panel must be located in either a dedicated Fire Alarm
Control Panel room with exterior access or in the main lobby, or as approved by the fire
code official.

1 f. Emergency voice alarm communication system. An emergency voice alarm communication
2 system shall be designed and installed in accordance with NFPA 72 and California Building
3 Code 907.5.2.2 and its subsections, and 11B-215 and its subsections.

4 g. Locking of stairway doors. All stairway doors that are locked to prohibit access from the
5 interior of the stairway must have the capability of being unlocked simultaneously, without
6 unlatching, upon a signal from the main fire panel area. Upon failure of normal electrical
7 service, or activation of any fire alarm, the locking mechanism must automatically retract to
8 the unlocked position.

Planning:

9 98. This Development Plan (RD23-00003) and Density Bonus (DB23-00006) allows the
10 construction of an eight-story vertical mixed-use building consisting of a total of 179 studio
11 apartments with 161 market-rate and 18 low-income affordable units and 1,581 square feet of
12 first floor commercial space as shown on the plans and exhibits presented to the Community
13 Development Commission for review and approval. No deviation from these approved plans and
14 exhibits shall occur without Planning Division approval. Substantial deviations shall require a
15 revision to the Development Plan and Density Bonus or a new Development Plan and request for
16 Density Bonus.

17 99. Prior to Building Permit issuance, the applicant shall submit and obtain final approval of the
18 Construction Management Plan from the City Planner or their designee. The Construction
19 Management Plan shall be implemented during the entire duration of construction of the Mixed-
20 Use Project.

21 100. The project is subject to compliance with the City's anti-graffiti provisions (Ordinance No. 93-
22 19/Section 20.25 of the City Code). These requirements, including the obligation to remove or
23 cover with matching paint all graffiti within 24 hours, shall be noted on the Landscape Plan.

24 101. Outdoor lighting shall be low emission, shielded, and directed away from neighboring properties.

25 102. Failure to meet any conditions of approval shall constitute a violation of the Development Plan
26 and Density Bonus.

27 103. The developer's construction of all fencing and walls associated with the project shall be in
28 conformance with the approved Development Plan.

104. Elevations, siding materials, colors, roofing materials, and floor plans shall be substantially the
same as those approved by the Community Development Commission. These shall be shown on
plans submitted to the Building Division and Planning Division.

- 1 105. All mechanical rooftop and ground equipment shall be screened from public view as required
2 by the Zoning Ordinance. The roof jacks, mechanical equipment, screen and vents shall be
3 painted with non-reflective paint to match the roof. This information shall be shown on the
4 building plans.
- 5 106. Any project entrance signs shall meet the requirements of the Sign Ordinance and be approved
6 by the City Planner.
- 7 107. The developer is prohibited from entering into any agreement with a cable television franchisee
8 of the City, which gives such franchisee exclusive rights to install, operate, and or maintain its
9 cable television system in the development.
- 10 108. This project shall comply with all provisions of the City's Affirmative Fair Housing Marketing
11 Agreement policy. Such agreement shall be submitted to and approved by the Housing and
12 Neighborhood Services Director prior to the issuance of a building permit for the project.
- 13 109. A letter of clearance from the affected school district in which the property is located shall be
14 provided as required by City policy at the time building permits are issued.
- 15 110. Landscape plans, meeting the criteria of the City's Landscape Guidelines and Water
16 Conservation Ordinance No. 91-15, including the maintenance of such landscaping, shall be
17 reviewed and approved by the City Engineer and City Planner prior to the issuance of building
18 permits. Landscaping shall not be installed until bonds have been posted, fees paid, and plans
19 signed for final approval.
- 20 111. Construction of the proposed project shall comply with the California Administrative Code. The
21 building must be for a minimum exterior-to-interior noise reduction resulting in interior noise
22 levels, due to exterior sources, of 45 dBA CNEL or less. This noise reduction could be achieved
23 using standard construction methods, including but not limited to mechanical ventilation,
24 double-paned windows and acoustically insulated doors where they face roadways.
- 25 112. Any trash, debris, or waste material found onsite during grading or cleanup operations shall be
26 disposed of off-site in accordance with local, state, and federal regulations. Any buried
27 trash/debris or materials containing petroleum encountered shall be evaluated prior to removal
28 and disposal.
113. In order to obtain the density bonus, incentives/concessions, and waivers under the City's
Comprehensive Zoning Ordinance Section 3032 and California Government Code Section
65915 (collectively known as "Density Bonus" law) and to satisfy the reserved affordable
housing requirements for low and moderate-income households under Oceanside City Code

Chapter 14C, the occupancy of a minimum of eighteen (18) of the 179 apartment units shall be restricted for occupancy by low-income households, as defined in [California Health and Safety Code Section 50105](#), at an Affordable Housing Cost, as set forth in [Section 50053](#) of the California Health and Safety Code for a period of not less than 55 years. The property shall be so restricted as to prohibit the conversion of the restricted units for the term of the rent restriction to a condominium, stock cooperative, community apartment, or such other form of ownership which would eliminate the restricted units as rental units.

114. In accordance with City's Comprehensive Zoning Ordinance Section 3032 M.2, the minimum eighteen (18) dwelling units reserved for rental to low income households shall be provided proportional to the overall project in unit size, dispersed throughout the project, and have access to all amenities available to other residents.

115. To demonstrate compliance with Density Bonus law, Chapter 14C, and any housing and occupant protection obligations under Housing Element law, Density Bonus law, the Housing Crisis Act of 2019 or the Mello Act, an Affordable Housing Agreement and a deed of trust securing such covenants, as approved by the City Attorney and the Housing and Neighborhood Services Director, shall be recorded against the title of the property and the relevant terms and conditions recorded as a deed restriction, regulatory agreement or other enforceable instrument. The Agreement will be recorded prior to the approval of any final or parcel map or issuance of a grading permit or the building permit for the first dwelling unit of the Project. The Agreement shall be binding to all future owners and successors in interest.

116. Compliance with the applicable restrictions of the Affordable Housing Agreement and/or the Regulatory Agreement will be subject annually to a regulatory audit and such restrictions must be maintained for the full applicable compliance period. A monitoring fee will be required for the total number of restricted units. An initial set up fee of \$500 will be required at the time of the Certificate of Occupancy is issued for the first housing unit and \$80 per affordable unit for the first year and increased annually by one percent (1%). Such fee covers the costs of software, third-party vendors, and for monitoring of compliance with the applicable restrictions on an annual basis. The City reserves the right to periodically inspect the restricted units to ensure compliance with the health and safety standards associated with the restricted units.

117. The applicant shall comply with the requirements of Section 3047, Renewable Energy Facilities, of the Zoning Ordinance. If supplying 50 percent of the project's anticipated energy demand on-site proves infeasible, the applicant shall work with staff to come up with an

1 acceptable alternative. The applicant shall work with staff to ensure that the requirements of
2 Section 3047(A) are met prior to issuance of a Certificate of Occupancy and/or the final
3 inspection for the project or to the satisfaction of the City Planner.

4 118. All 179 studio apartment units proposed as part of this Mixed-Use project shall be rented for no
5 less than 30-days.

6 119. The residential and commercial aspects of this project shall be developed and opened
7 simultaneously as a single Mixed-Use project. No deferral of the commercial use shall be
8 permitted as the project's approval was for a Mixed-Use project.

9 120. Prior to the issuance of a Grading Permit, the Applicant/Owner shall enter into a pre-excavation
10 agreement, otherwise known as a Tribal Cultural Resources Treatment and Tribal Monitoring
11 Agreement with the "Traditionally and Culturally Affiliated (TCA) Native American Monitor
12 associated with a TCA Luiseño Tribe". A copy of the agreement shall be included in the
13 Grading Plan Submittals for the Grading Permit. The purpose of this agreement shall be to
14 formalize protocols and procedures between the Applicant/Owner and the "Traditionally and
15 Culturally Affiliated (TCA) Native American Monitor associated with a TCA Luiseño Tribe"
16 for the protection and treatment of, including but not limited to, Native American human
17 remains, funerary objects, cultural and religious landscapes, ceremonial items, traditional
18 gathering areas and tribal cultural resources, located and/or discovered through a monitoring
19 program in conjunction with the construction of the proposed project, including additional
20 archaeological surveys and/or studies, excavations, geotechnical investigations, grading, and all
21 other ground disturbing activities. At the discretion of the Luiseño Native American Monitor,
22 artifacts may be made available for 3D scanning/printing, with scanned/printed materials to be
23 curated at a local repository meeting the federal standards of 36CFR79.

24 121. Prior to the issuance of a Grading Permit, the Applicant/Owner or Grading Contractor shall
25 provide a written and signed letter to the City of Oceanside Planning Division stating that a
26 Qualified Archaeologist and Luiseño Native American Monitor have been retained at the
27 Applicant/Owner or Grading Contractor's expense to implement the monitoring program, as
28 described in the pre-excavation agreement.

122. The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Luiseño
Native American monitor during all ground disturbing activities. The requirement for the
monitoring program shall be noted on all applicable construction documents, including

demolition plans, grading plans, etc. The Applicant/Owner or Grading Contractor shall notify the City of Oceanside Planning Division of the start and end of all ground disturbing activities.

Water Utilities:

123. The developer will be responsible for developing all water and sewer utilities necessary to develop the property. Any relocation of water and/or sewer utilities is the responsibility of the developer and shall be done by an approved licensed contractor at the developer's expense.
124. All Water and Wastewater construction shall conform to the most recent edition of the *Water, Sewer, and Recycled Water Design and Construction Manual* or as approved by the Water Utilities Director.
125. The property owner shall maintain private water and wastewater utilities located on private property.
126. Water services and sewer laterals constructed in existing right-of-way locations are to be constructed by an approved and licensed contractor at developer's expense.
127. Minimum separation between water services and sewer laterals shall be 10 feet.
128. Water facilities, backflows or meters, shall have a minimum 10' separation from trees. Palm tree minimum separation is lowered to 5' from water facilities.
129. Each new residential dwelling unit and commercial suite shall be metered individually.
130. For new buildings with multiple residential dwelling units; the City has accepted, as an alternative, a public master meter for each building provided there is a private sub-meter for each individual dwelling unit. The Home Owner's Association or Building Owner would be responsible for the ownership, maintenance, reading, and replacement of the private sub-meters. There shall be a shared agreement for the shared water supply line and private water and sewer facilities among the owners. This should be addressed in the CC&Rs or maintenance agreement.
131. Provide a separate commercial water meter for the proposed commercial/flex space. If the space will be divided into multiple commercial suites, then a commercial master meter may be utilized. The commercial master meter shall be billed based on the predominant (highest) sewage strength classification within the building. The use of a commercial master meter is based on the units having a low strength non-residential sewer classification. If this classification were to change, then separate public water meters and service connections, and sewer connections may be required for each commercial unit. The Homeowner's Association or Building Owner would be responsible for the ownership, maintenance, reading, and

1 replacement of the private sub-meters. There shall be a shared agreement for the shared water
2 supply line and private water and sewer facilities among the tenants.

3 132. Provide a separate irrigation water meter. Meter shall be managed and paid for by the
4 Homeowner's Association or Building Owner. An address assignment will need to be
5 completed for the meter, and can be processed through the City Planning Division.

6 133. Per the latest approved California Fire Code, all new residential units shall be equipped with fire
7 sprinkler system.

8 134. Buildings requiring an NFPA 13 or NFPA 13R automatic sprinkler system for fire protection
9 shall have a dedicated fire service connection to a public water main with a double check
10 detector backflow assembly. Location of the backflow assembly must be approved by Fire
11 Department.

12 **The following conditions shall be met prior to the approval of engineering design plans.**

13 135. Any water and/or sewer improvements required to develop the proposed property will need to
14 be included in the improvement plans and designed in accordance with the *Water, Sewer, and
15 Recycled Water Design and Construction Manual*.

16 136. All public water and/or sewer facilities not located within the public right-of-way shall be
17 provided with easements sized according to the *Water, Sewer, and Recycled Water Design and
18 Construction Manual*. Easements shall be constructed for all weather access.

19 137. No trees, structures or building overhang shall be located within any water or wastewater utility
20 easement.

21 138. Per City of Oceanside Ordinance No. 14-OR0565-1, the developer shall pay a recycled water
22 impact fee since the proposed project is not within 75 feet of a recycled water main. The impact
23 fee shall be established by submitting a formal letter requesting the City to determine this fee,
24 which is based on 75% of the design and construction cost to construct a recycled water line
25 fronting the property in Seagaze Drive.

26 139. The *Water System Analysis for the 712 Seagaze Project in the City of Oceanside* dated
27 September 29, 2023 was reviewed by the Water Utilities Department. The results of the water
28 analysis showed that adequate flows and pressures would be available to the Project from the
existing water distribution system. Therefore, no off-site improvements are required for the Project.
The proposed water system for the Project consists of connecting water laterals to the existing 8-
inch diameter water main (320 HGL) in the alley between Seagaze Drive and Mission Avenue.
The analysis also showed that a fire flow of 3,500 gpm can be delivered to the Project.

- 1 140. The *Sewer System Analysis for the 712 Seagaze Project in the City of Oceanside* dated
2 September 29, 2023 was reviewed by the Water Utilities Department. The results of the sewer
3 analysis showed that the existing sewer collection system has adequate capacity to receive flows
4 from the Project. Therefore, no off-site improvements are required for the Project. The proposed
5 sewer system for the Project consists of connecting sewer laterals to the existing 8-inch diameter
6 sewer main in the alley between Seagaze Drive and Mission Avenue.
- 7 141. An Oil and Sand Interceptor, as described by the latest adopted California Plumbing Code
8 Chapter 10, relating to garages, gasoline stations, wash racks or when deemed necessary shall
9 be shown on building plans at each building sewer in an appropriate location and shall be
10 maintained in accordance with the Fats, Oil, and Grease permit. The location shall be shown on
11 the approved Engineering Plans with reference to Building Plans for design and detail.
- 12 142. A Grease Interceptor, as required per City of Oceanside Ordinance 07-OR0021-1 & 18-
13 OR0021-1 relating to food service establishments shall be on each building sewer when deemed
14 necessary in an appropriate outside location and shall be maintained by the property owner. The
15 grease interceptor shall be shown on Engineering Plans with reference to Building Plans for
16 design and detail.
- 17 143. Connections to a public sewer main with a 6-inch or larger sewer lateral will require a new
18 sewer manhole for connection to main per Section 3.3 of *Water, Sewer, and Recycled Water*
19 *Design and Construction Manual*.
- 20 144. Connection to an existing sewer manhole will require rehabilitation of the manhole per City
21 standards. Rehabilitation may include, but not be limited to, re-channeling of the manhole base,
22 surface preparation and coating the interior of the manhole, and replacing the manhole cone
23 with a 36" opening and double ring manhole frame and lid.
- 24 145. The commercial space will require a separate sewer lateral from the residential units. Sewage
25 from all units (commercial and residential) may combine on site before entering the public
26 sewer system, but the commercial/flex space sewage shall be capable of being isolated and
27 sampled on site.
- 28 146. Where private sewer system is shared with other tenants, a Homeowner's Association or
Property Management Company and CC&Rs should address the maintenance, repair, and
replacement of "shared" sewer lateral or facilities.
147. A separate irrigation meter and connection with an approved backflow prevention device is
required to serve common landscaped areas and shall be displayed on the plans.

- 1 148. Provide peak irrigation flows per zone or control valve to verify size of irrigation meter and
2 reduced pressure principle backflow device on Landscape Plans.
- 3 149. Provide stationing and offsets for existing and proposed water service connections and sewer
4 laterals on plans.
- 5 150. Subterranean parking structures shall be designed with a drainage system that conveys runoff to
6 the City's Storm Drain System and shall comply with the California Regional Water Quality
7 Control Board Order No. 2013-0001.
- 8 151. Any unused water services or sewer laterals by the proposed development or redevelopment,
9 shall be abandoned in accordance with Water Utilities requirements. If an existing water meter
10 is abandoned then a credit will be applied towards future buy-in fees in the amount of the buy-in
11 fee of the existing meter.

The following conditions of approval shall be met prior to building permit issuance.

- 12 152. Show location and size of existing and proposed water meter(s) on site plan of building plans.
13 Show waterline from proposed meter to connection point to building.
- 14 153. Show location and size of existing and proposed sewer lateral(s) from property line or
15 connection to sewer main to connection point at building.
- 16 154. Provide a fixture unit count table and supply demand estimate per the latest adopted California
17 Plumbing Code (Appendix A) to size the water meter(s), including sub-meters, and service
18 line(s).
- 19 155. Provide drainage fixture unit count per the latest adopted California Plumbing Code to size
20 sewer lateral for property.
- 21 156. If a Grease Interceptor is required per City of Oceanside Ordinance 07-OR0021-1, then building
22 plans must show sizing calculations per the latest California Plumbing Code, the location, the
23 make and model, and plumbing schematic showing the required appurtenances at each building
24 sewer lateral.
- 25 157. If a Sand and Oil Separator is required, then building plans must show drainage fixture unit
26 count and calculations per the latest California Plumbing Code to size oil and sand separator
27 and show on plans the location, make and model of separator, inlet/outlet piping, and a
28 plumbing schematic of the separator along with the required appurtenances at each building
sewer lateral.

1 158. Water and Wastewater buy-in fees and the San Diego County Water Authority Fees are to be
2 paid to the City at the time of Building Permit issuance per City Code Section 32B.7.

3
4 PASSED AND ADOPTED by the Community Development Commission of the City of
5 Oceanside, California, this 13th day of March, 2024, by the following vote:

6 AYES:

7 NAYS:

8 ABSENT:

9 ABSTAIN:

10
11
12 ATTEST:

13
14 _____
15 SECRETARY

CHAIRMAN _____

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY


_____ GENERAL COUNSEL

City of Oceanside
Development Services Department
Memorandum

DATE: January 24, 2024

TO: Downtown Advisory Committee

FROM: Rob Dmohowski, Principal Planner

SUBJECT: CONSIDERATION OF A DEVELOPMENT PLAN (RD23-00003) AND DENSITY BONUS REQUEST (DB23-00006) FOR THE REVISION OF AN APPROVED MIXED-USE PROJECT TO ALLOW THE CONVERSION OF 64 HOTEL ROOMS INTO RESIDENTIAL UNITS. THE CONVERSION WOULD RESULT IN 179 APARTMENT UNITS WITH 10-PERCENT (18 UNITS) RESERVED FOR LOW-INCOME HOUSEHOLDS AND A 1,581 SQUARE-FOOT COMMERCIAL SPACE AT 712 SEAGAZE DRIVE – 712 SEAGAZE MIXED USE DEVELOPMENT- REVISED – APPLICANT: ELSEY HOLDINGS, LLC.

Location & Background

The project site consists of three legally created parcels totaling 15,589 square feet and is located on the northwest corner of Seagaze Drive and N. Nevada Street within the Townsite Neighborhood Planning Area. The site was previously a parking lot and has been fenced off for several years. The property has a General Plan designation of Downtown (D) and a corresponding zoning designation of (D) Downtown Subdistrict (D-2), which permits mixed-use development with approval of a “Mixed-Use Development Plan”. Surrounding uses include a mix of commercial uses to the north, east, and west, with both multi-family and single family residential to the south.

On January 26, 2022, an application for a Development Plan (RD21-00002), Conditional Use Permit (RCUP21-00001), and a Density Bonus request (DB21-00002) was approved by the Community Development Commission (CDC) for a mixed-use development project



consisting of the construction of an eight-story building with 115 apartment units, 64 hotel rooms located on the 7th and 8th floors, and 1,910 square feet of ground floor commercial space. Prior to

CDC approval, the Downtown Advisory Committee (DAC) considered the application on December 21, 2021 and recommended approval of the project.

Subsequent to approval of the project, the applicant applied for grading and building permits in August and November of 2022, respectively. In 2023, the applicant informed City staff that recent changes in the economic environment made hotel financing more challenging and decided to pursue additional housing for the project rather than a hotel. The applicant filed an SB 330 application with the City on August 25, 2023 and submitted a formal application for a Development Plan and Density Bonus request on November 7, 2023. A conditional use permit is no longer required since it is only applicable to the hotel component of the project.

Project Description

The project application is comprised of two components, a Development Plan and Density Bonus as follows:

Development Plan (RD23-00003) represents a request for the following:

A revision to an approved mixed-use development plan to convert the space reserved for hotel rooms into 64 apartment units. The overall design and height of the approved eight-story, contemporary designed vertical mixed-use building would remain unchanged. As proposed, the revised project would include 1,581 square feet of ground floor commercial at the corner of Nevada Street and Seagaze Drive, 179 studio apartment units on the upper five levels, above ground parking on the first two levels, and a subterranean parking garage with three levels.

The first floor of the building would consist of a commercial space, a residential lobby, a leasing office and administrative area, a trash room, enclosed bike lockers, and equipment room space. An entrance from the alley between N. Ditmar Street and N. Nevada Street would provide access to first floor parking spaces and subterranean parking levels. The commercial space, which was previously intended for the hotel lobby, would provide for a flex space to accommodate uses such as retail, personal services, or food services.

The second floor would be a dedicated parking level accessed from a ramp on the alley. Building maintenance and equipment rooms would also be located on the second level. Floors three through eight would consist of 179 studio apartments. The project would include an amenity area on the third floor consisting of an outdoor pool and 1,620 square-foot deck, and 3,200 square feet of indoor common space with a dining area and fully equipped gym.

Parking for the project would be designed with three levels of subterranean parking and two levels of above grade parking within the structure and would accommodate a total of 149 parking spaces, where 132 spaces are required based upon the Zoning Ordinance which allows a 25% reduction in parking for Transit Oriented Development (TOD) within a half-mile of the Oceanside Transit Center and maximum parking ratios per Density Bonus Law. The previously entitled project with the hotel component required 139 parking spaces and provided 146 spaces. In addition, seven on-street angled parking spaces would be created along Seagaze Drive to support the commercial component of the project along with one commercial loading zone along the west side of N. Nevada Street.

The following table provides a comparison of development standards for the approved mixed-use project with 64 hotel rooms and the revised project with a proposal to convert the hotel rooms into 64 residential units.

Table 1 – Project Comparison		
	AS APPROVED	AS REVISED
Apartment Units	115	179
Reserved Affordable Units (Low Income)	10% Low Income 12 units	10% Low Income 18 units
Hotel Rooms	64	0
Commercial Flex Space	0	1,581 sf
Ground Floor	Allocated to apartment leasing and hotel lobby, with possible café associated with hotel use.	Leasing office and admin. space plus approx. 1,500 sf of commercial/flex space for retail, personal services, or food services.
Parking (mixed-use parking reduction)	139 total spaces required 146 garage spaces provided 7 on-street spaces 153 total spaces provided 14 in excess of required	132 total spaces required 142 garage spaces provided 7 on-street spaces 149 total spaces provided 17 in excess of required
Bicycle Storage Space	46 racks and 5 lockers located inside garage	No change
Exterior Open Space	1,700 sf	1,620 sf

Density Bonus (DB23-00006) per State Law represents a request for the following:

To allow a residential development that would provide 18 or 10% of the total 179 apartment units for low-income qualifying households. At the time of application submittal (SB 330 – August 25, 2023 and Entitlement Application – November 7, 2023), the City did not have a maximum density established for mixed-use projects in the Downtown District. Therefore, the project is not subject to the 86 dwelling unit per acre density cap approved by the CDC on October 18, 2023. As proposed, the project would have a realized density of 500 dwelling units per acre on the 15,589 square-foot project site. The previously approved project had a realized density of 321 dwelling units per acre.

By reserving 10% of the overall unit count for affordable housing, the developer is entitled to all the benefits of Density Bonus Law, including incentives or concessions, unlimited waivers from development standards, and reduced parking ratios. The 18 affordable units would be proportional, with respect to area and bedroom count (all proposed units are studios), to the market rate rentals and dispersed throughout the project.

State law entitles projects to certain incentives or concessions and also provides for waivers from development standards that would physically preclude the project at the density proposed. The granting of waivers does not reduce the number of incentives allowed on a project, and the number of waivers that may be requested and granted is not limited. State Law prohibits the City from denying any requested incentives/concessions or waivers unless findings are made that the

incentives/concessions or waivers would have a “*Specific Adverse Impact*,” which is defined as “*a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.*” State law further establishes that “*inconsistency with zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact on public health or safety.*”.

By reserving 10% of total units for low-income households, this project is entitled to one incentive/concession and unlimited waivers, as outlined below:

Incentive/Concession No. 1: A request to eliminate the requirement to underground overhead utilities along adjacent public streets.

The previously entitled project was approved with one permitted incentive/concession applied to the utility undergrounding requirement along public streets across from the project site, but lines in the alley adjacent to the site would be undergrounded. Such an incentive/concession would result in identifiable and significant cost reductions towards construction of the project.

Waivers: The applicant requests waivers or reductions in development standards as follows:

1. Setbacks
 - Setbacks have been reduced to zero as shown on the plans to reflect the existing urban commercial development conditions.
2. Height
 - Building height - The height of the building would be permitted in the applicable zone with a CUP, which is not required for density bonus projects.
3. Site landscaping minimums
 - Reduction and alteration of on-site landscaping requirements as shown on plans.
 - Inclusion of all onsite planting, including rooftop trees and planters as shown on plans, and all offsite planting in adjacent rights-of-way permitted to count towards urban forestry requirements (tree canopy and permeable surface).
4. Open space requirements
 - Reduction of open space standards (private and shared) as shown on plans.
5. Required façade modulation
 - Modulation has been reduced from typical standards as indicated on plans.
6. Parking
 - Reduction in parking width next to columns.
 - Compact Spaces in lieu of standard sizes.
 - Parking requirement for commercial uses set under the mixed-use development plan.
7. Ramp grades
 - Ramp grades permitted for the parking garage are based on typical construction standards for parking garages in urban areas and do not exceed grades on the prior approved project.
8. Garage drive aisle widths
 - Reduction in minimum width of aisles where there is not parking on both sides

Table 2 – Development Standards/Regulations Comparison

Note: This tables presents Mixed-Use Development Plan and waiver requests. All codes sections are references to Article 12 – Downtown District of the Zoning Ordinance.

Standard/ Regulation	Typical City Standards/Regulations	Mixed Use Plan Standards/Regulations	Project as Proposed
Maximum Potential Density OZO 1232.D.2	No density cap downtown per Zoning Section1232 (D) (2)	No density cap downtown at time of SB330 application acceptance	n/a
Minimum Lot Area	5,000 sq. ft.	5,000 sq. ft.	15,589 sf. ft.
Minimum Lot Width	50 feet	50 feet	Abt. 120 feet
Minimum Setbacks OZO 1232:			
Front	10 feet (residential) 10 feet (non-residential)	0 feet	0 feet DBL Waiver
Side/Corner Side	10 feet (residential lots over 75' ft. wide) 0 feet side / 10 feet corner side (non- residential)	0 feet	0 feet DBL Waiver
Rear	5 feet (residential) 0 feet (non-residential) A 5-foot side or rear yard setback shall be provided along all alleys. 1232 (I).	0 feet	0 feet DBL Waiver
Daylight Plane 1232.I	n/a only if adjacent to residential zone	n/a	n/a
Height:			
Maximum Height of Structures OZO 1232.N.2.e OZO 1232.N.1.d	65 feet 90 feet with a CUP	65 feet 90 feet with a CUP	87'8" top of parapet No CUP required per DBL
Exception to Height	10 feet above base zoning limit	10 feet above base zoning limit	Meets standard requirements

Table 2 – Development Standards/Regulations Comparison

Note: This tables presents Mixed-Use Development Plan and waiver requests. All codes sections are references to Article 12 – Downtown District of the Zoning Ordinance.

Standard/ Regulation	Typical City Standards/Regulations	Mixed Use Plan Standards/Regulations	Project as Proposed
Minimum Site Landscaping OZO 1232	25% (residential) 15% (non-residential)	0%	Urban infill project site does not provide on-site street level landscaping. Landscaping in parkways adjacent to site will be enhanced with vegetation and maintained by the project. DBL Waiver
Open Space	200 sq. ft. per unit of total open space inclusive of 48 sq. ft. minimum of private open space per unit (residential)	A minimum of 4,000 square feet of common open space (total of indoor and outdoor) shall be provided, with 30% minimum of the total (1,200sf) to be common outdoor open space No minimum is required for private outdoor space.	Approximately 4,800 square feet of common open space including 1,620 sq. ft. shared outdoor space, over 3,181 sq. ft. shared indoor area is provided An additional 2,379 sq. ft. is included in private outdoor space on balconies. DBL Waiver
Courts Required OZO 1232.EE	See Section 1232 (EE) for courts (residential) No courts required (non-residential)	Courts opposite windows are required for all multifamily development in accordance with Section 1232.EE	Courts meet minimum size requirements. No change per typical standard
Required Façade Modulation	25% of front and side street elevation horizontal and/or vertical must be set back at least 5 feet from setback line (residential) No modulation required (non-residential)	Minimum 25% total over all front and side street elevations (not incl. alleys) for facades above commercial and parking levels, with a minimum of 8% on any one façade facing a public street, must be set back at least 5 feet from setback line.	East Elevation (S. Nevada Street) 47% South elevation (Seagaze Drive) 8% DBL Waiver
Off Street Parking with Density Bonus OZO 3103, OZO 3105.B, OZO 1232.W			
Number of Spaces Residential	1.0/unit for market-rate studios; 0.5/unit for inclusionary studios	1.0/unit for market-rate studios; 0.5/unit for inclusionary studios	142 spaces in garage 7 spaces on Seagaze Drive on contiguous street frontage
Visitor	None	None	149 spaces provided (Spaces on contiguous street frontage on Nevada Street not included in total)
Commercial	Varies by use	1 per 300 sf	

Table 2 – Development Standards/Regulations Comparison

Note: This tables presents Mixed-Use Development Plan and waiver requests. All codes sections are references to Article 12 – Downtown District of the Zoning Ordinance.

Standard/ Regulation	Typical City Standards/Regulations	Mixed Use Plan Standards/Regulations	Project as Proposed
	<p>Reductions to required parking may be taken under State Density Bonus law City allowances per OZO 3105 and OZO 1232.W for the Transit Overlay District and mixed-use projects within the TOD.</p>	<p align="center">TOTALS</p> <p>Residential – 170 spaces Commercial – 6 spaces Less 25% TOD reduction</p> <p align="center">132 spaces required</p> <p>Note: Compact parking spaces may be permitted as part of the required spaces with a density bonus project</p>	<p align="center">None</p> <p align="center">DBL Waiver</p>
Parking Garage Design:			
<p align="center">Dimensional Requirement OZO 3110.A OZO 3110.B</p>	<p>All spaces shall be large-car spaces. Spaces provided in addition to the number of required spaces may be small car spaces. Each parking spaces adjoining a wall, column, or other obstruction higher than 0.5 feet shall be increased by 1 foot on each obstructed side. Amended under Mixed Use Development Standards and with waiver under density bonus to accommodate development at density proposed.</p>	<p>Compact spaces may be used in lieu of standard sized spaces.</p> <p>Each parking space adjoining a wall or other obstruction higher than 0.5 feet shall be increased by 1 foot on each obstructed side. This includes columns except where the column is located within the rear 5 feet of the parking stall. Then no increase is required</p>	<p>Compact spaces are provided for some of the required spaces.</p> <p>Spaces where the column is within the rear 5 feet of the parking space do not include increased width.</p> <p align="center">DBL Waiver</p>
<p align="center">Ramp Grade</p>	<p>Various City standards-see Engineering Manual and City Zoning standards.</p>	<p>Ramp grades into parking garage shall not exceed 20%. Ramp grades over 15% shall have a minimum 8-foot transition slope.</p>	<p align="center">As shown on plans</p> <p align="center">DBL Waiver</p>

Table 2 – Development Standards/Regulations Comparison			
Note: This tables presents Mixed-Use Development Plan and waiver requests. All codes sections are references to Article 12 – Downtown District of the Zoning Ordinance.			
Standard/ Regulation	Typical City Standards/Regulations	Mixed Use Plan Standards/Regulations	Project as Proposed
Driveway / Drive Aisle Width in Parking Garage OZO 3111	Various City standards- see Engineering Manual and OZO 3111.	For aisles that do not have parking on both sides, drive aisle widths may be reduced to 21 feet wide. The minimum width for aisles that have parking on both sides of the aisle shall be 24 feet.	As shown on plans DBL Waiver
Screening of Mechanical Equipment	Section 3021	Section 3021	Project meets requirements
Underground Utilities	Section 3023	No undergrounding of utility lines across street from project.	Incentive/concession requested under density bonus.
Renewable Energy Facilities	Section 3047	Section 3047	Project meets requirements with purchase of renewable energy portfolio as providing 50% onsite renewable energy is not feasible.
Electric Vehicle Parking and Charging Facilities	Section 3048	Section 3048	Project meets requirements
Urban Forestry Program	Section 3049	Section 3049, with the allowance of street trees and permeable surfaces in the adjacent ROW (parkways) and trees and vegetation on upper decks to count towards the minimum tree canopy and permeable surface requirements.	Project meets minimum tree canopy using alternative to include street trees in adjacent public parkway and all onsite deck planting. Project meets minimum of permeable surface with landscaped public parkways and all onsite planters, with credit applied from overage of tree canopy. DBL Waiver

ANALYSIS

KEY PLANNING ISSUES

1. GENERAL PLAN CONFORMANCE

The General Plan Land Use Map designation for the subject property is Downtown (D). The proposed project is consistent with this land use designation and the policies of the City's General Plan as follows:

A. Land Use Element

Goal 1.12 Land Use Compatibility

Objective: To minimize conflicts with adjacent or related uses.

Policy B: The use of land shall not create negative visual impacts to surrounding land uses.

The project site is located in close proximity (0.22 miles) to the North County Transit District Oceanside Transit Center and is within the Oceanside Transit Overlay District. The vertical mixed-use building is consistent with the pattern of redevelopment in the downtown area and would bring forward high density vertically-oriented mixed-use development in order to accommodate the City's regional fair share of housing growth, support commercial establishments in the downtown area, enhance walkability, and support transit service. The revised project would maintain the previously approved design with a modern style of architecture comprised of quality materials and design in keeping with the vast variety of architectural designs in the surrounding downtown area. The project site is also in a highly urbanized area, consisting of commercial and civic type land uses, and would be consistent with the surrounding built environment.

B. Housing Element (2021-2029)

The Regional Housing Needs Assessment (RHNA) for the Sixth Housing Element Cycle (2021-2029) estimates that the City of Oceanside will experience demand for 5,443 new dwelling units, including 718 low income units, over the next eight years. By contributing 179 rental dwelling units, including 18 reserved for low-income households, the proposed project would help to meet the City's projected housing demand and provide an opportunity for much needed work force housing within the core downtown area and in proximity to a variety of transit options. The project is consistent with the following policies in the Housing Element:

Policy 1.1: Promote a high quality urban environment with stable residential neighborhoods and healthy business districts.

Policy 1.6: Encourage higher-density housing development along transit corridors and smart growth focus areas in order to encourage preservation of natural resources and agricultural land; reduce energy consumption and emissions of greenhouse gasses and other air pollutants; reduce water pollution occasioned by stormwater runoff; and promote active transportation with its associated health benefits.

- Policy 2.1: Designate land for a variety of residential densities sufficient to meet the housing needs for a variety of household sizes and income levels, with higher densities being focused in the vicinity of transit stops, smart growth focus areas, and in proximity to significant concentrations of employment opportunities.
- Policy 3.5: Encourage the development of housing for low and moderate income households in areas with adequate access to employment opportunities, community facilities, and public services.
- Policy 3.7: Encourage the disbursement of lower and moderate income housing opportunities throughout all areas of the City.

2. DOWNTOWN ZONING ORDINANCE COMPLIANCE

The proposed project is located in Subdistrict 2 of the Downtown District and is subject to the land use and development standards within Article 12 of the Zoning Ordinance. With respect to development standards, the revised project complies with the requirements of Downtown Subdistrict 2, except where the applicant is seeking waivers consistent with State Density Bonus Law, as highlighted in Table 2 of this report.

As previously noted, the project benefits from a parking requirement reduction of up to 25 percent for being located within the downtown TOD area per Article 12, Section 1232 W.5. of the Zoning Ordinance as well as maximum parking ratios per Density Bonus Law. The project would provide a total of 149 parking spaces, which exceeds the minimum required 132 spaces for the mixed-use development project.

The establishment of this use within proximity (.22 miles) to the NCTD Oceanside Transit Center makes it an authentic Transit Oriented Development (TOD) which encourages a mix of commercial and residential uses that will encourage an efficient pattern of development in Downtown that supports alternative modes of travel.

Environmental Review

Pursuant to the California Environmental Quality Act (CEQA), staff finds that the proposed project is categorically exempt pursuant to Article 19 Categorical Exemptions, Section 15332 “In-fill Development Projects” of the California Environmental Quality Act.

Recommendation

Staff recommends that the Downtown Advisory Committee (DAC) recommend to the Community Development Commission (CDC) approval of the Development Plan and Density Bonus request for a revision to an approved mixed-use development plan to convert the space reserved for hotel rooms into 64 apartment units in conjunction with the construction of an eight-story mixed-use building consisting of 179 apartment units, including 18 (10%) reserved for low-income households, and 1,581 square feet of ground floor commercial space at 712 Seagaze Drive.

Attachments:

1. Description and Justification Letter (Online)
2. Project Plans (Online)

712 SEAGAZE DRIVE MIXED USE DEVELOPMENT - REVISED

Mixed-Use Development Plan with Density Bonus

Revised to remove CUP for hotel use and allocate space to residential apartments

RD23-00003

Description & Justification

November 13, 2023

This updated Description and Justification is for a revision to the previously approved 712 Seagaze Drive Mixed-Use project ("Project"). The Project as recommended by Downtown Advisory Committee on December 21, 2021, and approved by the CDC on January 26, 2022 under Resolution 22-R0060-3, included an 8-story structure comprised of 115 studio apartments, 64 hotel rooms, lobby space on the ground floor for both uses, and associated parking. This revision proposes to remove the hotel use and allocate those rooms as residential units. The ground floor fronting Seagaze Drive would still include a leasing office and administrative areas for the apartments but convert hotel lobby space to commercial/flex space to allow a small business, including retail, personal services, or a cafe, to operate for the benefit of occupants and surrounding neighborhood residents. The entitlement requested is for a revised Mixed-use Development Plan with density bonus.

The revised Project considers the ongoing need for housing in the City and provides additional smaller-sized residential units that could be rented at a lower cost, making downtown living more attainable for a broader range of the City population to live near the extensive amenities in the area. The Project would still reserve 10% of the total units for low-income residents, increasing the affordable units to 18 out of now 179 total apartments, which meets the City's inclusionary housing ordinance in place at the time of the SB330 application accepted for the project and qualifying it as a State density bonus project. The project applicant is pursuing development of a 100% affordable housing project on this site. However, that is reliant on securing an affordable housing assistance award to support such development. Minor reconfigurations to the interior are included but the building remains substantially the same. A project comparison is shown in Table 1 below.

The approved entitlements for the 115-unit and 64-hotel room project would remain valid until this revised project is approved and any and all legal challenges are fully and finally resolved in favor of the project approval.

Table 1 – Project Comparison

	AS APPROVED	AS REVISED
Apartment Units	115 units	179 units
Reserved Affordable Units (Low Income)	10% Low Income 12 units	10% Low Income 18 units
Hotel Rooms	64 rooms	0
Commercial Flex Space	0	Approx. 1,581 sf
Ground Floor	Allocated to apartment leasing and hotel lobby, with possible café associated with hotel use.	Leasing office and admin. space plus approx. 1,500 sf of commercial/flex space for retail, personal services, or food services.
Parking (Based on mixed-use parking reduction as described in associated LTS reports)	139 total spaces required 146 garage spaces provided 7 on-street spaces 153 total spaces provided 14 in excess of required	132 total spaces required 142 garage spaces provided 7 on-street spaces 149 total spaces provided 17 in excess of required
Bicycle Storage Space	46 racks and 5 lockers located inside garage	No change
Exterior Open Space	Approx. 1,700 sf	Approx. 1,620 sf

MIXED-USE DEVELOPMENT PLAN

The Mixed-Use Development Plan is generally unchanged from the approved plan except for the change in use. It is included here as Exhibit “A” and has been amended to include current zoning requirements along with the Mixed-Use Development plan standards and the project as proposed.

The revised Project would now provide 161 market rate and 18 low-income affordable studio apartments for Oceanside residents who want the benefits of downtown living, such as access to multiple transit options, the beach, and the variety of downtown businesses within walking distance of home, at a more affordable option. Sidewalk-level, windowed commercial spaces at the entry would now provide approximately 1,581 square feet of flexible commercial space that could be used for small retail shops, personal services, or food services for residents and the nearby neighborhoods.

Access, Transit, and Parking – Access to the parking garage is unchanged with entrances located in the alley as required for residential developments with alley access in accordance with Oceanside Zoning Ordinance Section 3113. Parking is provided based on the parking requirements under State Density Bonus law, with a reduction as discussed in the Local

Transportation Study based on the location of the site within one-half mile of the Oceanside Transit Center and the provision of ample secured bicycle storage. The proximity to transit along with the availability of bicycle storage within the project building, unchanged from the approved project, supports transit options and allows movement throughout the region without reliance on individual vehicles. Parking for the commercial area is in the 7 new angled parking spaces on the adjacent Seagaze Drive frontage and the parallel parking area on Nevada Street between the loading zone and the corner, unchanged from the approved project.

Table 2 - Parking Summary

TYPE OF PARKING	REQUIRED TOTAL	PROVIDED
Resident	1 /studio unit under density bonus 0.5/studio for inclusionary units under inclusionary housing*	142 spaces** in garage: 86 standard 56 compact 15% of required spaces (min. 20) are EV reserved with half of those EV-equipped
Visitor	None required under density bonus provisions (California AB2345)	0 in garage Available as on-street parking
Commercial	1 per 300 sf (for 1,581 sf)	7 on-Seagaze Drive adjacent to project boundary*** (Available parallel parking spaces along N. Nevada Drive not included)
Total Spaces	Residential – 170 spaces Commercial – 6 Less 25% TOD reduction 132 spaces required	149 spaces total
Indoor Bicycle Spaces	0	46 vertical bicycle racks plus 5 bicycle lockers
Public Bicycle Spaces	0	8 racks near main entry
Loading Space	1 for commercial space	1 located along S. Nevada Street

*Parking ratios for inclusionary units comply with OZO Section 3105.B.

**Mixed Use development plans within the downtown TOD area may receive a parking requirement reduction up to 25%. See Section OZO 1232.W.5. Inclusionary Housing parking rates per Section 3105.

*** Within the Transit Oriented District the number of on-street parking spaces available in the contiguous street frontage of the site may be counted toward the total number of parking spaces required for a non-residential Mixed Use Development Plan. See OZO Section 1232.W.4.

Building Architecture – This approved building architecture is fundamentally the same contemporary coastal architecture as the approved project. Minor revisions have been made to the exterior finishes, increasing the gray brick surfaces as a dramatic contrast to the white stucco, but the wood-look accents are retained on all four sides.

Quality of life amenities in the project remain an important part of the revised building. A west-facing third-floor pool and deck, along with extensive interior space on the third floor, still create a large indoor-outdoor social environment for residents with approximately 1,620 sf on the exterior deck and approximately 3,200 sf of indoor common space, including social living and dining areas and a fully equipped gym with adjacent deck and co-working spaces. Accommodating increased delivery services is managed with a larger package delivery room and the possibility of a commercial refrigerator in the delivery room for centralized grocery deliveries.

Landscape Design – The conceptual landscape design for the project is substantially the same as the approved project to support the modern architecture and enhances a space currently dominated by underutilized street planting areas. Planters on the third-floor deck are a part of the stormwater treatment design for the site and remain a part of that system, with planting suitable for those conditions. All planters on the ground level, second and third floor ledges, and third floor private balconies will be planted and irrigated by the project to ensure continual maintenance. Private balconies on floors four through eight will include high-quality artificial planting to ensure they remain an important aesthetic feature without the potential for upkeep issues. A vertical green wall planted around the second level garage replaces the original metal louvers to increase the vegetation seen and experienced near the ground level. Specific plant selections in floors one through three are generally the same as in the approved project.

ENGINEERING

Parcel Configuration – The project site currently includes 3 assessor's parcels and 5 legal lots. The proposed project will continue to treat these as a single building site.

Project Grading – Grading is substantially the same as the approved project. The entire site will be graded to allow for underground parking. The total excavation will be 16,610 cubic yards, a less than 10% change in quantity from the approved project, which will be exported to an approved fill site.

Stormwater Management - The storm water management plan is unchanged from the approved project.

AFFORDABLE HOUSING DENSITY BONUS

The Project maintains the provision of reserving 10% of the total units for residents who qualify as low-income. Of the 179 apartments, 18 units will be allocated toward the goal of increasing affordable housing within the City, including downtown with access to all the benefits of living in a vibrant urban neighborhood. Affordable units will be dispersed throughout the project and have access to all onsite amenities available to market rate units.

Table 3 - Summary of Project Unit Count

TYPE OF UNITS	CALCULATIONS	PROPOSED
Total Units	No density limit per downtown zoning code at the time of filing an SB330 application	179 units
Affordable Units (Low Income)	10% Low Income units	18 units
Market Rate Units		161 units

Required Incentives and Concessions

The Project was approved with one permitted incentive/concession applied to the utility undergrounding requirement along public streets across from the project site, but lines in the alley adjacent to the site will be undergrounded. The revised project is consistent with that request. The waiver list below is the same as the approved project but provides more detail. Waivers are also included in the updated Exhibit "A", Mixed-Use Development Plan.

Mixed Use Development Plan Standards and Requested Waivers under state Density Bonus Law:

- Setbacks
 - Setbacks have been reduced to zero as shown on the plans to reflect the existing urban commercial development conditions.
- Height
 - Building height - The height of the building would be permitted in the applicable zone with a CUP, which is not required for density bonus projects.
- Site Landscaping Minimums
 - Reduction and alteration of on-site landscaping requirements as shown on plans.
 - Inclusion of all onsite planting, including rooftop trees and planters as shown on plans, and all offsite planting in adjacent rights-of-way permitted to count towards urban forestry requirements (tree canopy and permeable surface).
- Open Space Requirements
 - Reduction of open space standards (private and shared) as shown on plans.
- Required façade modulation
 - Modulation has been reduced from typical standards as indicated on plans.
- Parking
 - Reduction in parking width next to columns.
 - Compact Spaces in lieu of standard sizes.
 - Parking requirement for commercial uses set under the mixed-use development plan.
- Ramp Grades
 - Ramp grades permitted for the parking garage are based on typical construction standards for parking garages in urban areas and do not exceed grades on the prior approved project.
- Garage Drive Aisle Widths
 - Reduction in minimum width of aisles where there is not parking on both sides.

SUMMARY

The revised 712 Seagaze Drive project maintains the transformation of an unused parking lot into a modern mixed-use structure with a revised project fundamentally the same as the approved project, but that reallocates the hotel rooms to residential apartments, further increasing the supply of housing in downtown Oceanside. Neighborhood-serving commercial space on the ground level with store-front glass contributes to an attractive and open urban streetscape and provides the commercial element for a mixed-use project. Residents of 712 Seagaze Drive would be able to walk, bike, or use nearby transit options to support local businesses downtown and along the nearby commercial corridors, activating the street, supporting the community and contributing to a more vibrant city.

FINDINGS

REQUIRED FOR MIXED-USE DEVELOPMENT PLAN

The City of Oceanside Downtown Zoning Ordinance stipulates that the following be shown for a Mixed-Use Development Plan:

- 1. That the total number of dwelling units in the Downtown District shall not exceed 5,500 (or any future limit established by the City's General Plan).*

In August 2019, City staff estimated approximately 2,300 residential units existed in the Downtown District. The 179 dwelling units proposed for the revised 712 Seagaze Drive project would be approximately 3.6% of the remaining units and would not cause the total number of dwelling units in the Downtown District to exceed 5,500.

- 2. That the Mixed-Use Development Plan will enhance the potential for superior urban design in comparison with development under the regulations that exist if the Development Plan were not approved;*

The Seagaze Mixed-Use Development Plan will allow for a pedestrian-friendly mixed-use development project in the TOD area that maximizes the amount of much needed rental housing units to help activate the downtown area. The plan incorporates street-level commercially-designed facades and flexible-use space, with ground floor pedestrian orientation enhanced with greenery in rights-of-way planters. Building-mounted ledgers and green walls along Nevada Street and surrounding the second level parking draw the landscaping into the project site. Parking is primarily located within a subterranean garage, with ground level and second floor parking that is screened from public view with the green wall planting. The Mixed-Use Development Plan elements will contribute to the ongoing transformation of the urban core to be more accommodating to residents with a variety of income levels.

- 3. That the Mixed-Use Development Plan is consistent with the adopted Land Use Element of the Redevelopment Plan and other applicable policies, and that is compatible with development in the area it will directly affect;*

The project includes consolidated development of multiple smaller lots as a single property in order to provide a site that will accommodate the proposed mixture of residential and commercial use with the associated amenities with required parking.

- 4. That the Mixed-Use Development Plan includes adequate provisions for utilities, services, and emergency access, and public service demands will not exceed the capacity of existing systems;*

The area covered by the Mixed-Use Development Plan is in a downtown infill location and can be adequately and conveniently served by existing and planned public services, utilities and public facilities. All water, wastewater, and electrical services are available within the surrounding developed public roadway systems and within existing public utility easements.

5. *That the traffic expected to be generated by development in accord with the Mixed-Use Development Plan will not exceed the capacity of affected streets; and*

The revised 712 Seagaze Drive mixed-use project would generate 1,327 ADT, is consistent with the City's General Plan, and is located in a Transit Priority Area, and will not exceed capacity of affected streets.

6. *That the Mixed-Use Development Plan will not significantly increase shading of adjacent land in comparison with shading from development under regulations that would exist if the Mixed-Use Development Plan were not approved.*

A shading study is provided with the architectural plans. Shading on adjacent lots is minimal except in the winter when shadows fall on the commercial space to the north and the parking lot across the street to the east. Shading on these sites would also occur to some extent under standard height allowances. No existing residences are impacted by shading.

7. *That the benefits derived from the Mixed-Use Development Plan include but are not limited to traffic capture and pedestrian activity, by way of "active" street frontages and provision of flexible nonresidential use spaces at street level, where appropriate.*

The Mixed-Use Development Plan incorporates design features to provide flexible, ground-level spaces available for residential and commercial uses, including building management, along the Seagaze Drive pedestrian frontage with a glass front, commercial appearance. Façade glazing along Seagaze Drive and zero-setback design creates a connection between the sidewalk and the building, enhanced by planting ledges above the first and second floors that connect the structure to the vegetated streetscape. The elimination of curb cuts on Seagaze Drive by relocating site access to the alley reduces the car-pedestrian interaction along the sidewalk adjacent to the site.

Exhibit "A" 712 Seagaze Drive Mixed-Use Development Plan Development Standards / Regulations with typical standards listed for reference			
Standard / Regulation	Typical City Standards / Regulations	Mixed Use Plan Standards / Regulations and Notes	Project as Proposed
Note: This table presents the Mixed-Use Development Plan and waiver requests. All references to Sections or Articles are from the City of Oceanside Zoning Ordinance, as applicable within the D District, Subdistrict 2.			
Maximum Potential Density OZO 1232.D.2	Maximum density limits and floor area ratio regulations are not applicable to the residential component of a mixed-use development, as approved by City Council on Aug. 21, 2019 under Resolution 19-R0562-1.	No density cap downtown at time of SB330 application acceptance	n/a
Minimum Lot Area	5,000 sq. ft.	5,000 sq. ft.	15,589 sf. ft.
Minimum Lot Width	50 feet	50 feet	Abt. 120 feet
Minimum Setbacks OZO 1232:			
Front	10 feet (residential) 10 feet (non-residential) Amended under Mixed Use Development Standards and with Waiver under density bonus to accommodate development at density proposed.	0 feet Note: Urban infill project to allow standards that reflect existing development conditions.	0 feet
Side / Corner Side	10 feet (residential lots over 75' ft. wide) 0 feet side / 10 feet corner side (non-residential) Amended under Mixed Use Development Standards and with Waiver under density bonus to accommodate development at density proposed.	0 feet Note: Urban infill project to allow standards that reflect existing development conditions.	0 feet
Rear	5 feet (residential) 0 feet (non-residential) A 5-foot side or rear yard setback shall be provided along all alleys. 1232 (I).	0 feet Note: Urban infill project to allow standards that reflect existing development conditions.	0 feet

Exhibit "A"

712 Seagaze Drive Mixed-Use Development Plan

Development Standards / Regulations with typical standards listed for reference

Standard / Regulation	Typical City Standards / Regulations	Mixed Use Plan Standards / Regulations and Notes	Project as Proposed
Note: This table presents the Mixed-Use Development Plan and waiver requests. All references to Sections or Articles are from the City of Oceanside Zoning Ordinance, as applicable within the D District, Subdistrict 2.			
	Amended under Mixed Use Development Standards and with Waiver under density bonus to accommodate development at density proposed.		
Daylight Plane 1232.I	n/a (Does not adjoin any residential area).	Not applicable as the site borders Downtown D-2 on three sides and CP to the south, and neither zone is an R-district.	n/a
Height:			
Maximum Height of Structures OZO 1232.N.2.e OZO 1232.N.1.d	65 feet 90 feet with a CUP With waiver to accommodate development at density proposed - CUP not required for density bonus project	65 feet 90 feet with a CUP Note: Height standards are unchanged from standards as permitted	87'8" top of parapet
Exceptions to maximum height of certain elements OZO 3018.B	10 feet above applicable base zoning limit per Section 3018.B	10 feet above the applicable base zoning limit.	Meets standard requirements
Minimum Site Landscaping OZO 1232	25% (residential) 15% (non-residential) Amended under Mixed Use Development Standards and with waiver under density bonus to accommodate development at density proposed.	0%	Urban infill project site does not provide on-site street level landscaping, but landscaping in parkways adjacent to site boundaries will be enhanced with vegetation and maintained by the project.
Open Space OZO 1232	200 sq. ft. per unit of total open space inclusive of 48 sq. ft. minimum of private open space per unit (residential) Amended under Mixed Use Development Standards and with waiver under density bonus to accommodate	A minimum of 4,000 square feet of common open space (total of indoor and outdoor) shall be provided, with 30% minimum of the total (1,200sf) to be common outdoor open space.	Approximately 4,800 square feet of common open space including 1,620 sq. ft. shared outdoor space, over 3,181 sq. ft. shared indoor area is provided.

Exhibit "A" 712 Seagaze Drive Mixed-Use Development Plan Development Standards / Regulations with typical standards listed for reference			
Standard / Regulation	Typical City Standards / Regulations	Mixed Use Plan Standards / Regulations and Notes	Project as Proposed
Note: This table presents the Mixed-Use Development Plan and waiver requests. All references to Sections or Articles are from the City of Oceanside Zoning Ordinance, as applicable within the D District, Subdistrict 2.			
	development at density proposed.	No minimum is required for private outdoor space. Note: Standards reflect an urban infill project within walking distance (approx. one-half mile) to beach and park facilities that provide public outdoor space.	An additional 2,379 sq. ft. is included in private outdoor space on balconies.
Courts Required OZO 1232.EE	See Section 1232 (EE) for courts (residential) No courts required (non-residential)	Courts opposite windows are required for all multifamily development in accordance with Section 1232.EE	Courts meet minimum size requirements. No change per typical standard.
Required Façade Modulation OZO 1232	25% of front and side street elevation horizontal and/or vertical must be set back at least 5 feet from setback line (residential) No modulation required (non-residential) Amended under Mixed Use Development Standards and with waiver under density bonus to accommodate development at density proposed.	Minimum 25% total over all front and side street elevations (not incl. alleys) for facades above commercial and parking levels, with a minimum of 8% on any one façade facing a public street, must be set back at least 5 feet from setback line.	East Elevation (S. Nevada Street) 47% South elevation (Seagaze Drive) 8%
Off Street Parking with Density Bonus OZO 3103, OZO 3105.B, OZO 1232.W			
Number of Spaces Residential	1.0/unit for market-rate studios; 0.5/unit for inclusionary studios per Section 3105	1.0/unit for market-rate studios; 0.5/unit for inclusionary studios	142 spaces in garage 7 spaces on Seagaze Drive on contiguous street frontage
Visitor	None	None	149 spaces provided
Commercial	Varies by specific use Reductions to required parking may be taken under State	1 per 300 sf	(Spaces on contiguous street frontage on Nevada Street not included in total)

Exhibit "A"

712 Seagaze Drive Mixed-Use Development Plan

Development Standards / Regulations with typical standards listed for reference

Standard / Regulation	Typical City Standards / Regulations	Mixed Use Plan Standards / Regulations and Notes	Project as Proposed
Note: This table presents the Mixed-Use Development Plan and waiver requests. All references to Sections or Articles are from the City of Oceanside Zoning Ordinance, as applicable within the D District, Subdistrict 2.			
	<p>Density Bonus law standards, City allowances per OZO 3105 related to the provision of low-income housing units, and parking standards for Downtown in OZO 1232.W for the Transit Overlay District and mixed-use projects within the TOD.</p> <p>Commercial spaces set under Mixed Use Development Standards and with waiver under density bonus to accommodate development at density proposed.</p>	<p align="center">TOTALS</p> <p>Residential – 170 spaces Commercial – 6 spaces Less 25% TOD reduction</p> <p align="center">132 spaces required</p> <p>Note: Compact parking spaces may be permitted as part of the required spaces with a density bonus project.</p>	
Parking Garage Design:			
<p>Dimensional Requirement OZO 3110.A OZO 3110.B</p>	<p>All spaces shall be large-car spaces. Spaces provided in addition to the number of required spaces may be small car spaces.</p> <p>Each parking spaces adjoining a wall, column, or other obstruction higher than 0.5 feet shall be increased by 1 foot on each obstructed side.</p> <p>Amended under Mixed Use Development Standards and with waiver under density bonus to accommodate development at density proposed.</p>	<p>Compact spaces may be used in lieu of standard sized spaces.</p> <p>Each parking space adjoining a wall or other obstruction higher than 0.5 feet shall be increased by 1 foot on each obstructed side. This includes columns except where the column is located within the rear 5 feet of the parking stall. Then no increase is required.</p>	<p>Compact spaces are provided for some of the required spaces.</p> <p>Spaces where the column is within the rear 5 feet of the parking space do not include increased width.</p>
<p>Ramp Grade</p>	<p>Various City standards- see Engineering Manual and City Zoning standards.</p> <p>Amended under Mixed Use Development Standards and with waiver under density</p>	<p>Ramp grades into parking garage shall not exceed 20%. Ramp grades over 15% shall have a minimum 8-foot transition slope.</p>	<p>As shown on plans</p>

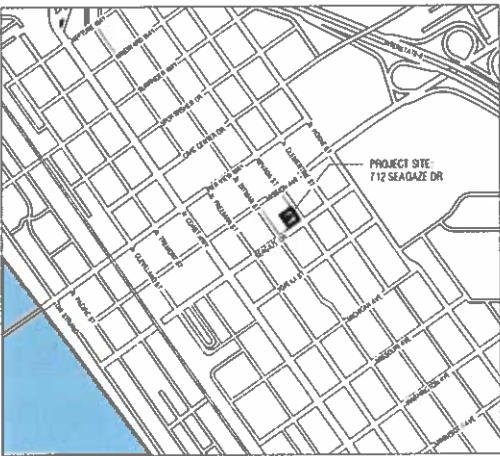
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Standard / Regulation	Typical City Standards / Regulations	Mixed Use Plan Standards / Regulations and Notes	Project as Proposed
Note: This table presents the Mixed-Use Development Plan and waiver requests. All references to Sections or Articles are from the City of Oceanside Zoning Ordinance, as applicable within the D District, Subdistrict 2.			
	bonus to accommodate development at density proposed.		
Driveway / Drive Aisle Width in Parking Garage OZO 3111	Various City standards- see Engineering Manual and OZO 3111. Amended under Mixed Use Development Standards and with waiver under density bonus to accommodate development at density proposed.	For aisles that do not have parking on both sides, drive aisle widths may be reduced to 21 feet wide. The minimum width for aisles that have parking on both sides of the aisle shall be 24 feet.	As shown on plans
Screening of Mechanical Equipment	Section 3021	See Section 3021	Project meets requirements
Underground Utilities	Section 3023	No undergrounding of utility lines across street from project.	Incentive/concession requested under density bonus.
Renewable Energy Facilities	Section 3047	Section 3047	Project meets requirements with purchase of renewable energy portfolio or other acceptable alternative as providing 50% onsite renewable energy is not feasible.
Electric Vehicle Parking and Charging Facilities	Section 3048	Section 3048	Project meets requirements
Urban Forestry Program	Section 3049 Amended under Mixed Use Development Standards and with waiver under density bonus to accommodate development at density proposed.	Section 3049, with the allowance of street trees and permeable surfaces in the adjacent ROW (parkways) and trees and vegetation on upper decks to count towards the minimum tree canopy and permeable surface requirements.	Project meets minimum tree canopy using alternative to include street trees in adjacent public parkway and all onsite deck planting. Project meets minimum of permeable surface with landscaped public parkways and all onsite planters, with credit applied from overage of tree canopy.



PROJECT DATA

PROPERTY ADDRESS: 712 & 716 SEAGAZE DR. OCEANSIDE, CA 92054	DRY UTILITY CONSULTANT: UTILITY SPECIALISTS 24551 RAYMOND WAY, STE 100 LAKE FOREST, CA 92630	LEGAL DESCRIPTION APN 147-193-08, -09, -10 LOTS 10, 11, 12, 13, AND 14 IN BLOCK 82 OF HORNE'S ADDITION TO OCEANSIDE, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 323, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, APRIL 3, 1886
OWNER: ELSEY HOLDINGS, LLC 2021 VANESTA PL, A MANHATTAN, KS 66503	ENVIRONMENTAL: DUDEK 605 THIRD STREET ENCINITAS, CA 92024	
APPLICANT: BRYAN ELSEY 2021 VANESTA PL, A MANHATTAN, KS 66503	MEP: GREEN MEP 3 MACARTHUR PLACE, STE 855 SANTA ANA, CA 92707	
ARCHITECT: PRIME DESIGN LLC 2021 VANESTA PL, A MANHATTAN, KS 66503	PARKING CONSULTANT: LINSOTT LAW & GREENSPAN 4542 RUFFNER STREET STE 100 SAN DIEGO, CA 92111	
PLANNER: LIGHTFOOT PLANNING GROUP DAN NIEBAUM 5900 PASTUER COURT, STE 110 CARLSBAD, CA 92008	SURVEYOR: SAMPO ENGINEERING 171 SAXONY RD STE 213 ENCINITAS, CA 92024	
CIVIL ENGINEER: BHA INC RON HOLLOWAY 5115 AVENIDA ENCINAS #L CARLSBAD, CA 92008	STRUCTURAL: VCA STRUCTURAL 1845 W ORANGEWOOD AVE STE 200 ORANGE, CA 92668	
	SHORING: SHORING DESIGN GROUP 7727 CAMINITO LILIANA SAN DIEGO, CA 92129	

VICINITY MAP



SHEET INDEX

SHEET INDEX		SHEET INDEX	
SHEET NUMBER	SHEET NAME	SHEET NUMBER	SHEET NAME
GENERAL		A09	ROOF PLAN
CO	COVER	A10	BUILDING ELEVATIONS
SURVEY		A11	BUILDING ELEVATIONS
V01	SURVEY	A12	BUILDING SECTION
CIVIL		A13	BUILDING SECTION
CIV1	COVER	A14	COLORS AND MATERIALS BOARD
CIV2	EXISTING CONDITIONS	A15	RENDERINGS
CIV3	BASEMENT LEVEL 3		
CIV4	FIRST FLOOR		
CIV5	THIRD FLOOR		
CIV6	ROOF LEVEL		
CIV7	SWANAGE MGMT AREA EXHIBIT		
CIV8	PRELIMINARY GRADING & DRAINAGE PLAN		
CIV9	PRELIMINARY GRADING & DRAINAGE PLAN - DETAILS		
LANDSCAPE			
L1	LANDSCAPE CONCEPT PLAN 3RD FLOOR		
L2	LANDSCAPE CONCEPT PLAN 4-8TH FLOOR		
L3	LANDSCAPE CONCEPT PLAN NOTES		
ARCHITECTURAL SITE PLAN			
AS01	ARCHITECTURAL SITE PLAN		
AS02	CODE COMPLIANCE		
AS03	CIVIL COMPLIANCE		
AS04	BUILDING OFFICIAL REVIEWS		
AS05	ADMIN SUBMISSION		
AS06	MASS STUDY		
AS07	SHADOW STUDY		
ARCHITECTURAL			
A01	BASEMENT LEVEL 3 FLOOR PLAN		
A02	BASEMENT LEVEL 2 FLOOR PLAN		
A03	BASEMENT LEVEL 1 FLOOR PLAN		
A04	FIRST FLOOR PLAN		
A05	SECOND FLOOR PLAN		
A06	THIRD FLOOR PLAN		
A07	FOURTH FLOOR PLAN		
A08	FIFTH - EIGHTH FLOOR PLAN		

PRIME
DESIGN

2021 VANESTA PL, A
MANHATTAN, KS 66503
785.706.4048

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MANHATTAN, KS 66503

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DATE ISSUED
11.03.2023

REVISIONS

MIXED-USE DEVELOPMENT
712 SEAGAZE DR.
OCEANSIDE, CA 92054

JOB NO:
2020 02

SHEET:
COVER

CO

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ARCHITECT:
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2021 VARESTA PL. A
MANHATTAN, KS 66503
785 706.4048

DATE ISSUED:
09.06.2023

REVISIONS	
REVISION NO.	REVISION DESCRIPTION
1	Added a new section on the importance of data security in the context of cloud computing.
2	Revised the methodology section to include a detailed description of the data collection process.
3	Updated the literature review to reflect the latest research findings in the field of artificial intelligence.
4	Enhanced the conclusion by providing a more comprehensive summary of the study's findings.
5	Added a new figure illustrating the results of the statistical analysis.
6	Revised the abstract to better reflect the content of the paper.
7	Added a new section on the ethical implications of the research.
8	Revised the introduction to provide a clearer overview of the research objectives.
9	Updated the references to include the most recent publications.
10	Enhanced the discussion by providing a more detailed analysis of the results.
11	Added a new section on the future research directions.
12	Revised the conclusion to provide a more concise summary of the study.
13	Added a new section on the limitations of the study.
14	Revised the methodology to include a more detailed description of the data analysis process.
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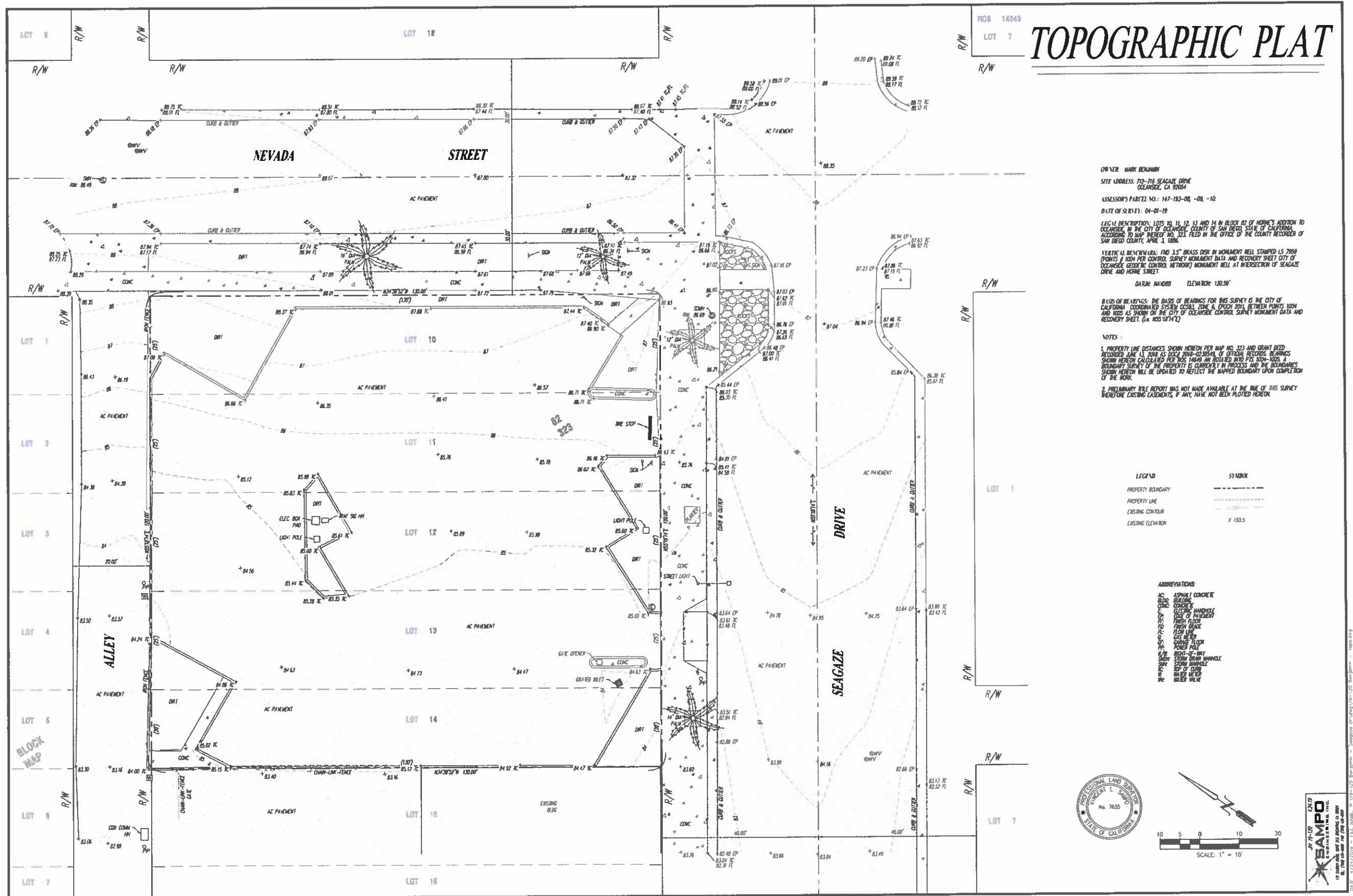
MIXED-USE DEVELOPMENT
712 SEAGAZE DR.
OCEANSIDE, CA 92054

JOB NO.

SHEET:

SURVEY

V01*



LEGEND

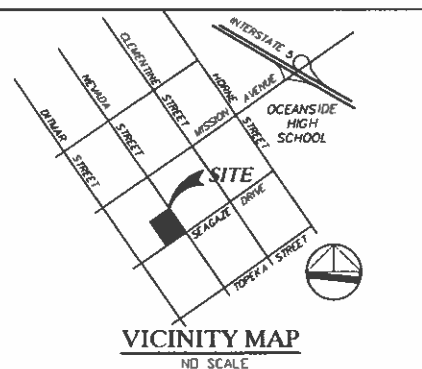
PROJECT BOUNDARY	
EXISTING LOT LINES	
EXISTING RIGHT-OF-WAY	
EXISTING OVERHEAD WIRE	(DH) (DH)
EXISTING WATER LINE	(W) (W)
EXISTING SEWER LINE	(S) (S)
EXISTING SEWER FORCE MAIN	(F.M.) (F.M.)
EXISTING GAS LINE	(G) (G)
EXISTING CENTER LINE	
EXISTING CURB & GUTTER	
EX. CONTOUR MAJOR	
EX. CONTOUR MINOR	59.0
PROPOSED SPOT ELEVATION	
PROPOSED SIDEWALK	
PROPOSED SEWER SERVICE	(S)
PROPOSED WATER SERVICE	(W)
PROPOSED FIRE SERVICE	(F)
PROPOSED DOUBLE DETECTOR CHECK	
PROPOSED DRIVEWAY APRON PER OSD M-10	
PROPOSED RETURN ADA RAMP	
EXISTING FIRE HYDRANT	
EXISTING STREET LIGHT	
PROPOSED AC PAVEMENT	
PROPOSED LEVEL P3 PCC	
PROPOSED C-9 RETAINING WALL	
PROPOSED PODIUM WALL	

PUBLIC UTILITIES

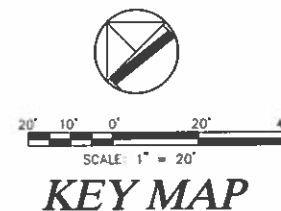
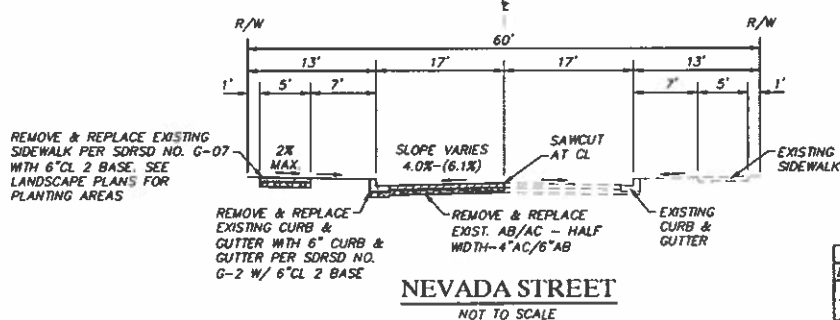
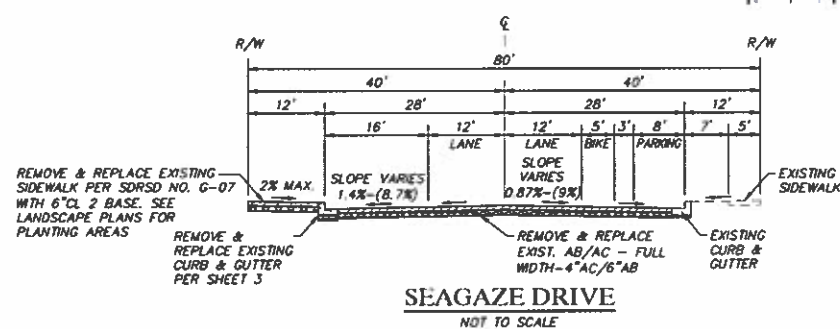
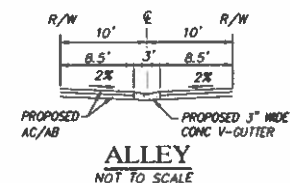
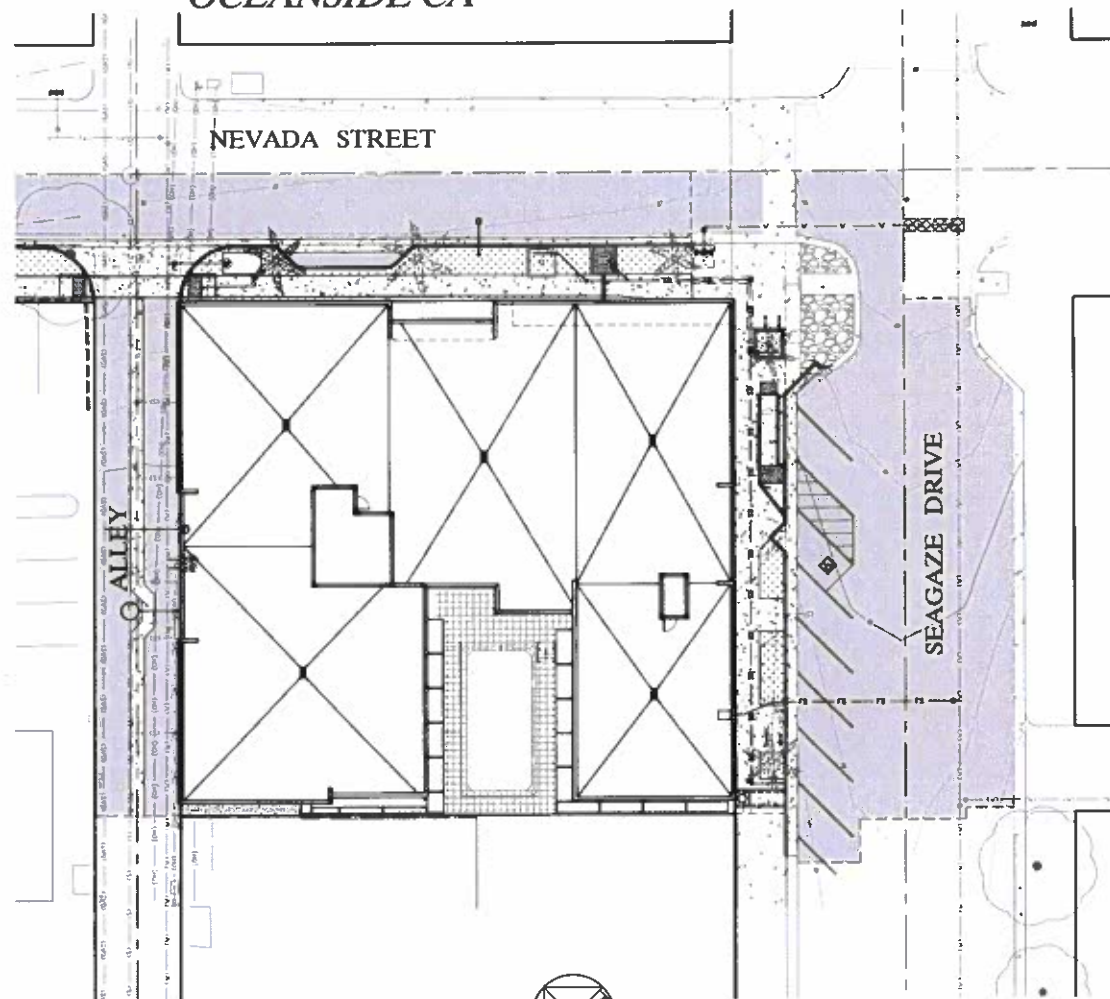
WATER SUPPLY	CITY OF OCEANSIDE
SEWER	CITY OF OCEANSIDE
STORM DRAIN	CITY OF OCEANSIDE
GAS & ELECTRIC	S.D.G.&E.
TELEPHONE	SBC
FIRE	CITY OF OCEANSIDE
POLICE	CITY OF OCEANSIDE
SCHOOLS	OCEANSIDE UNIFIED SCHOOL DISTRICT
CABLE	COX CABLE

SHEET INDEX

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SHEET 2	- EXISTING CONDITIONS/DEMOLITION PLAN
SHEET 3	- GRADING & DRAINAGE PLAN (BASEMENT)
SHEET 4	- GRADING & DRAINAGE PLAN (FIRST FLOOR)
SHEET 5	- GRADING & DRAINAGE PLAN (THIRD FLOOR)
SHEET 6	- GRADING & DRAINAGE PLAN (ROOF)
SHEET 7	- DRAINAGE MANAGEMENT AREA EXHIBIT
SHEET 8	- DRAINAGE MANAGEMENT AREA EXHIBIT
SHEET 9	- DRAINAGE MANAGEMENT AREA EXHIBIT



PRELIMINARY GRADING & DRAINAGE PLAN: 712 SEAGAZE DRIVE OCEANSIDE CA



LEGEND OF ABBREVIATIONS

AB	- AGGREGATE CONCRETE BASE	IE	- INVERT ELEVATION
AC	- ASPHALT CONCRETE	LI	- LEFT
BC	- BEGIN CURVE	WH	- MANHOLE
BVC	- BEGIN VERTICAL CURVE	NTS	- NOT TO SCALE
BW	- BOTTOM OF WALL	P	- PAVEMENT
C&G	- CURB AND GUTTER	PCR	- POINT OF CURB RETURN
CL	- CENTERLINE	PRC	- POINT OF REVERSE CURVE
CO	- CLEANOUT	PVC	- POLYVINYL CHLORIDE
E	- ELECTRIC	RCP	- REINFORCED CONCRETE PIPE
EC	- END CURVE	RT	- RIGHT
ECR	- END CURVE RETURN	RW	- RIGHT-OF-WAY
EP	- EDGE OF PAVEMENT	S	- SEWER
EVC	- END VERTICAL CURVE	SD	- STORM DRAIN
FC	- FACE OF CURB	SG	- SUBGRADE
FL	- FINISHED GRADE	SW	- SIDEWALK
FL	- FINISHED GRADE	T	- TELEPHONE
FS	- FINISHED SURFACE/FIRE SERVICE	TB	- TOP OF BERM/DIKE
G	- GAS	TC	- TOP OF CURB
HDPE	- HIGH DENSITY POLYETHYLENE	TF	- TOP OF FOOTING
HP	- HIGH POINT	TG	- TOP OF GRADE
		TW	- TOP OF WALL
		W	- WATER

RELATED PLAN'S & REFERENCE DRAWINGS		DATE OF PREPARATION:	
DWG. NO.	DESCRIPTION	REVISIONS	DATE



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land planning, civil engineering, surveying
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CARLSBAD, CA 92008-4387
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OWNER/DEVELOPER/APPLICANT

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MANHATTAN, KS 66502
PHONE:

ENGINEER OF WORK:

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RONALD L. HOLLOWAY DATE
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SURVEYOR:

SAMPO ENGINEERING, INC.
171 SAKONY ROAD, SUITE 213
ENCINITAS, CA 92024
(760) 436-0660

LEGAL DESCRIPTION:

LOTS 10, 11, 12, 13 AND 14 IN BLOCK 82 OF HORNE'S ADDITION TO OCEANSIDE, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 323, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, APRIL 3, 1886.

APN 147-193-08, -09, -10.

NOTE: LOTS TO BE MERGED.

BASIS OF BEARINGS:

BASIS OF BEARINGS IS A PORTION OF SEAGAZE DRIVE CENTERLINE AS SHOWN ON PM 19858 IE: N55°21'02"E

GENERAL NOTES:

- EXISTING GROSS/NET AREA: 0.36 AC. (15,592 S.F.)
- TOTAL NUMBER OF LOTS: 5 EXISTING
- DWELLING UNITS (PROPOSED): 179
- COMMERCIAL UNITS: 1

GENERAL DESIGN NOTES:

- CONTOUR INTERVAL IS 1'
- GRADING QUANTITIES: CUT: 15,110 CY
FILL: 0 CY
EXPORT: 15,110 CY
- SOURCE OF TOPOGRAPHY: FIELD TOPOGRAPHY
SAMPO ENGINEERING, INC.
DATED: 11-02-20

FEMA NOTE

THE PROPERTY AS SHOWN LIES WITHIN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON FEMA FLOOD INSURANCE RATE MAP 06073C0734H, EFFECTIVE DATE: MAY 16, 2012.

BENCHMARK

DESCRIPTION: 3.5" BRASS DISK

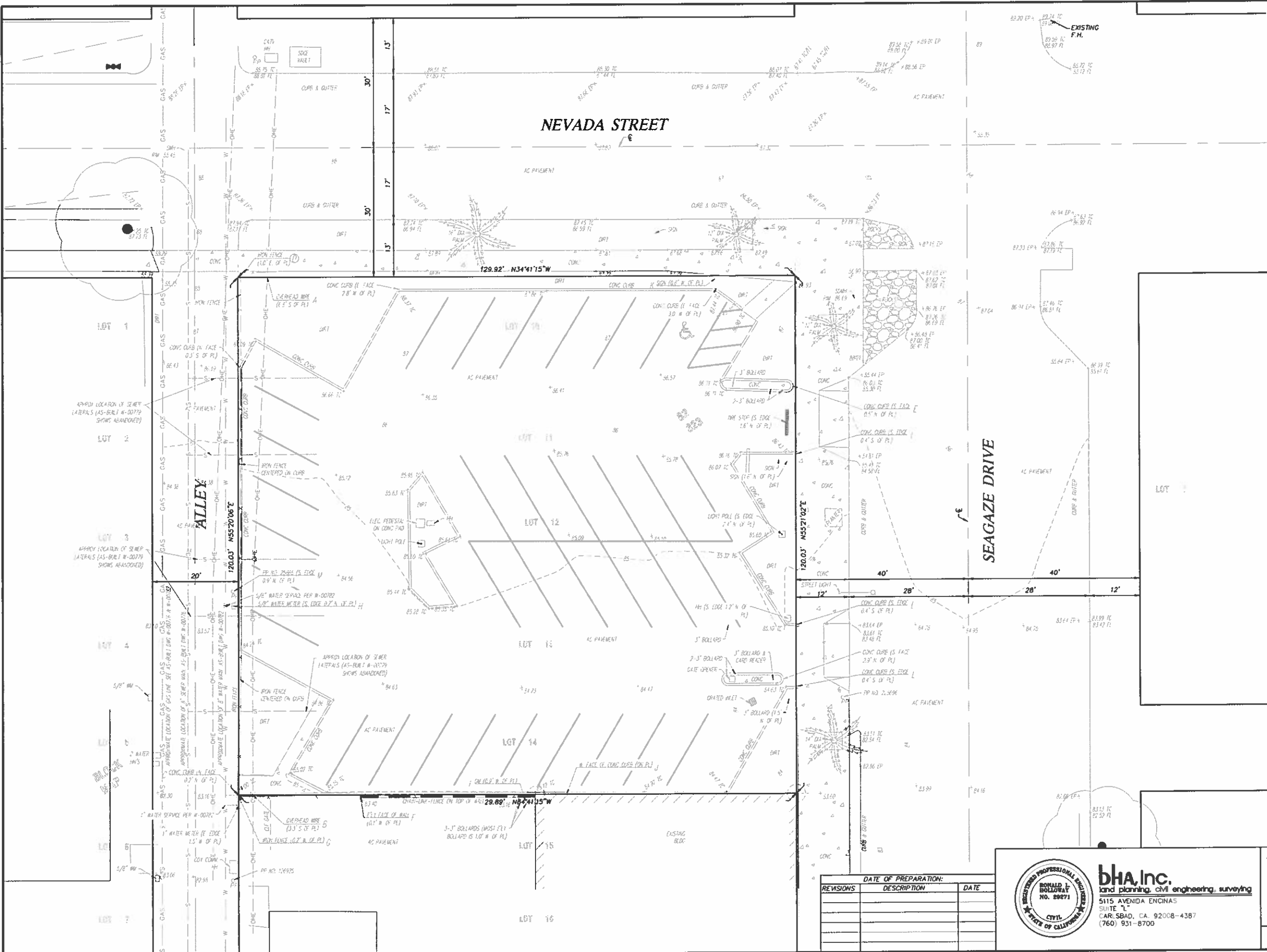
LOCATION: IN MONUMENT WELL STAMPED LS 7959 (POINTS # 1004 PER CONTROL SURVEY MONUMENT DATA AND RECOVERY SHEET CITY OF OCEANSIDE GEODETIC CONTROL NETWORK) MONUMENT WELL AT INTERSECTION OF SEAGAZE DRIVE AND HORNE STREET.

ELEVATION: 120.59' NGVD88

PRELIMINARY GRADING & DRAINAGE PLAN:

COVER SHEET
712 SEAGAZE DRIVE
(MIXED-USE PROJECT)
CITY OF OCEANSIDE, CALIFORNIA

SHEET 1 OF 9

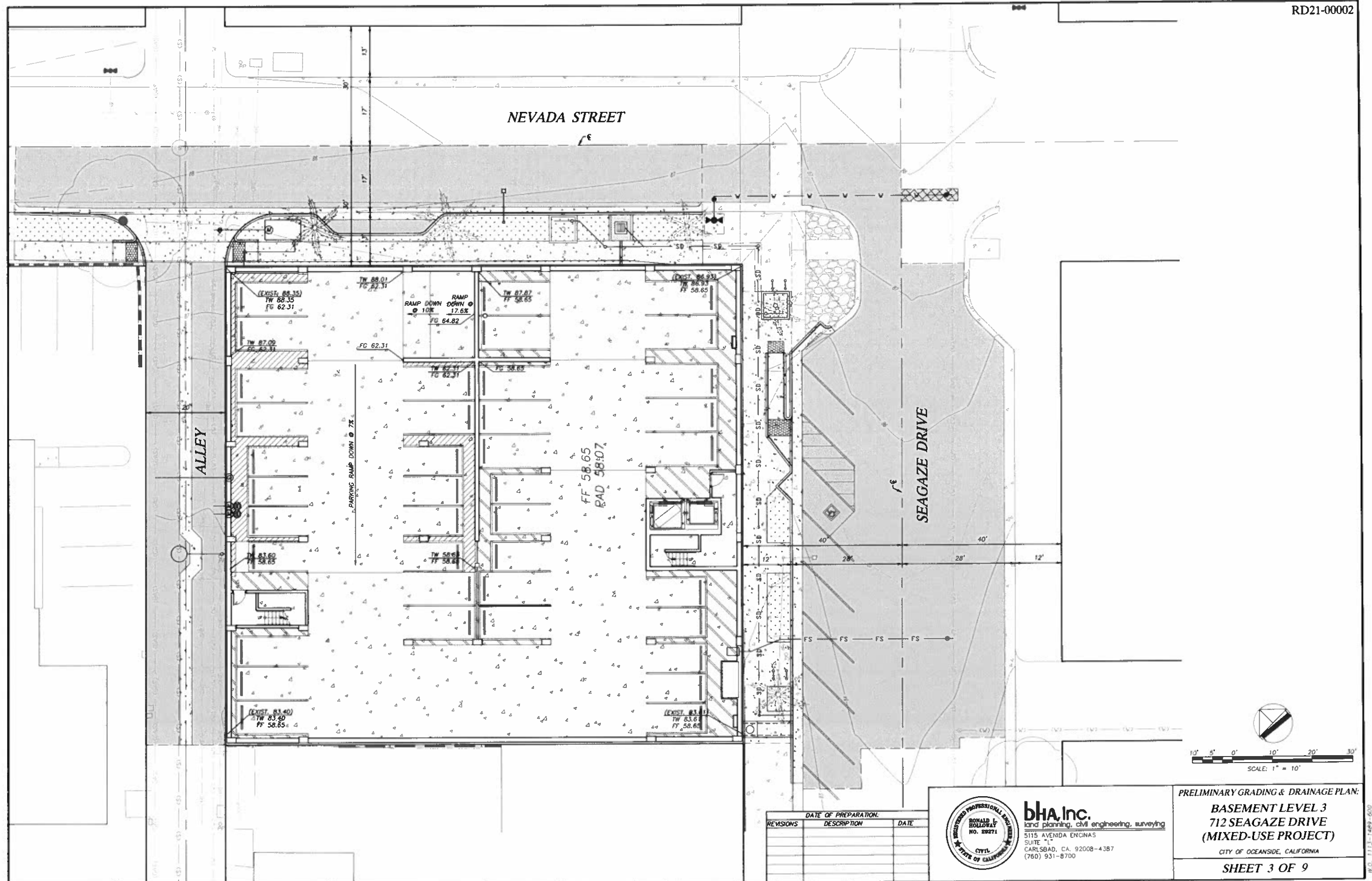


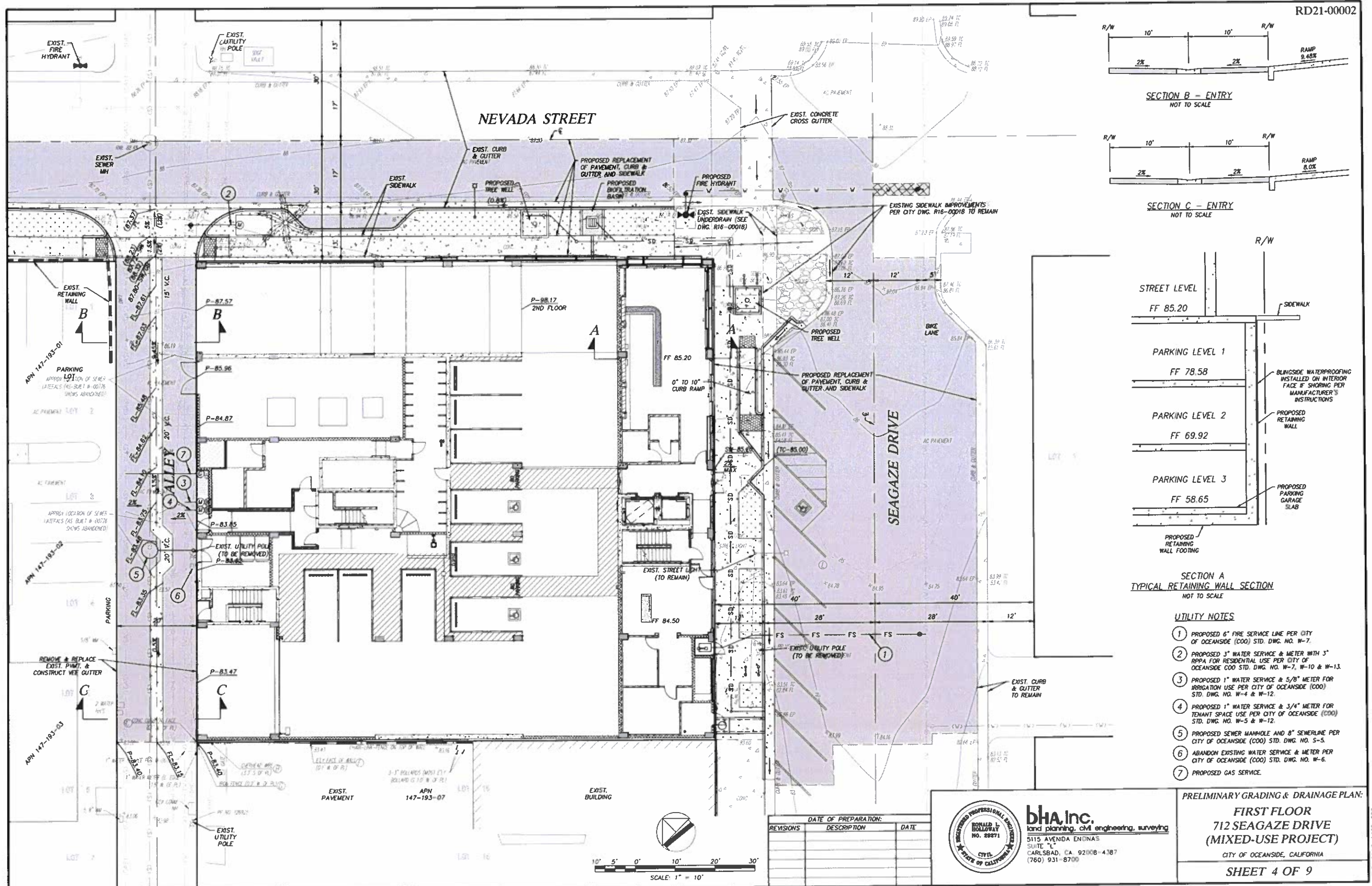
DATE OF PREPARATION:		
REVISIONS	DESCRIPTION	DATE

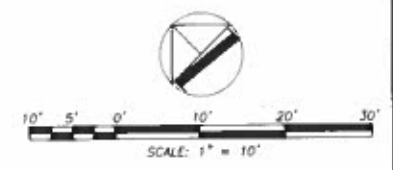
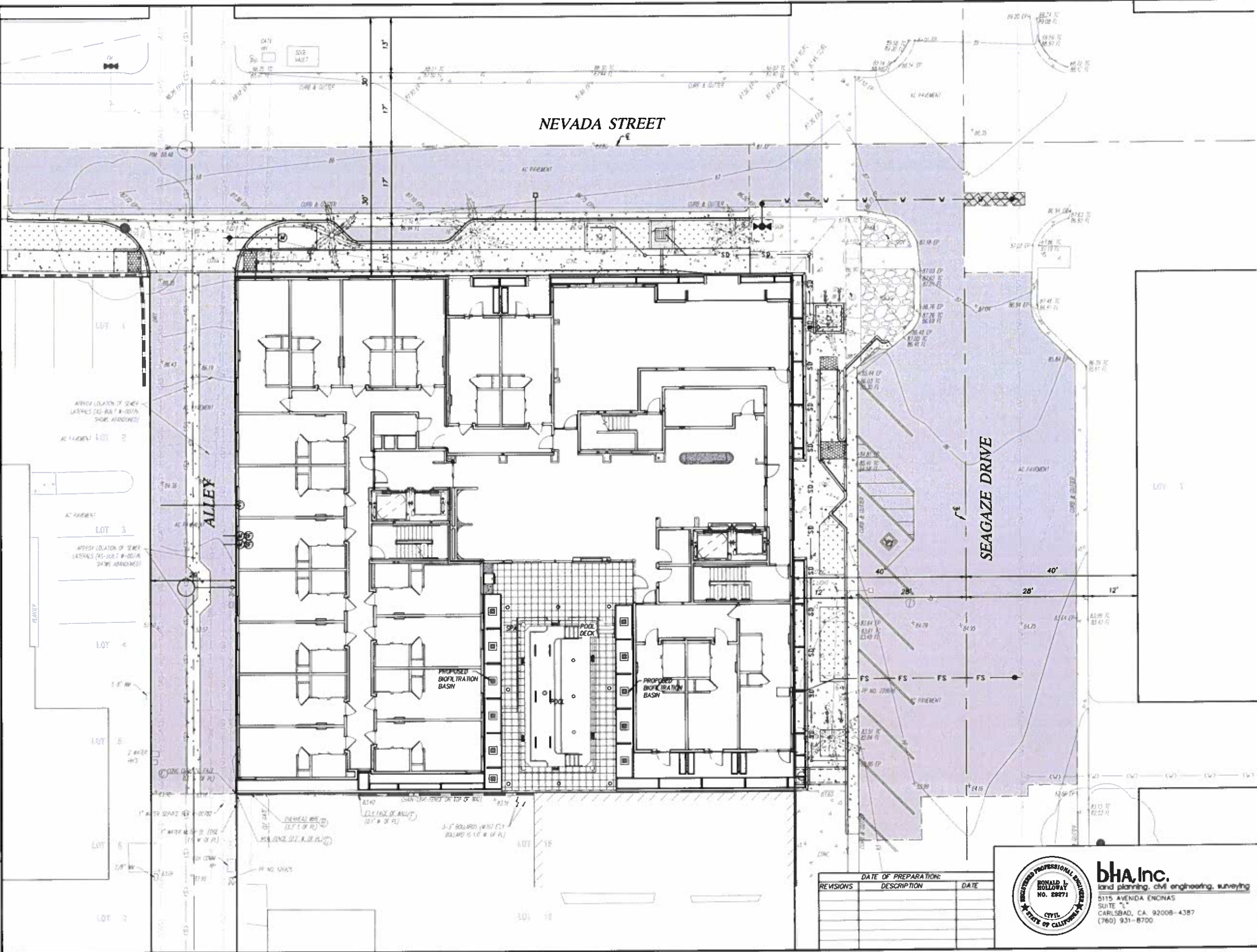
bha, inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE 11
CARLSBAD, CA 92008-4387
(760) 931-8700

PRELIMINARY GRADING & DRAINAGE PLAN:
EXISTING CONDITIONS
712 SEAGAZE DRIVE
(MIXED-USE PROJECT)
CITY OF OCEANSIDE, CALIFORNIA

SHEET 2 OF 9





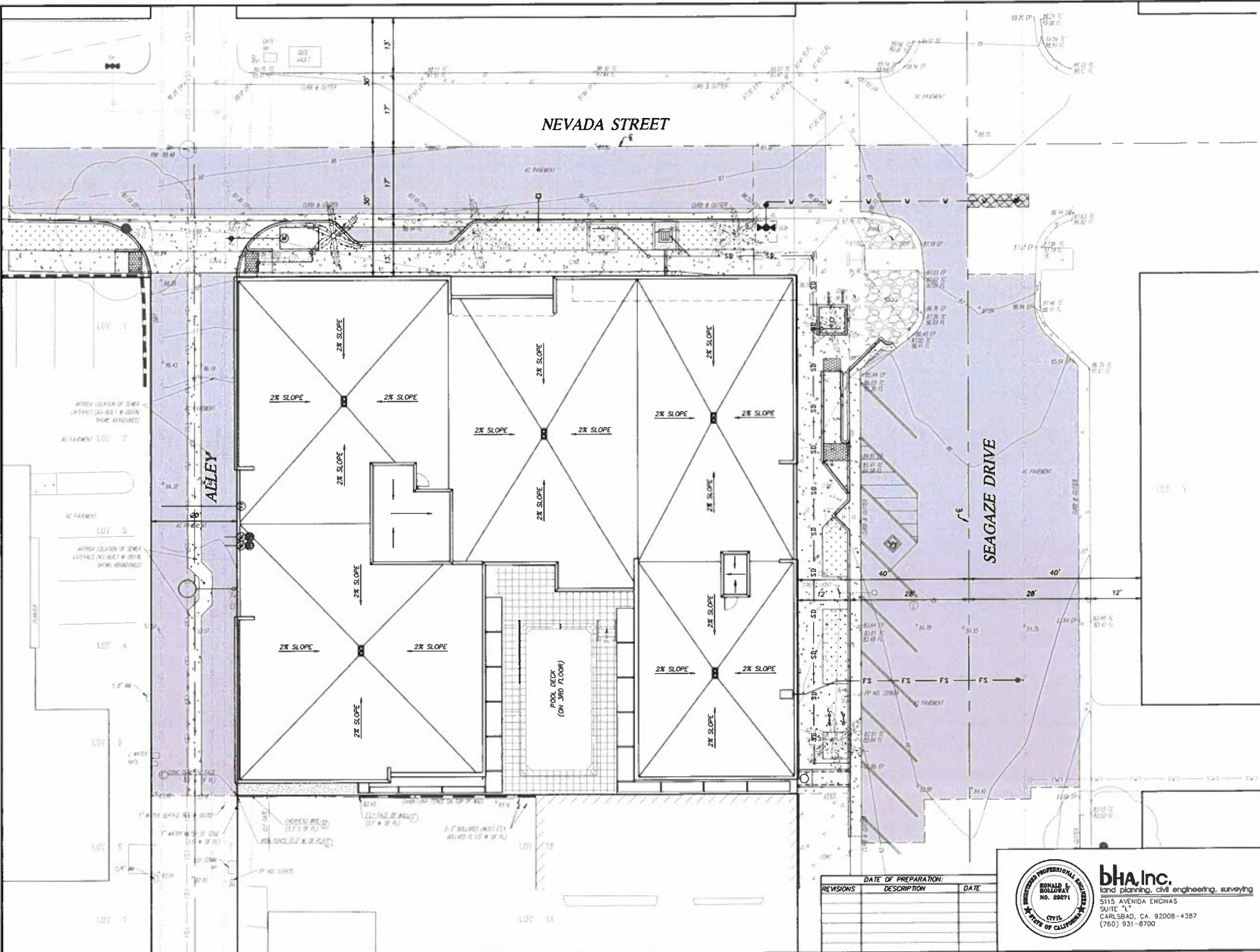


DATE OF PREPARATION:		
REVISIONS	DESCRIPTION	DATE



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PRELIMINARY GRADING & DRAINAGE PLAN:
THIRD FLOOR
712 SEAGAZE DRIVE
(MIXED-USE PROJECT)
CITY OF OCEANSIDE, CALIFORNIA
SHEET 5 OF 9



DATE OF PREPARATION:		
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PRELIMINARY GRADING & DRAINAGE PLAN:
ROOF LEVEL
712 SEAGAZE DRIVE
(MIXED-USE PROJECT)
CITY OF OCEANSIDE, CALIFORNIA
SHEET 6 OF 9

LEGEND

DRAINAGE MANAGEMENT AREA (DMA) AREA	<div>DMA-1 9,161 SF</div>
BEST MANAGEMENT PRACTICE (BMP) AREA	<div>BMP-3 28 SF</div>
DMA BOUNDARY	
DMA SUB-BOUNDARY	
PROJECT BOUNDARY	
EXISTING LOT LINES	
EXISTING RIGHT-OF-WAY	
EXISTING WATER LINE	
EXISTING SEWER LINE	
EXISTING SEWER FORCE MAIN	
EXISTING GAS LINE	
EXISTING CENTER LINE	
EXISTING CURB & GUTTER	
EX. CONTOUR MAJOR	
EX. CONTOUR MINOR	
PROPOSED SPOT ELEVATION	
PROPOSED SIDEWALK	
EXISTING STREET LIGHT	
PROP DRIVEWAY APRON	
PROPOSED CURB & GUTTER	
PROPOSED FIRE HYDRANT	
EXISTING FIRE HYDRANT	
PROPOSED SEWER MAIN (PRIVATE)	
PROPOSED SEWER MANHOLE (PRIVATE)	
PROPOSED SEWER SERVICE	
PROPOSED WATER SERVICE	
PROPOSED FIRE SERVICE	
PROPOSED STORM DRAIN	
PROPOSED TYPE G CATCH BASIN	
PROPOSED TYPE A CLEANOUT	
DECK DRAIN	
BIOFILTRATION BASINS ON THIRD FLOOR & NEVADA STREET PARKWAY	
THIRD FLOOR AREA DRAINING TO BMP-3	
PLANTERS/LANDSCAPING ON THIRD FLOOR	
ASPHALT CONCRETE PAVEMENT	
TEXTURED PAVEMENT	

SHEET 7 OF 9



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SOURCE CONTROL BMPs

SC-1 PREVENTION OF ILLICIT DISCHARGES INTO THE M54 (NOT SHOWN)

- REGULARLY INSPECT, MONITOR, AND REPORT ANY ILLICIT DISCHARGES OR CONNECTIONS TO THE M54
- LABEL STORM DRAIN INLETS AND CATCH BASIN WITH MESSAGES SUCH AS "NO DUMPING - DRAINS TO OCEAN" TO DISCOURAGE ILLICIT DISCHARGE
- IMPLEMENT PROPER WASTE MANAGEMENT, EROSION CONTROL, SPILL PREVENTION MEASURES AND EFFICIENT STORMWATER MANAGEMENT PRACTICES TO MINIMIZE THE POTENTIAL OF STORMWATER TO TRANSPORT POLLUTANTS TO THE M54
- STRICTLY ENFORCE LOCAL M54 CODES AND REGULATIONS WHILE PROVIDING TRAINING TO PERSONNEL INVOLVED IN M54 MANAGEMENT TO IDENTIFY AND REPORT ANY ILLICIT DISCHARGES

SC-2 STORM DRAIN STENCILING OR SIGNAGE

- TO MITIGATE THE RISK OF ILLICIT DISCHARGES, STORM DRAIN INLETS AND CATCH BASINS WILL BE CONSPICUOUSLY LABELED WITH MESSAGES SUCH AS "NO DUMPING - DRAINS TO OCEAN"

SC-3 PROTECT TRASH STORAGE AREAS FROM RAINFALL, RUN-ON, RUNOFF, AND WIND DISPERSAL

- PROJECT ENTAILS A DESIGNATED INDOOR TRASH ROOM ON THE FIRST FLOOR
- OUTDOOR CONTAINERS WILL FEATURE SECURE LIDS TO PREVENT LITTER DISPERSAL
- REGULARLY INSPECT AND MONITOR CONTAINER CONDITIONS WITH PROMPT REPAIRS OR REPLACEMENTS WHEN NECESSARY
- TRAIN STAFF TO RESPOND EFFECTIVELY TO ACCIDENTAL SPILLS OR SCATTERED LITTER

SC-6 ADDITIONAL BMPs BASED ON POTENTIAL SOURCES OF RUNOFF POLLUTANTS

BY IMPLEMENTING THE FOLLOWING ADDITIONAL SOURCE CONTROL BMPs BASED ON POTENTIAL SOURCES OF RUNOFF POLLUTANTS, THE PROJECT WILL EFFECTIVELY MANAGE STORMWATER RUNOFF, PREVENT POLLUTION AND PROMOTE A MORE SUSTAINABLE AND ENVIRONMENTALLY FRIENDLY URBAN ENVIRONMENT.

A ONSITE STORM DRAIN INLETS

- ENSURE PROPER INSTALLATION OF THE ONSITE STORM DRAIN INLETS ACCORDING TO MANUFACTURER GUIDELINES
- ROUTINELY INSPECT, MAINTAIN AND CLEAN INLETS REMOVING ANY ACCUMULATED DEBRIS AND POLLUTANTS
- CONTINUOUSLY MONITOR INLET PERFORMANCE WHILE ENFORCING COMPLIANCE AMONG PERSONNEL

B INTERIOR FLOOR DRAINS AND ELEVATOR SHAFT SUMP PUMP

- ROUTE INTERIOR FLOOR DRAINS AND ELEVATOR SHAFT SUMP PUMPS TO THE APPROPRIATE TREATMENT SYSTEMS OR SEWER LINES
- ESTABLISH A REGULAR MAINTENANCE SCHEDULE TO INSPECT AND CLEAN THE DRAINS AND SUMP PUMPS PROMPTLY REMOVE DEBRIS, SEDIMENT, OR POLLUTANTS TO ENSURE THE CONTINUED EFFICIENCY OF THE SYSTEM
- PROMPTLY ADDRESSING ANY LEAKS FROM EQUIPMENT OR STORAGE AREAS TO PREVENT CONTAMINATION OF STORMWATER RUNOFF
- MONITOR FLOOR DRAINS AND ELEVATOR SHAFT PUMPS PERFORMANCE TO EFFECTIVELY REDUCE POLLUTANTS AND IDENTIFY AREAS FOR IMPROVEMENT
- ESTABLISH A REPORTING MECHANISM TO ENABLE SWIFT RESPONSES TO ANY ISSUES, MAINTENANCE NEEDS, OR INCIDENTS RELATED TO FLOOR DRAINS AND SUMP PUMPS, AS WELL AS FACILITATE PROMPT CORRECTIVE ACTIONS

C INTERIOR PARKING GARAGES

- ENSURE PARKING GARAGES HAVE A WELL-DESIGNED AND FUNCTIONING DRAINAGE SYSTEM TO MANAGE STORMWATER RUNOFF EFFECTIVELY DIRECT INCIDENTAL STORMWATER TO APPROPRIATE TREATMENT SYSTEMS OR SEWER LINES
- ESTABLISH A ROUTINE CLEANING AND MAINTENANCE SCHEDULE FOR THE PARKING GARAGE TO REMOVE DEBRIS, OIL, AND OTHER POLLUTANTS. REGULAR SWEEPING AND CLEANING WILL PREVENT ACCUMULATED POLLUTANTS FROM BEING WASHED INTO STORM DRAINS
- ENCOURAGE PROPER VEHICLE MAINTENANCE PRACTICES AMONG PARKING GARAGE USERS. ADDRESS ANY LEAKS OR SPILLS FROM VEHICLES IMMEDIATELY TO PREVENT OIL AND OTHER FLUIDS FROM CONTAMINATING THE FLOOR AND DRAINAGE SYSTEM
- PROVIDE DESIGNATED WASTE DISPOSAL AREAS WITHIN THE PARKING GARAGE FOR TRASH AND RECYCLING CLEARLY LABEL BINS TO PREVENT IMPROPER DISPOSAL, ENCOURAGE RESPONSIBLE WASTE MANAGEMENT, AND TO RAISE AWARENESS AMONG USERS ABOUT THE IMPORTANCE OF ENVIRONMENTAL PROTECTION AND STORMWATER POLLUTION PREVENTION
- CONDUCT REGULAR INSPECTIONS OF THE PARKING GARAGE AND ITS DRAINAGE SYSTEMS TO IDENTIFY POTENTIAL PROBLEMS OR AREAS THAT NEED ATTENTION

D NEED FOR FUTURE INDOOR & STRUCTURAL PEST CONTROL

- ADOPT A PEST MANAGEMENT APPROACH THAT EMPHASIZES SOURCE CONTROL AS THE PRIMARY STRATEGY FOCUSING ON PREVENTION, MONITORING, AND TARGETED PEST CONTROL MEASURES, THUS REDUCING THE RELIANCE ON CHEMICAL PESTICIDES
- IMPLEMENT MEASURES SUCH AS SEALING CRACKS, GAPS, AND OPENINGS IN THE BUILDING'S STRUCTURE TO PREVENT PESTS FROM ENTERING INDOOR AREAS
- PRACTICE GOOD SANITATION AND IMPLEMENT EFFECTIVE WASTE MANAGEMENT TO REDUCE PEST ATTRACTION PROPERLY STORE FOOD, DISPOSE OF WASTE PROMPTLY, FIX ANY PLUMBING LEAKS, AND USE COVERED TRASH BINS
- MAINTAIN LANDSCAPING AND TRIM VEGETATION AROUND THE BUILDING TO REDUCE PEST HABITATS AND PREVENT PEST ACCESS
- USE MECHANICAL TRAPS AND DEVICES, SUCH AS STICKY TRAPS AND PHEROMONE TRAPS, TO CAPTURE PESTS WITHOUT RELYING ON CHEMICAL PESTICIDES
- CONDUCT REGULAR INSPECTIONS AND MONITORING TO DETECT PEST ACTIVITY EARLY ON AND IMPLEMENT APPROPRIATE SOURCE CONTROL MEASURES

E LANDSCAPE/OUTDOOR PESTICIDE USE

- ADOPT A PEST MANAGEMENT APPROACH THAT EMPHASIZES SOURCE CONTROL AS THE PRIMARY STRATEGY FOCUSING ON PREVENTION, MONITORING, AND TARGETED PEST CONTROL MEASURES, THUS REDUCING THE RELIANCE ON CHEMICAL PESTICIDES
- IMPLEMENT PRACTICES THAT PROMOTE HEALTHY LANDSCAPES AND PREVENT PEST INFESTATIONS SUCH AS PROPER IRRIGATION, SOIL MANAGEMENT, AND APPROPRIATE PLANT SELECTION AND CONDUCT REGULAR LANDSCAPE INSPECTIONS TO IDENTIFY PEST PROBLEMS, MONITOR PEST POPULATIONS, AND PREVENT OUTBREAK
- USE MECHANICAL AND PHYSICAL CONTROLS SUCH AS HAND-PICKING, TRAPPING, OR BARRIERS TO MANAGE PESTS WITHOUT RESORTING TO CHEMICAL PESTICIDES
- IF PESTICIDE USE BECOMES NECESSARY, APPLY PESTICIDES SELECTIVELY AND ONLY TO AFFECTED AREAS AVOIDING BLANKET APPLICATIONS TO NON-AFFECTED AREAS
- USE THE LEAST-TOXIC PESTICIDES AVAILABLE WHEN CHEMICAL INTERVENTION IS REQUIRED. SELECT PRODUCTS WITH LOWER ENVIRONMENTAL IMPACTS AND REDUCED RISKS TO NON-TARGET ORGANISMS

F POOLS, SPAS, PONDS, DECORATIVE FOUNTAINS, AND OTHER WATER FEATURES

- DRAIN POOL WATER DIRECTLY INTO SEWER LINES, AVOIDING STORM DRAINS AND FOLLOW AND RELATED LOCAL REGULATIONS
- CONDUCT ROUTINE INSPECTIONS OF POOL EQUIPMENT AND WATER FEATURES TO IDENTIFY AND ADDRESS ANY ISSUES PROMPTLY AND REGULARLY CLEAN THE POOL, POOL DECK, AND SURROUNDING AREAS TO PREVENT DEBRIS, LEAVES, AND OTHER POLLUTANTS FROM ENTERING THE WATER
- TRAIN PERSONNEL AND POOL OPERATORS ON THE SAFE HANDLING, STORAGE, AND DOSING OF POOL CHEMICALS FOLLOW MANUFACTURER GUIDELINES AND SAFETY PROTOCOLS TO PREVENT SPILLS OR ACCIDENTS
- PREVENT RAINWATER FROM FLOWING INTO THE POOL OR WATER FEATURE BY USING COVERS OR DIVERTING RUNOFF AWAY FROM THE AREA. RAINWATER CAN CARRY POLLUTANTS INTO THE WATER, AFFECTING WATER QUALITY
- CONDUCT ROUTINE INSPECTIONS OF POOL EQUIPMENT AND WATER FEATURES TO IDENTIFY AND ADDRESS ANY ISSUES PROMPTLY

G FOOD SERVICES

- REGULARLY CLEAN AND MAINTAIN GREASE TRAPS TO PREVENT THE DISCHARGE OF FATS, OILS, AND GREASE INTO THE SEWER SYSTEM, WHICH CAN CAUSE BLOCKAGES AND ENVIRONMENTAL ISSUES
- DISPOSE OF COLLECTED GREASE IN COMPLIANCE WITH LOCAL REGULATIONS. AVOID POURING GREASE DOWN DRAINS OR INTO STORMWATER SYSTEMS
- PROPERLY STORE AND HANDLE CHEMICALS, CLEANING AGENTS, AND DETERGENTS TO PREVENT SPILLS
- ADOPT PEST MANAGEMENT STRATEGIES TO PREVENT AND CONTROL PESTS IN FOOD SERVICE AREAS. PRIORITIZE NON-CHEMICAL METHODS AND APPLY PESTICIDE USE WHEN NECESSARY
- CONDUCT ROUTINE INSPECTIONS AND AUDITS TO ENSURE COMPLIANCE, IDENTIFY AREAS FOR IMPROVEMENT, AND MAINTAIN DETAILED RECORDS OF WASTE MANAGEMENT, RECYCLING EFFORTS, GREASE TRAP MAINTENANCE, AND OTHER BMP IMPLEMENTATION ACTIVITIES

H REFUSE AREAS

- DESIGNATE SPECIFIC AREAS AWAY FROM STORM DRAINS FOR REFUSE COLLECTION AND STORAGE. PROVIDE STURDY AND WELL-SEALED WASTE CONTAINERS TO PREVENT LITTER, LEAKAGE OF LIQUIDS, AND PREVENT PEST INFESTATION AND MINIMIZE THE NEED FOR CHEMICAL PESTICIDES
- COVER REFUSE CONTAINERS TO PREVENT STORMWATER FROM WASHING CONTAMINANTS INTO THE SURROUNDING ENVIRONMENT
- IF THE REFUSE AREA RECEIVES FOOD WASTE, ENSURE THAT ANY GREASE TRAPS IN THE AREA ARE REGULARLY CLEANED AND MAINTAINED TO PREVENT GREASE LEAKAGE
- TRAIN PERSONNEL TO HANDLE WASTE PROPERLY TO AVOID SPILLS, LEAKS, AND ESTABLISH SPILL RESPONSE PROCEDURES TO ADDRESS ACCIDENTS PROMPTLY
- SCHEDULE REGULAR CLEANING OF THE REFUSE AREA TO PREVENT BUILDUP OF WASTE AND LITTER. CONDUCT INSPECTIONS TO IDENTIFY AND ADDRESS ANY ISSUES PROMPTLY

I FIRE SPRINKLER TEST WATER (NOT SHOWN)

- SET UP CONTAINMENT MEASURES SUCH AS BERM, TEMPORARY BARRIERS, OR ABSORBENT MATERIALS AROUND THE FIRE SPRINKLER TEST AREA TO CAPTURE THE TEST WATER AND PREVENT IT FROM FLOWING TO STORM DRAINS
- HANDLE THE TEST WATER WITH CARE TO PREVENT SPILLS OR LEAKS. DISCHARGE TEST WATER TO SEWER LINES IN ACCORDANCE WITH LOCAL REGULATIONS AND PERMITS
- ENSURE THAT THE TEST WATER DOES NOT COME INTO CONTACT WITH OTHER POTENTIALLY HAZARDOUS SUBSTANCES, CHEMICALS, OR POLLUTANTS DURING TESTING OR STORAGE
- TRAIN PERSONNEL INVOLVED IN THE FIRE SPRINKLER TESTING ON THE PROPER HANDLING, CONTAINMENT, AND DISPOSAL OF THE TEST WATER
- DEVELOP A SPILL RESPONSE PLAN TO ADDRESS ANY ACCIDENTAL RELEASES OF TEST WATER PROMPTLY AND MINIMIZE POTENTIAL ENVIRONMENTAL IMPACTS

P MISCELLANEOUS DRAIN OR WASH WATER (NOT SHOWN)

- HANDLE MISCELLANEOUS DRAIN OR WASH WATER WITH CARE TO PREVENT SPILLS OR LEAKS
- DISCHARGE MISCELLANEOUS DRAINS OR WASH WATER TO SEWER LINES IN ACCORDANCE WITH LOCAL REGULATIONS AND PERMITS
- DEVELOP A SPILL RESPONSE PLAN TO ADDRESS ANY ACCIDENTAL RELEASES PROMPTLY AND MINIMIZE POTENTIAL ENVIRONMENTAL IMPACTS
- ROUTINELY INSPECT, MAINTAIN AND CLEAN DRAINS, REMOVING ANY ACCUMULATED DEBRIS AND POLLUTANTS

Q PLAZAS, SIDEWALKS, AND PARKING LOTS

- DIRECT STORMWATER AWAY FROM STORM DRAINS AND TOWARDS DESIGNATED TREATMENT AREA
- ESTABLISH A ROUTINE MAINTENANCE SCHEDULE TO INSPECT AND CLEAN PLAZAS, SIDEWALKS, AND PARKING LOTS, REMOVING DEBRIS AND POLLUTANTS THAT CAN CONTRIBUTE TO STORMWATER POLLUTION
- IMPLEMENT SPILL PREVENTION MEASURES AND RESPONSE PLANS TO ADDRESS ACCIDENTAL SPILLS OF POLLUTANTS SUCH AS OIL OR CHEMICALS, TO PREVENT THEM FROM ENTERING STORM DRAINS
- SWEEP AND/OR VACUUM TO REMOVE LITTER, LEAVES, AND OTHER DEBRIS FROM PAVED SURFACES, PREVENTING THEM FROM BEING WASHED INTO STORM DRAINS
- PROVIDE CLEARLY LABELED WASTE AND RECYCLING BINS AND INSTALL PET WASTE STATIONS WITH BAGS AND RECEPTACLES TO ENCOURAGE PROPER WASTE DISPOSAL AND PREVENT LITTER

DEVELOPED CONDITIONS

STORMWATER RUNOFF FROM THE PROPOSED PROJECT SITE IS ROUTED TO ONE (1) POINTS OF COMPLIANCE. POC-1, POC-1 IS LOCATED NEAR THE SOUTHWEST CORNER OF THE PROJECT SITE. POC-1 COLLECTS RUNOFF FROM THE TWO (2) BIOFILTRATION BASINS LOCATED ON THE THIRD FLOOR OF THE PROJECT. ONE (1) BIOFILTRATION BASIN LOCATED ON NEVADA STREET AND AN CONCRETE STRIP LOCATED ALONG THE NORTHWEST BORDER OF THE PROJECT SITE

PRIOR TO DISCHARGING FROM THE PROJECT SITE, DEVELOPED RUNOFF FROM THE ROOF OF THE PROPOSED BUILDING (DMA-1 AND DMA-2) IS DRAINED TO TWO (2) ONSITE RECEIVING BIOFILTRATION BASIN FACILITIES (BMP-1 & BMP-2) ON THE THIRD FLOOR FOR POLLUTANT CONTROL. RUNOFF FROM THE SPA DECK AREA ON THE THIRD FLOOR IS ROUTED TO AN BIOFILTRATION FACILITY (BMP-3) ON NEVADA STREET.

TABLE 1: SUMMARY OF DMAs

DISCHARGE POINT	DMA	TRIBUTARY AREA (AC)	IMPERVIOUS PERCENTAGE (IP)
POC-1	DMA-1	0.210	100.00%
	DMA-2	0.103	100.00%
	DMA-3	0.024	95.73%
	BMP-1	0.004	0.00%
	BMP-2	0.003	0.00%
	BMP-3	0.001	0.00%
	3RD FLOOR PLANTERS	0.013	37.02%
	INF-1	0.002	100.00%
POC-1/OTHER	GS-1	0.383	94.07%

TABLE 2: SUMMARY OF BIOFILTRATION BMP DIMENSIONS

BIOFILTRATION BMP	TRIBUTARY AREA (AC)	DIMENSIONS					
		BMP AREA (SF)	ORIFICE DIAMETER (IN)	SOIL MEDIA DEPTH (IN)	GRAVEL DEPTH (IN)	RISER INVERT ELEVATION (IN)	TOTAL SURFACE DEPTH (IN)
BMP-1	9163	163	4	18	10	6	8
BMP-2	4390	146	4	18	10	6	8
BMP-3	1050	28	4	18	10	6	8

SITE DESIGN BMPs

SD-1 MINIMIZE IMPERVIOUS AREA

- CONSTRUCT STREETS, SIDEWALKS OR PARKING LOTS AISLES TO THE MINIMUM WIDTHS NECESSARY, PROVIDED PUBLIC SAFETY IS NOT COMPROMISED
- MINIMIZE THE IMPERVIOUS FOOTPRINT OF THE PROJECT

SD-2 MINIMIZE IMPERVIOUS AREA

- DISCONNECT IMPERVIOUS SURFACES THROUGH DISTURBED PERVIOUS AREAS
- DESIGN AND CONSTRUCT LANDSCAPED OR OTHER PERVIOUS AREAS TO EFFECTIVELY RECEIVE AND INFILTRATE, RETAIN AND/OR TREAT RUNOFF FROM IMPERVIOUS AREAS PRIOR TO DISCHARGING TO THE M54
- ROOF RUNOFF WILL BE ROUTED ONTO ADJACENT VEGETATED AREAS THROUGH DOWNSPOUTS

SD-7 LANDSCAPE WITH NATIVE OR DROUGHT TOLERANT SPECIES

- SHOWN AS LANDSCAPE PLANTER/LANDSCAPING IN LEGEND

ENCROACHMENT REMOVAL AGREEMENT (ERA)

AN ERA FOR MAINTENANCE OF THE BMP-3 AND OUTLET SUBDRAIN/RAIN PIPE WITHIN NEVADA STREET & SEAGAZE DRIVE RIGHT-OF-WAY IS SUBMITTED TO COO FOR APPROVAL

USEPA GREEN STREET DMA: GS-1

USEPA GREEN STREETS CAN INCORPORATE A WIDE VARIETY OF DESIGN ELEMENTS INCLUDING STREET TREES, PERMEABLE PAVEMENTS, BIORETENTION AND SWALES. ALTHOUGH THE DESIGN AND APPEARANCE OF GREEN STREETS WILL VARY, THE FUNCTIONAL GOALS ARE THE SAME: PROVIDE SOURCE CONTROL OF STORMWATER, LIMIT ITS TRANSPORT AND POLLUTANT CONVEYANCE TO THE COLLECTION SYSTEM, RESTORE PREDEVELOPMENT HYDROLOGY TO THE EXTENT POSSIBLE, AND PROVIDE ENVIRONMENTALLY ENHANCED ROADS. SUCCESSFUL APPLICATION OF GREEN TECHNIQUES WILL ENCOURAGE SOIL AND VEGETATION CONTACT AND INFILTRATION AND RETENTION OF STORMWATER.

VEGETATED PLANTERS DMAs

- VEGETATION IN THE NATURAL OR LANDSCAPE AREA IS NATIVE OR NON-NATIVE DROUGHT TOLERANT SPECIES
- SOILS ARE UNDISTURBED NATIVE TOPSOIL OR DISTURBED SOILS HAVE BEEN AMENDED AND AERATED TO PROMOTE WATER RETENTION CHARACTERISTICS EQUIVALENT TO UNDISTURBED NATIVE TOPSOIL
- INCIDENTAL IMPERVIOUS AREAS ARE LESS THAN 5 PERCENT OF THE SELF-MITIGATING AREA
- IMPERVIOUS AREAS SHOULD NOT BE HYDRAULICALLY CONNECTED TO OTHER IMPERVIOUS AREAS UNLESS IT IS A STORMWATER CONVEYANCE SYSTEM (SUCH AS BROW DITCHES)
- VEGETATED PLANTERS DMA IS HYDRAULICALLY SEPARATE FROM DMA1 THAT CONTAIN PERMANENT STORM WATER POLLUTION CONTROL BMPs

DE MINIMIS DMAs (INF-1)

DE MINIMIS DMAs CONSIST OF AREAS THAT VERY SMALL, AND THEREFOR ARE NOT CONSIDERED TO BE SIGNIFICANT CONTRIBUTORS OF POLLUTANTS, AND ARE CONSIDERED NOT PRACTICABLE TO DRAIN TO A BMP. DE MINIMIS DMAs MUST MEET ALL OF THE FOLLOWING TO BE ELIGIBLE FOR EXCLUSION:

- AREAS ABOUT THE PERIMETER OF THE DEVELOPMENT SITE
- TOPOGRAPHY AND LAND OWNERSHIP CONSTRAINTS MAKE BMP CONSTRUCTION TO REASONABLE CAPTURE RUNOFF TECHNICALLY INFEASIBLE
- THE PORTION OF THE SITE FALLING INTO THIS CATEGORY IS MINIMIZED THROUGH EFFECTIVE SITE DESIGN
- EACH DMA SHOULD BE LESS THAN 250 SF AND THE SUM OF ALL DE MINIMIS DMAs SHOULD REPRESENT LESS THAN 2 PERCENT OF THE TOTAL ADDED OR REPLACED IMPERVIOUS SURFACE OF THE PROJECT. EXCEPT FOR PROJECTS WHERE 2 PERCENT OF THE TOTAL ADDED OR REPLACED IMPERVIOUS SURFACE OF THE PROJECT IS LESS THAN 250 SF, A DE MINIMIS DMA OF 250 SF OR LESS MAY BE ALLOWED
- MULTIPLE DE MINIMIS DMAs CANNOT BE ADJACENT TO EACH OTHER AND HYDRAULICALLY CONNECTED

DATE OF PREPARATION:		
REVISIONS	DESCRIPTION	DATE



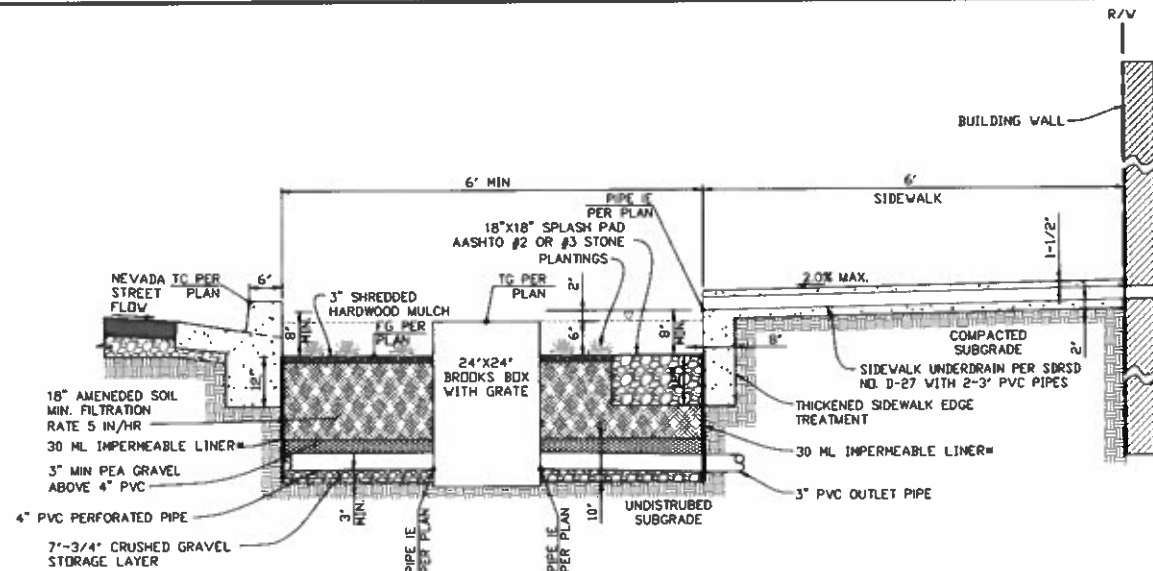
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PRELIMINARY GRADING & DRAINAGE PLAN

712 SEAGAZE DRIVE
(MIXED-USE PROJECT)

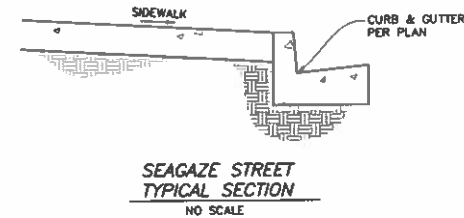
CITY OF OCEANSIDE, CALIFORNIA

SHEET 8 OF 9

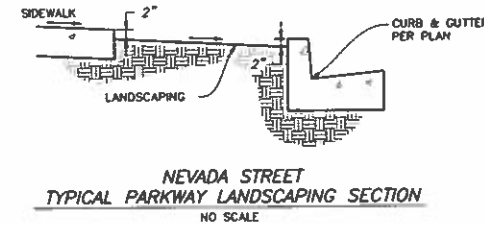


BIOFILTRATION BASIN SECTION (BMP-3)
NEVADA STREET (DMA-3)
NO SCALE

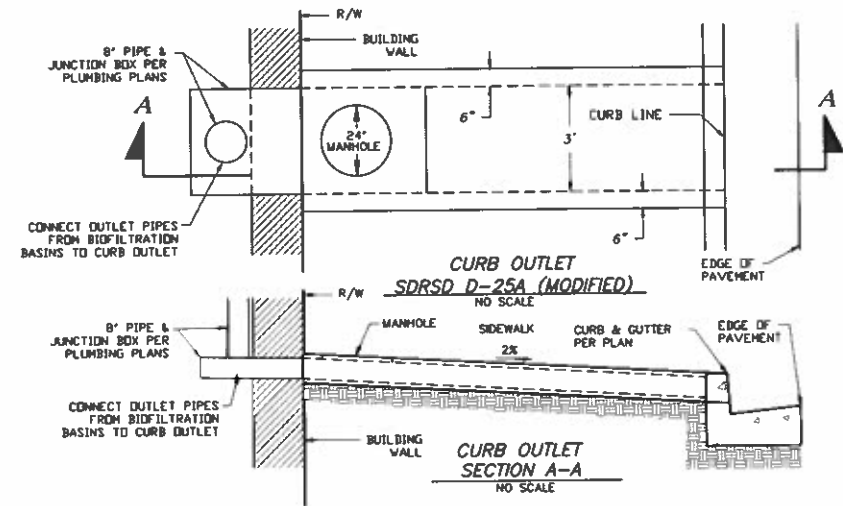
*30 MIL LINER NOTE: 30-MIL IMPERMEABLE LINER FOR BIORETENTION CONFORM TO THE FOLLOWING SPECIFICATIONS: SPECIFIC GRAVITY (ASTM D792): 1.2 (G/CC, MIN); TENSILE (ASTM D882): 73 (LB/IN-WIDTH, MIN); ELONGATION AT BREAK (ASTM D882): 380 (% MIN); MODULUS (ASTM D882): 30 (LB/IN-WIDTH, MIN); AND TEAR STRENGTH (ASTM D1004): 8 (LB/IN, MIN); SEAM SHEAR STRENGTH (ASTM D882) 58.4 (LB/IN, MIN); SEAM PEEL STRENGTH (ASTM D882) 15 (LB/IN, IN). SEE COLORADO LINING INTERNATIONAL PVC 30 [HTTP://WWW.COLORADOLINING.COM/PRODUCTS/PVC.PDF](http://www.coloradolining.com/products/pvc.pdf) OR APPROVED EQUAL.



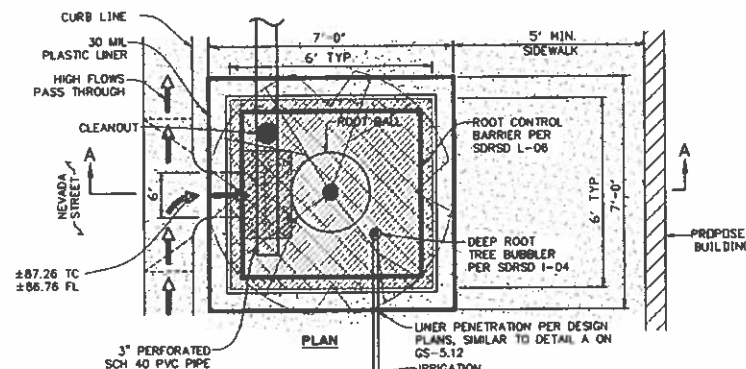
**SEAGAZE STREET
TYPICAL SECTION**
NO SCALE



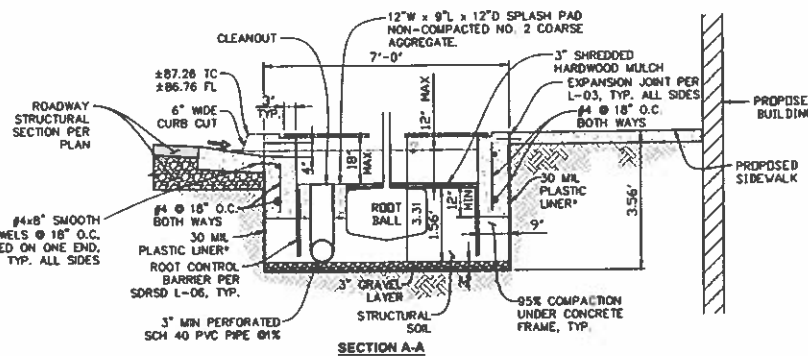
**NEVADA STREET
TYPICAL PARKWAY LANDSCAPING SECTION**
NO SCALE



**CURB OUTLET
SDRSD D-25A (MODIFIED)**
NO SCALE



PLAN



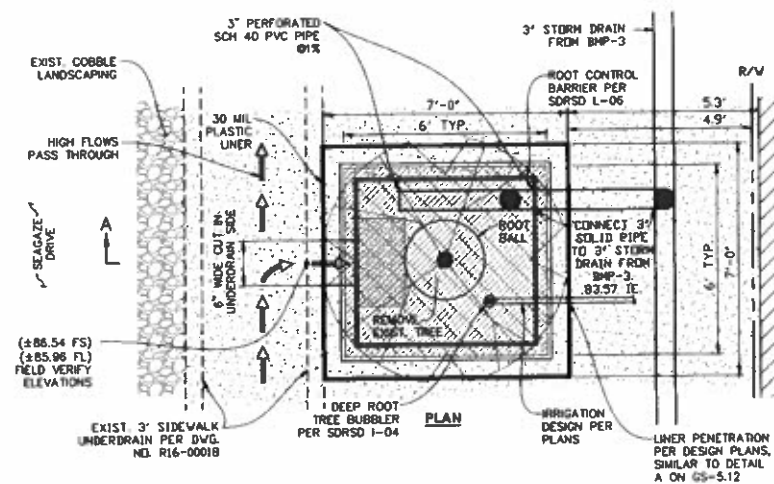
SECTION A-A

TW-1: N. NEVADA ST. TREE WELL

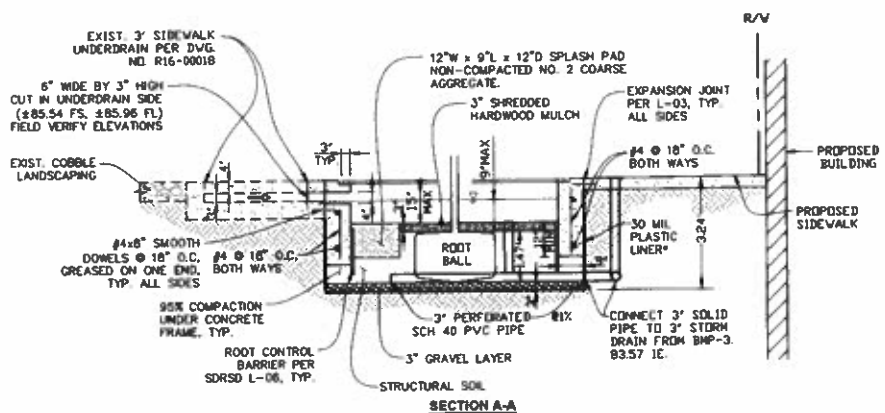
© STA 1+95.00
NOT TO SCALE

- DESIGN NOTES:**
1. CONCRETE SHALL BE 520-C-2500 UNLESS OTHERWISE SPECIFIED.
 2. TREE GRATE PER SDRSD L-04.
 3. SEE SDRSD DWG L-01 THROUGH L-06 FOR LANDSCAPING DETAILS NOT SPECIFIED HEREIN.

*30 MIL LINER NOTE: 30-MIL IMPERMEABLE LINER FOR BIORETENTION CONFORM TO THE FOLLOWING SPECIFICATIONS: SPECIFIC GRAVITY (ASTM D792): 1.2 (G/CC, MIN); TENSILE (ASTM D882): 73 (LB/IN-WIDTH, MIN); ELONGATION AT BREAK (ASTM D882): 380 (% MIN); MODULUS (ASTM D882): 30 (LB/IN-WIDTH, MIN); AND TEAR STRENGTH (ASTM D1004): 8 (LB/IN, MIN); SEAM SHEAR STRENGTH (ASTM D882) 58.4 (LB/IN, MIN); SEAM PEEL STRENGTH (ASTM D882) 15 (LB/IN, IN). SEE COLORADO LINING INTERNATIONAL PVC 30 [HTTP://WWW.COLORADOLINING.COM/PRODUCTS/PVC.PDF](http://www.coloradolining.com/products/pvc.pdf) OR APPROVED EQUAL.



PLAN

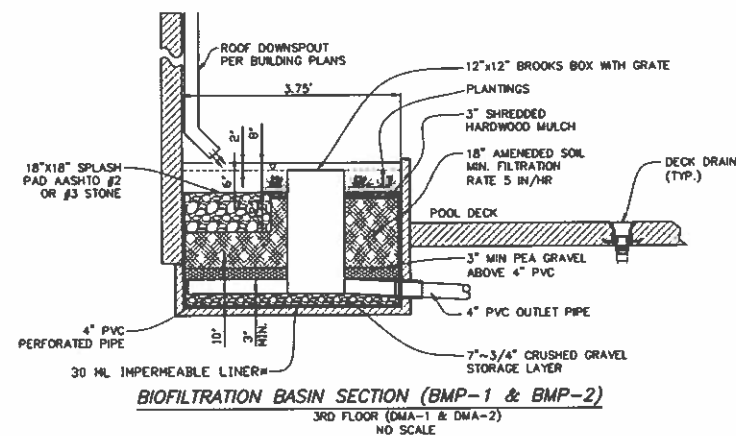


SECTION A-A

TW-2: SEAGAZE DRIVE TREE WELL

© STA 3+39.60
NOT TO SCALE

- DESIGN NOTES:**
1. CONCRETE SHALL BE 520-C-2500 UNLESS OTHERWISE SPECIFIED.
 2. TREE GRATE PER SDRSD L-04.
 3. SEE SDRSD DWG L-01 THROUGH L-06 FOR LANDSCAPING DETAILS NOT SPECIFIED HEREIN.



BIOFILTRATION BASIN SECTION (BMP-1 & BMP-2)
3RD FLOOR (DMA-1 & DMA-2)
NO SCALE

*30 MIL LINER NOTE: 30-MIL IMPERMEABLE LINER FOR BIORETENTION CONFORM TO THE FOLLOWING SPECIFICATIONS: SPECIFIC GRAVITY (ASTM D792): 1.2 (G/CC, MIN); TENSILE (ASTM D882): 73 (LB/IN-WIDTH, MIN); ELONGATION AT BREAK (ASTM D882): 380 (% MIN); MODULUS (ASTM D882): 30 (LB/IN-WIDTH, MIN); AND TEAR STRENGTH (ASTM D1004): 8 (LB/IN, MIN); SEAM SHEAR STRENGTH (ASTM D882) 58.4 (LB/IN, MIN); SEAM PEEL STRENGTH (ASTM D882) 15 (LB/IN, IN). SEE COLORADO LINING INTERNATIONAL PVC 30 [HTTP://WWW.COLORADOLINING.COM/PRODUCTS/PVC.PDF](http://www.coloradolining.com/products/pvc.pdf) OR APPROVED EQUAL.

DATE OF PREPARATION:		
REVISIONS	DESCRIPTION	DATE



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(760) 931-8700

PRELIMINARY GRADING & DRAINAGE PLAN:

**712 SEAGAZE DRIVE
(MIXED-USE PROJECT)**

CITY OF OCEANSIDE, CALIFORNIA

SHEET 9 OF 9

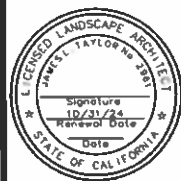


THE
LIGHTFOOT
PLANNING
GROUP

PLANNING
SITE DESIGN
LANDSCAPE
ARCHITECTURE

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(760) 682-1824

lightfoot@lightfootpg.com



ELSEY HOLDINGS, LLC
712 SEAGAZE DR. MIXED USE
OCEANSIDE, CA 92054

Scale: 1"=10' (24x36)
Date: 2/25/21
Drawn by: EE
Reviewed:

3/26/21
6/2/21
10/25/23

LANDSCAPE
CONCEPT
PLAN

Job # 16390301

L-1
3

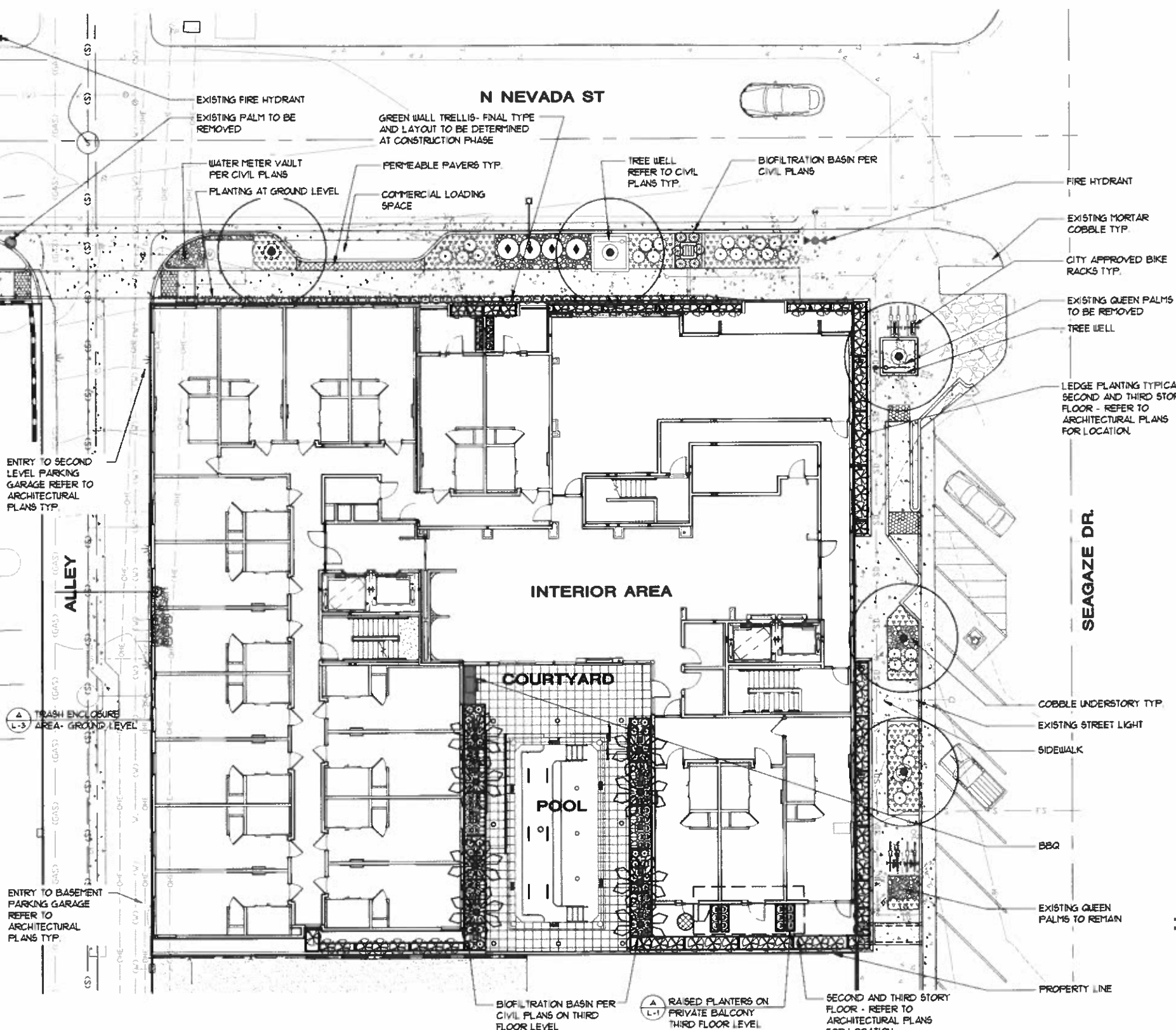
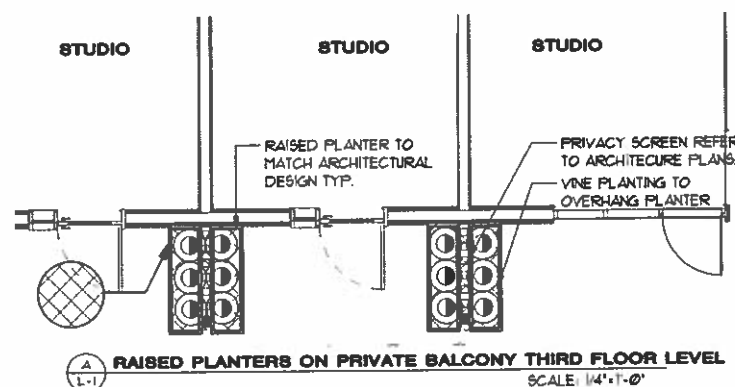
CLIENT'S Elsey Holdings 16390301

PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT.	SPACING
	CHAMAEDOREA PLUMOSA BABY QUEEN	BABY QUEEN PALM	5 GAL	AS SHOWN
	RHAPIS EXCELSA	BROAD LEAF LADY PALM	15 GAL	AS SHOWN
	LAURUS NOBILIS	SWEETBAY	24" BOX	AS SHOWN
	PINUS TORREYANA	TORREY PINE	24" BOX	AS SHOWN
	LYONOTHAMNUS F. ASPLENIFOLUS	PERNIEAF CATALINA RONWOOD	24" BOX	AS SHOWN
SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	AGAVE DESMETTIANA VARIEGATA	VARIEGATED AGAVE	5 GAL	4' OC
	AGAVE ATTENUATA VARIEGATA	VARIEGATED FOX TAIL AGAVE	5 GAL	4' OC
	BOUSAINVILLEA X RASPBERRY CE	RASPBERRY ICE BOUSAINVILLEA	5 GAL	3' OC
	BOUSAINVILLEA X ROSENKA	ROSENKA BOUSAINVILLEA	5 GAL	3' OC
	MANDEVILLA X VELVET RED	VELVET RED MANDEVILLA	5 GAL	3' OC
	CHONDRUPETALUM TECTORUM	CAPE RUSH	5 GAL	24' OC
	JUNCUS PATENS ELK BLUE	CALIFORNIA GRAY RUSH	5 GAL	24' OC
	DIANELLA TASMANICA VARIEGATA	FLAX LILY	5 GAL	18' OC
	LIRIOPE MUSCARI SILVER SUNPROOF	SILVER LILYTURF	5 GAL	18' OC
	ERIOSETUM HYEMALE	HORSETAIL REED	5 GAL	2' OC
	ASPARAGUS DENSIFLORUS MYERS	MYERS ASPARAGUS FERN	5 GAL	2' OC
	LEYMUS CONDENSATUS CANYON PRINCE	NATIVE BLUE RYE	5 GAL	36' OC
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	36' OC
	LOMANDRA LONGIFOLIA BREEZE	DAARF MAT RUSH	5 GAL	24' OC
	DIETES VARIEGATA	STRIPED FORTNIGHT LILY	5 GAL	24' OC
	LOMANDRA LONGIFOLIA BREEZE	DAARF MAT RUSH	5 GAL	24' OC
	FENISTETUM SETACEUM FIREWORKS	FIREWORKS FOUNTAIN GRASS	5 GAL	24' OC
	SANSEVIERIA TRIFASCIATA	MOTHER-IN-LAW'S TONGUE	5 GAL	12' OC
	ALPINIA ZERUMBET VARIEGATA	VARIEGATED SHELL GINGER	5 GAL	12' OC
GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT.	SPACING
	LANTANA X NEW GOLD	NEW GOLD LANTANA	FLATS	24' OC
	SENECIO MANORALISCAE	BLUE CHALKSTICKS	FLATS	2' OC
	CAREX PANSA	MEADOW SEDGE	FLATS	24' OC
	DYMONDIA MARGARETAE	SILVER CARPET	FLATS	8' OC
	PELARGONIUM PELTATUM	IVY LEAF GERANIUM	FLATS	12' OC
	TRACHELOSPERMUM JASMINOIDES	TRAILING STAR JASMINE	FLATS	12' OC
	VINCA MINOR 'ILLUMINATION'	ILLUMINATION VINE PERIWINKLE	FLATS	12' OC
	DICHONDRA ARGENTEA	SILVER DICHONDRA	4" POT	12' OC
	MEXICAN BEACH PEBBLE - (COLORS: BURGUNDY/GRAYS)			
	3'-4" DIAMETER 3" DEPTH TO MATCH EXISTING COBBLE ON SEAGAZE DR.			
GREEN WALL VINES	BOTANICAL NAME	COMMON NAME	CONT.	SPACING
	FIGUS PUMILA	CREeping FIG	5 GAL	3' OC
	VINCA MINOR	PERIWINKLE		
	HEDERA HELIX	ENGLISH IVY		
	TRACHELOSPERMUM JASMINOIDES	TRAILING STAR JASMINE		
	PASSIFLORA EDULIS	PASSION FRUIT VINE		
	DISTICHTIS SPP.	TRUMPET VINE		

NOTE:
SITE FURNISHINGS ARE SHOWN FOR REFERENCE ONLY AND ARE USED TO ILLUSTRATE GRAPHIC AND PEDESTRIAN SCALE AS WELL AS SPATIAL QUALITIES OF THE PLAN AND DESIGN. FINAL TYPE, QUANTITY AND LAYOUT TO BE DETERMINED BY OWNER AT CONSTRUCTION PHASE.

DECORATIVE POTS FROM GROUND LEVEL TO THIRD FLOOR TO BE SELF WATERING (TORNESOL SITEWORK CUM CONTAINER IRRIGATION INSERT) OR BE PROVIDED WITH A DRIP IRRIGATION SYSTEM.



CONCEPTUAL LANDSCAPE PLAN: 3RD STORY FLOOR

EXISTING CONDITIONS, ACCESS ROADS, EASEMENTS AND UTILITIES:
REFER TO CIVIL GRADING PLAN FOR LOCATION AND TYPES OF EXISTING AND PROPOSED UTILITIES, DEDICATIONS, EASEMENTS AND PROPERTY LINES AND ACCESS ROADS. REFER TO CIVIL PLANS FOR LOCATION OF DRAINAGE SYSTEM, UNDERGROUND STORAGE OR TREATMENT STRUCTURES, BROW DITCHES (IF ANY), RETAINING WALLS, INFORMATION ABOUT WATER QUALITY TREATMENT, STREET AND BMP SECTIONS AND LIMITS OF WORK. CONCEPTUAL LANDSCAPE IS BASED ON ELECTRONIC BASE INFORMATION PROVIDED BY CIVIL ENGINEER. SEE ADDITIONAL NOTES, SHEET L-3.

CONCEPT PLAN SCALE: 1"=10'
0 5' 10' 20'

APN 147-193-08, -09, -10



APN 147-193-08, -09, -10

URBAN FORESTRY PROGRAM COMPLIANCE- CODE 3049

PROPOSED TREE CANOPY CALCULATION 712 SEAGAZE DRIVE				
DESCRIPTION	CANOPY DIA. (FT)	CANOPY (SF)	QUANTITY	EXTENSION (SF)
Project Tree Proposed (BMP Planters 3RD FLOOR)	8	50	7	350
N. NEVADA ST ROW	25	490	2	980
SEAGAZE DR. ROW	25	490	3	1470
Project Tree Existing N. NEVADA ST ROW	25	490	2	980
SEAGAZE DR. ROW	25	490	1	490
Square Footage of Proposed Tree Canopy Area				4,270
Canopy Area Percentage of Project Site Area (.36 ac.) @ 15,589 SF				27%
Total Credited to Permeable Surface Area				400.00
Total Square Footage of Proposed Tree Canopy Area				3,870
Proposed Canopy Area Percentage of Project Site Area (.36 ac.) @ 15,589 SF				24%

NOTE: INFORMATION ON MATURE DIMENSIONS OF TREE SPECIES WAS COLLECTED FROM UFEI SELECT TREE WEB SITE FROM CALIFORNIA POLYTECHNIC STATE UNIVERSITY. <https://selectrees.calpoly.edu/>

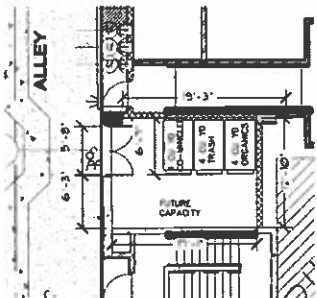
PERMEABLE SURFACE AREA SUMMARY	
DESCRIPTION	LANDSCAPE AREA (SF)
RIGHT-OF-WAY Planting N. Nevada	688
RIGHT-OF-WAY Planting Seagaze Dr.	758
BMP Raised Planters on 3rd floor of Building	319
Ledger Planters along Building Perimeter 1st, 2nd & 3rd Floor	788
Total Credited From Tree Canopy Area	400
TOTAL PROJECT PERMEABLE AREA	2453
PROJECT SITE AREA (.36 a.c.) @ 15,589 S.F.	15,589
PERMEABLE SURFACE AREA	16%

Minimum Tree Canopy and Permeable Surface Area Requirements

Project Site Area	Minimum Tree Canopy Area	Minimum Permeable Surface Area
1 acre or more	12%	22%
1/3 acre to 1 acre	9%	16%
Less than 1/3 acre	7%	10%

NOTE: IN THE EVENT A PROJECT SITE CANNOT FEASIBLY ACCOMMODATE THE MINIMUM PERMEABLE SURFACE AREA REQUIRED, ADDITIONAL TREE CANOPY, IN EXCESS OF THE MINIMUM REQUIREMENT, CAN BE CREDITED TO MEET THE MINIMUM PERMEABLE SURFACE AREA REQUIREMENT.

SEE ARCHITECTURAL PLAN SET FOR INFORMATION ON TRASH ENCLOSURE, BIN SIZES AND LAYOUT. ALL DUMPSTER ENCLOSURES SHALL CONFORM TO OCEANSIDE AND WASTE MANAGEMENT STANDARDS.



INTERIOR DUMPSTER ENCLOSURES- SHOWN FOR REFERENCE FROM ARCHITECTURAL PLAN LOCATED ON THE FIRST FLOOR

LANDSCAPE CONCEPT DESIGN STATEMENT AND NOTES

THE LANDSCAPE EMBRACES THE ECONOMIC, CULTURAL AND AGE DIVERSITY OF THE PROSPECTIVE RESIDENTS OF THE SITE AND AIMS TO PROVIDE CURB APPEAL FOR BOTH THE PROJECT AND THE NEIGHBORHOOD. THE ARCHITECTURE FEATURES MODERN LINES WITH CLEAN GEOMETRIC FEATURES, PATIO RAILS AND A COLOR PALETTE IN SUPPORT OF A MODERN ARCHITECTURAL STYLE. THERE ARE OCEAN VIEWS FROM SOME PATIO AREAS. THE GEOMETRIC LINEAR PATTERNS OF PLANT MATERIAL AND COBBLE ON THE GROUND PLANE PROVIDE OPPORTUNITY FOR THE BUILDING TO BECOME MORE VISUALLY APPEALING.

THE CONCEPTUAL LANDSCAPE DESIGN FOR THE PROJECT EMBRACES LOW IMPACT DEVELOPMENT LANDSCAPE BMP FEATURES THAT DOUBLE AS AMENITIES SUCH AS BMP'S AND RAISED BMP PLANTERS ON THIRD LEVEL FLOOR THAT ARE LARGE ENOUGH FOR SMALL TREES AND SHRUBS. PLEASE REFER TO THE CIVIL ENGINEERING PLANS FOR INFORMATION ABOUT THE BMP PLANTER BOXES.

BMP STORMWATER TREATMENT PLANTERS CAPTURE AND TREAT RAINWATER FROM THE ROOF GUTTER SYSTEM BEFORE PUTTING IT INTO THE STORMDRAIN SYSTEM. THE LINEAR PLANTERS ON THE THIRD FLOOR NEAR THE POOL AREA WILL BE FINISHED ACCORDING TO THE ARCHITECTURAL PALETTE. THESE PLANTERS DOUBLE AS A DESIGN ELEMENT AND WILL FEATURE PLANTING THAT IS TREES AND VERTICAL ACCENT SHRUBS THAT ARE HARDY TO THE BMP CONDITIONS. THE BMP PLANTERS WILL ENHANCE THE ARCHITECTURE AND WILL VISUALLY ANCHOR THE BUILDING IN A RHYTHMIC FASHION WITH A SIMPLE PLANT PALETTE, WITH CONTRASTING FORM, COLOR AND TEXTURE THAT PROVIDES VISUAL UNITY FOR THE DEVELOPMENT. THE BUILDING IS MODERN WITH CLEAN LINES WITH VISUALLY APPEALING PLANTERS ON PRIVATE BALCONY, WHICH SERVE AS TWO SERVICES, SCREEN SEPARATION BETWEEN PATIO AREAS AND ENHANCE VISUAL APPEAL FOR RESIDENCE AND PASSING INDIVIDUALS FROM THE STREET. THE PARKWAY LANDSCAPE PROVIDES A ATTRACTIVE PLANTING THAT IS SIMPLE MASSING OF CONTRASTING FORMS AND TEXTURES IN SUPPORT OF THE ARCHITECTURE TO ALLOW THE BUILDING FEATURES TO TAKE PRECEDENCE.

THE DUMPSTER ENCLOSURE IS INTERIOR TO THE BUILDING AT THE FIRST FLOOR LEVEL. PLEASE REFER TO DETAIL THIS SHEET AND ARCHITECTURAL BUILDING PLAN SET FOR MORE INFORMATION.

TREES ARE AN IMPORTANT PART OF THE LANDSCAPE FOR THE PROJECT. LOCATIONS HAVE BEEN CAREFULLY SELECTED TO PROVIDE ACCENT AND SELECTIVE SCREENING AND SCALE TO THE BUILDING. ALL TREES HAVE BEEN SELECTED FOR THEIR INUNDATION TOLERANCES AND TREATMENT QUALIFICATIONS AND ALL PROJECT TREES SHALL RESPECT CITY-REQUIRED ROOT BARRIER REQUIREMENTS AND CLEARANCES FOR FIRE APPARATUS, UTILITIES AND EASEMENTS.

ALL PLANTINGS WILL BE GROUPED BY HYDROZONES SO THAT THEY MAY BE IRRIGATED EFFICIENTLY AND IN ACCORDANCE WITH THE CITY'S WATER CONSERVATION ORDINANCE. THE LANDSCAPE IS DESIGNED WITH LOW MAINTENANCE IN MIND, WITH NO SHEARING REQUIRED AND ONLY HAND PRUNING TO SHAPE AND REMOVE DEAD FLOWERS AND CONTROL VIEWS AND SCREENING.

SUMMARY OF PROJECT DESIGN HIGHLIGHTS:

- PLANTS WITH HIGHER WATER REQUIREMENTS ARE SELECTIVELY PLACED IN HIGHLY VISIBLE AREAS AND THE RAISED BMP PLANTERS.
- THE TREE PALETTE INCLUDES TREES SELECTED FOR THEIR SIZE, FORM AND ORNAMENTAL QUALITIES RELATIVE TO THE CONTEMPORARY ARCHITECTURE.
- COBBLE SHALL TIE IN FROM EXISTING PEDESTRIAN CURB RAMP ON SEAGAZE DRIVE.
- TREES, SHRUBS AND VERTICAL ACCENT PLANTS WILL CONSIDER ACCENT, SCREENING AND SHADING QUALITIES (MICROCLIMATE MODIFICATION).
- TREE LOCATIONS SHALL OBSERVE ALL CLEARANCES TO UTILITIES AND EASEMENTS, AND ROOT BARRIERS SHALL BE EMPLOYED TO PROTECT HARDSCAPE AND UTILITIES PER OCEANSIDE STANDARDS.
- PROPOSED STORMWATER BMP PLANTER ARE HIGHLY ORNAMENTAL IN SPECIES COMPOSITION AND WILL BE IN CONFORMANCE WITH THE ENGINEER'S PLANS AND TREATMENT EXPECTATIONS.
- SPECIES WILL BE PLACED ACCORDING TO SOLAR EXPOSURE WINDOW LOCATIONS AND PLANTER SIZE AND LOCATION.

GENERAL NOTES:

THIS CONCEPTUAL LANDSCAPE PLAN DIAGRAMMATICALLY SHOWS PLACEMENT OF PROPOSED PROJECT LANDSCAPING. CONSTRUCTION LANDSCAPE PLANS SHOW PLACEMENT OF TREES, SHRUBS AND GROUND COVERS. FINAL LANDSCAPE PLANS SHALL ACCURATELY SHOW PLACEMENT OF TREES, SHRUBS AND GROUND COVERS AND REQUIRED ROOTBARRIERS FOR TREES. THE LANDSCAPE ARCHITECT IS AWARE OF ALL UTILITY, SEWER AND STORM DRAIN EASEMENTS AND THE CITY OF OCEANSIDE POLICY WHICH PROHIBITS TREES AND STRUCTURES IN UTILITY EASEMENTS. TREE LOCATIONS SHALL BE PLACED ACCORDINGLY TO MEET THE CITY OF OCEANSIDE REQUIREMENTS. ALL PERTINENT UTILITY EASEMENTS ARE PER THE CIVIL ENGINEERING PLAN AND BASE SHEET INFORMATION. LANDSCAPE CONSTRUCTION PLANS SHALL SHOW ALL EASEMENTS THAT MAY AFFECT FINAL PLACEMENT OF PROJECT TREES AND SHRUBS, BASED ON THE EASEMENT AND UTILITY INFORMATION RECEIVED FROM THE PROJECT ENGINEER.

EXISTING CONDITIONS, EASEMENTS, WALLS, FENCES, & TRASH ENCLOSURES:

REFER TO CIVIL ENGINEERING PLAN FOR LOCATION AND TYPES OF EXISTING AND PROPOSED WALLS, UTILITIES, EASEMENTS AND PROPERTY LINES.

IRRIGATION NOTES: ALL PLANTING POTS SHALL BE SELF-WATERING OR BE PROVIDED WITH A DRIP IRRIGATION. A SEPARATE IRRIGATION METER WITH AUTOMATIC IRRIGATION SHALL BE INSTALLED AS REQUIRED TO PROVIDE COVERAGE FOR PLANTING AREAS SHOWN ON THE PLAN. LOW VOLUME COVERAGE FOR PLANTING AREAS SHOWN ON THE CONCEPTUAL PLAN. AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AS REQUIRED TO PROVIDE COVERAGE FOR PLANTING AREAS SHOWN ON THE PLAN. LOW VOLUME IRRIGATION EQUIPMENT SHALL PROVIDE SUFFICIENT WATER FOR PLANT GROWTH WITH A MINIMUM WATER LOSS DUE TO WATER RUN-OFF. IRRIGATION SYSTEMS SHALL USE HIGH QUALITY, AUTOMATIC CONTROL VALVES, TIMERS AND OTHER NECESSARY EQUIPMENT FOR PROPER COVERAGE. CONTROLLER SHALL BE "SMART" CONTROLLER. ALL COMPONENTS SHALL BE OF NON-CORROSIVE MATERIAL AND ANY DRIP SYSTEMS SHALL BE ADEQUATELY FILTERED AND REGULATED PER THE MANUFACTURER GUIDELINES. CLASS 315 PRESSURE OR SCHEDULE 40 MAINLINE SHALL BE BURIED TO A MINIMUM DEPTH OF 18". PVC LATERAL LINES SHALL BE BURIED 12" MINIMUM BELOW FINISH GRADE. ALL MAINLINE SHALL BE INSTALLED PER MANUFACTURER GUIDELINES, SPECIFICATIONS, AND ADHERE TO CODES AND GUIDELINES. ALL LANDSCAPE AND IRRIGATION IMPROVEMENTS SHALL BE INSTALLED PER THE PROVISIONS OF THE CITY OF OCEANSIDE WATER CONSERVATION ORDINANCE SECTION 3049, THE CITY OF OCEANSIDE LANDSCAPE DESIGN GUIDELINES AND SHALL BE CONSISTENT WITH CURRENT STORMWATER BMP'S.

PLANTING NOTES:

THE SELECTION OF PLANT MATERIAL IS BASED ON CULTURAL, AESTHETIC, ENVIRONMENTAL SENSITIVITY, WATER CONSERVATION AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS AND APPROPRIATE SUPPLEMENTS BASED UPON AN AGRICULTURAL SOILS ANALYSIS REPORT FROM SOIL SAMPLE TAKEN FROM THE SITE. GROUND COVERS OR BARK MULCH SHALL FILL IN BETWEEN THE SHRUBS TO PROTECT THE SOIL FROM EXCESSIVE SOLAR EXPOSURE, EVAPOTRANSPIRATION AND SURFACE WATER RUNOFF. ALL PLANTING AREAS SHALL BE MULCHED TO A DEPTH OF 3" TO HELP CONSERVE WATER, LOWER THE SOIL TEMPERATURE AND REDUCE WEED GROWTH. SHRUBS SHALL BE ALLOWED TO GROW INTO THEIR NATURAL FORMS WITHOUT SHEARING. ALL LANDSCAPE IMPROVEMENTS SHALL CONFORM TO THE CURRENT CITY OF OCEANSIDE GUIDELINES AS WELL AS ALL STREET TREES AND OTHER TREES SHALL SPATIAL REQUIREMENTS AND CLEARANCES.

GENERAL MAINTENANCE AND COMPLIANCE WITH ORDINANCE CODE 3049 URBAN FORESTRY PROGRAM

THE PROPERTY OWNER ASSOCIATION SHALL MAINTAIN THE COMMON LANDSCAPE AREAS, PROPOSED BMP'S, PUBLIC UTILITY EASEMENTS AND RIGHT OF WAY PLANTING. THE PROJECT SHALL COMPLY WITH CODE 3049 URBAN FORESTRY PROGRAM AND PROVIDE INFORMATION AND COMPLIANCE REGARDING REGULAR SEASONAL AND EMERGENCY MAINTENANCE, TRASH ABATEMENT, IRRIGATION, TREE/PLANT CARE, TREE REPLACEMENT, INSECT AND DISEASE INFESTATION PREVENTION, INTEGRATED PEST MANAGEMENT AND APPROPRIATE RESPONSE PROCESSES. FAILURE TO COMPLY WITH MAINTENANCE IN A CONSISTENT MANNER WITH THE APPROVED (LTCMP) LANDSCAPE TREE CANOPY MANAGEMENT PLAN SHALL SUBJECT THE PROJECT TO CODE ENFORCEMENT ACTION. SEE ADDITIONAL NOTES FOR FIRE CODE COMPLIANCE.

PROJECT SPECIFIC MAINTENANCE NOTES:

ALL REQUIRED LANDSCAPE AREAS ON-SITE AND WITHIN THE PUBLIC RIGHT-OF-WAY ALONG SEAGAZE DRIVE AND N. NEVADA STREET SHALL BE MAINTAINED BY THE OWNER AND SHALL BE INCLUDED IN THE CC&Rs FOR THE PROJECT. LANDSCAPE AREAS SHALL BE MAINTAINED PER THE CITY OF OCEANSIDE REQUIREMENTS.

PROJECT STORM WATER MANAGEMENT PLAN (BMP)

LANDSCAPING SHALL COMPLY WITH THE APPROVED STORMWATER MANAGEMENT PLAN AND MAINTENANCE SPECIFICATIONS AT CONSTRUCTION DRAWINGS, WITH ALL PLANTING SHOWN.

TREE PLACEMENT SHALL BE DETERMINED DURING THE CONSTRUCTION PHASE, BASED ON FINAL LOCATIONS OF UTILITIES, STREET LIGHTS AND EASEMENTS. STREET

TREES AND OTHER TREES SHALL BE SPACED AS FOLLOWS:

- 8' FROM TRANSFORMERS, CABLE AND FULL BOXES
- 5' FROM MAILBOXES
- 5' FROM FIRE HYDRANTS, ALL SIDES
- 10' FROM CENTERLINE OF ALL UTILITY LINES (W/O EASEMENT) SEWER, WATER, STORM DRAINS, DBL. CHECK DETECTORS, AIR RELIEF VALVES AND GAS LINES
- 10' FROM EASEMENT BOUNDARIES (SEWER, WATER, STORM DRAINS, ACCESS OR OTHER UTILITIES)
- 10' FROM DRIVEWAYS (UNLESS LINE OF SIGHT DETERMINED BY TRAFFIC DIVISION IS OTHERWISE
- 10' FROM DIRECTIONAL SIGNS
- 15' FROM STREETLIGHTS, OTHER UTILITY POLES, AD DETERMINED BY SPECIFICATIONS
- STREET TREES SHALL BE PLANTED 3' OUTSIDE RIGHT-OF-WAY IF IT DOES NOT PROVIDE SPACE, SUBJECT TO THE CITY ENGINEER'S APPROVAL
- LINE OF SIGHT AT ARTERIALS, COLLECTOR AND LOCAL STREETS SHALL BE REVIEWED AND DETERMINED BY TRAFFIC ENGINEER. A MIN. OF 25' FROM STREET INTERSECTION SHOULD BE PROVIDED OR AS OTHERWISE APPROVED BY THE TRAFFIC ENGINEER
- 15' STREETLIGHT AND STOP SIGN OR CLEARANCE AS DETERMINED BY SPECIFICATIONS
- ALL CLEARANCES FOR FIRE VEHICLES SHALL BE MET AT CONSTRUCTION DUGS.

FIRE CODE COMPLIANCE

- THE LANDSCAPE IMPROVEMENT PLAN SET AND INSTALLATION ARE REQUIRED TO IMPLEMENT APPROVED FIRE DEPARTMENT REGULATIONS, CODES AND STANDARDS AT THE TIME OF PROJECT APPROVAL
- TREES FOR THE PROJECT SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 13'-6" FROM TOP OF FIRE ACCESS ROADWAY TO LOWEST BRANCHES OF TREE AT MATURITY AND HAVE A MINIMUM OF 28" WIDTH CLEARANCE IN FIRE ACCESS ROADWAYS EXCEPT AS ACCEPTED BY THE OCEANSIDE FIRE DEPARTMENT.
- ALL FDC LOCATIONS SHALL BE SHOWN ON PLANS FOR REFERENCE, AND SHALL BE INSTALLED FROM CIVIL IMPROVEMENT PLANS.
- A CLEAR PATH TO THE FIRE EQUIPMENT SHALL BE MAINTAINED WITH A MINIMUM CLEARANCE OF 3' FROM ALL VEGETATION.

SITE FURNISHINGS:

SITE FURNISHINGS ARE SHOWN FOR REFERENCE ONLY AND ARE USED TO ILLUSTRATE GRAPHIC AND PEDESTRIAN SCALE AS WELL AS SPATIAL QUALITIES OF THE PLAN AND DESIGN. FINAL TYPE, QUANTITY AND LAYOUT TO BE DETERMINED BY OWNER AT CONSTRUCTION PHASE.



THE
LIGHTFOOT
PLANNING
GROUP

PLANNING
SITE DESIGN
LANDSCAPE
ARCHITECTURE

5800 PASTOR COURT SUITE 110
CARLSBAD, CA 92008
(760) 932-1324

lightfoot@lightfootpg.com



ELSEY HOLDINGS, LLC
712 SEAGAZE DR. MIXED USE
OCEANSIDE, CA 92054

Scale: AS NOTED (24x36)

Date: 2/25/21

Drawn by: EE

Revised:

3/26/21

6/21/21

6/25/23

LANDSCAPE
CONCEPT
PLAN

Job #: 16392301

L-3
3

CLIENT: Elsey Holdings 16392301



AS01



TABLE 504.3
ALLOWABLE BUILDING HEIGHT IN FEET ABOVE GRADE PLANE^{a, b}

OCCUPANCY CLASSIFICATION	SEE FOOTNOTES	TYPE OF CONSTRUCTION									
		TYPE I		TYPE II		TYPE III		TYPE IV		TYPE V	
		A	B	A	B	A	B	HT	A	B	
B, F, M, S, U	NS ¹	UL	160	65	55	65	55	65	50	40	
	S	UL	180	85	75	85	75	85	70	60	
R-1 ^c	NS ¹	UL	160	65	55	65	55	65	50	40	
	S13D	60	60	60	60	60	60	60	50	40	
	S13R	60	60	60	60	60	60	60	50	40	
	S (without area increase)	UL	180	85	75	85	75	85	70	60	
R-2 ^c	S (with area increase)	UL	160	65	55	65	55	65	50	40	
	NS ¹	UL	160	65	55	65	55	65	50	40	
	S13R	60	60	60	60	60	60	60	50	40	
	S (without area increase)	UL	180	85	75	85	75	85	70	60	
R-2 ^d	S (with area increase)	UL	160	65	55	65	55	65	50	40	

TABLE 504.4
ALLOWABLE NUMBER OF STORIES ABOVE GRADE PLANE^{a, b}

OCCUPANCY CLASSIFICATION	SEE FOOTNOTES	TYPE OF CONSTRUCTION									
		TYPE I		TYPE II		TYPE III		TYPE IV		TYPE V	
		A	B	A	B	A	B	HT	A	B	
R-1 ^c	NS ¹	UL	11							3	2
	S13R	UL	4	4	4	4	4	4		3	2
	S (without area increase)	UL	12	5	5	5	5	5	4	3	
	S (with area increase)	UL	11	4	4	4	4	4		3	2
R-2 ^c	NS ¹	UL	11	4						3	2
	S13R	UL	4	4	4	4	4	4		3	2
	S (without area increase)	UL	12	5	5	5	5	5	4	3	
	S (with area increase)	UL	11	4	4	4	4	4	4	2	
S-2	NS	UL	11	5	3	4	3	4		4	2
	S	UL	12	6	4	5	4	5	5	3	

TABLE 506.2
ALLOWABLE AREA FACTOR ($A_2 = NS, S1, S13R, S13D$ or SM , as applicable) IN SQUARE FEET^{a, b, c}

OCCUPANCY CLASSIFICATION	SEE FOOTNOTES	TYPE OF CONSTRUCTION									
		TYPE I		TYPE II		TYPE III		TYPE IV		TYPE V	
		A	B	A	B	A	B	HT	A	B	
R-1 ^c	NS ¹	UL	UL	24 000	16 000	24 000	16 000	20 500	12 000	7 000	
	S13R	UL	UL	96 000	64 000	96 000	64 000	82 000	48 000	28 000	
	S1	UL	UL	96 000	64 000	96 000	64 000	82 000	48 000	28 000	
	SM (without height increase)	UL	UL	72 000	48 000	72 000	48 000	61 500	36 000	21 000	
	SM (with height increase)	UL	UL	24 000	16 000	24 000	16 000	20 500	12 000	7 000	
R-2 ^c	NS ¹	UL	UL	24 000	16 000	24 000	16 000	20 500	12 000	7 000	
	S13R	UL	UL	96 000	64 000	96 000	64 000	82 000	48 000	28 000	
	S1	UL	UL	96 000	64 000	96 000	64 000	82 000	48 000	28 000	
	SM (without height increase)	UL	UL	72 000	48 000	72 000	48 000	61 500	36 000	21 000	
	SM (with height increase)	UL	UL	24 000	16 000	24 000	16 000	20 500	12 000	7 000	
S-2	NS	UL	75 000	35 000	26 000	35 000	26 000	38 500	21 000	13 500	
	S1	UL	315 000	156 000	104 000	156 000	104 000	154 000	84 000	54 000	
	SM	UL	337 000	117 000	78 000	117 000	78 000	115 500	63 000	43 500	

PRIME
DESIGN

2021 VANESTA PL. A
MANHATTAN, KS 66503
785.706.4048

THESE DRAWINGS AND
SPECIFICATIONS ARE THE PROPERTY
OF PRIME DESIGN AND SHALL NOT BE
USED FOR ANY OTHER WORK
EXCEPT BY AGREEMENT WITH THE
ARCHITECT

CLIENT:
THE PRIME COMPANY
2021 VANESTA PL. A
MANHATTAN, KS 66503

ARCHITECT:
PRIME DESIGN
2021 VANESTA PL. A
MANHATTAN, KS 66503
785.706.4048

DATE ISSUED:
11.03.2023

REVISIONS

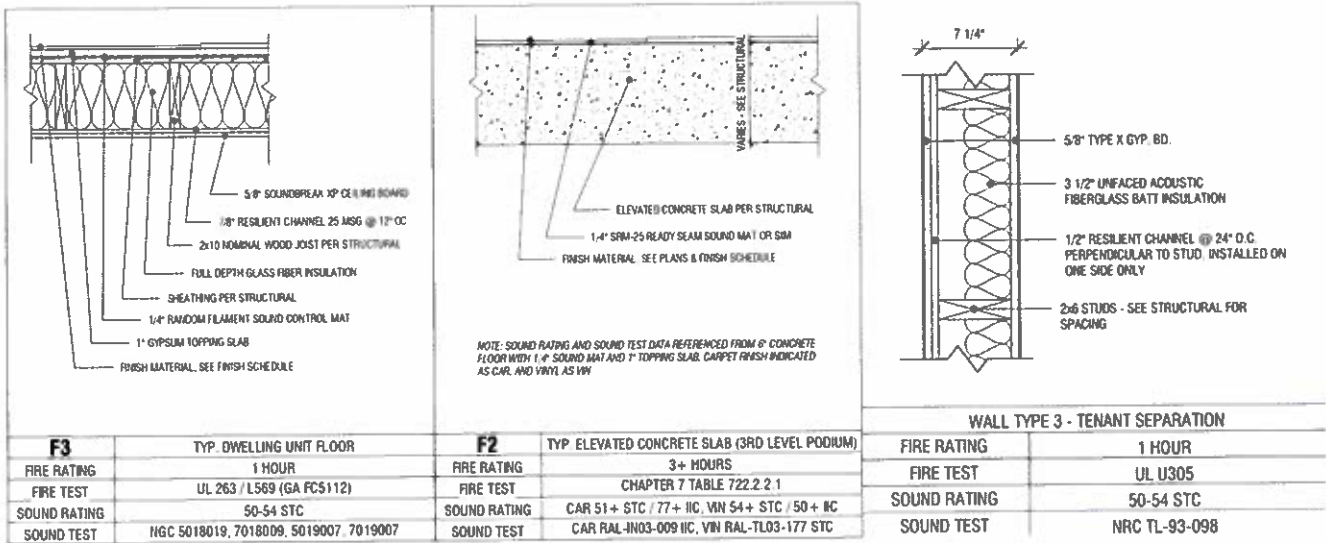
MIXED-USE DEVELOPMENT
712 SEAGAZE DR.
OCEANSIDE, CA 92054

JOB NO.:
2020.02

SHEET:

CODE COMPLIANCE

AS02



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ARCHITECT
PRIME DESIGN
2021 VANESSA PL. A
MANHATTAN, KS 66503
785 706 4048

DATE ISSUED
11.03.2023

REVISIONS

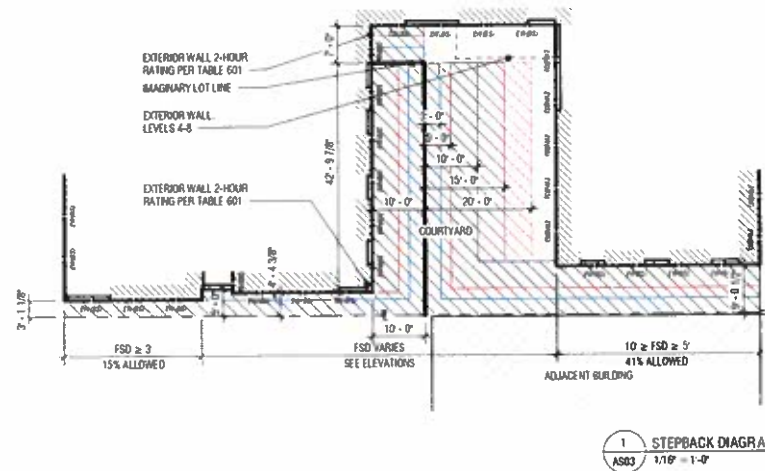
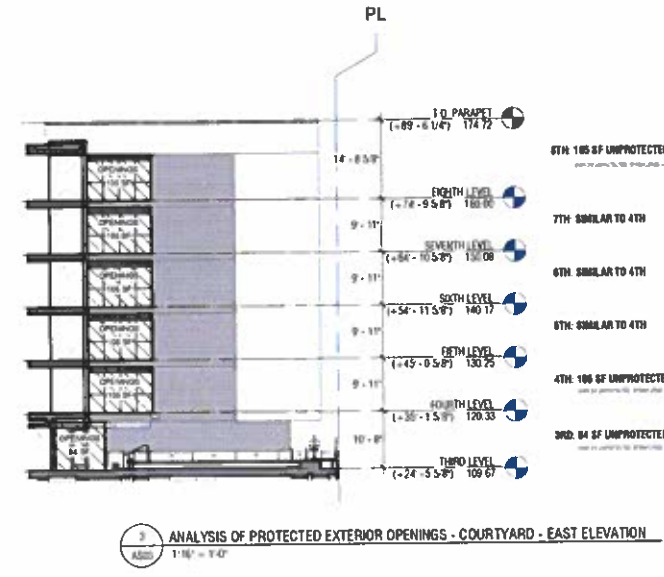
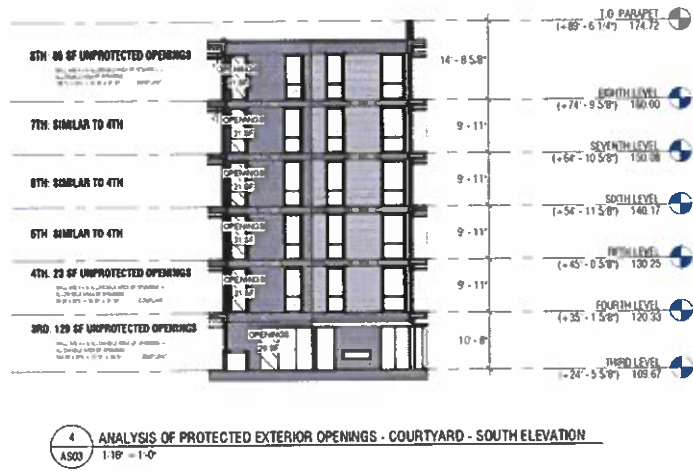
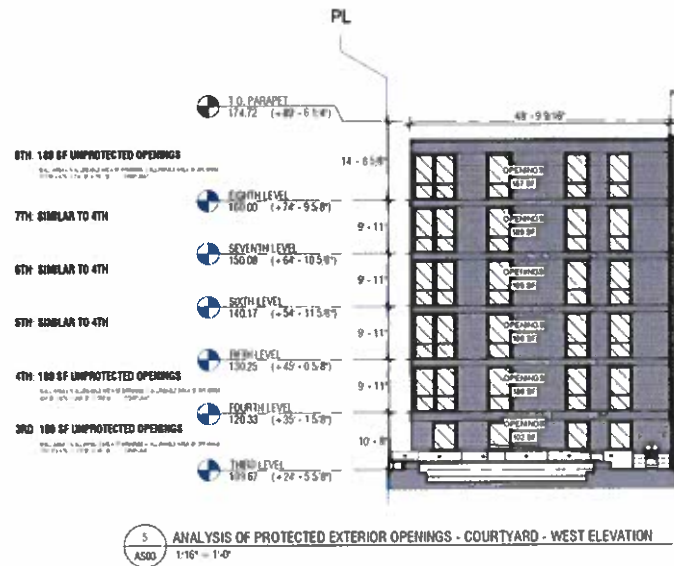
MIXED-USE DEVELOPMENT
712 SEAGAZE DR.
OCEANSIDE, CA 92054

JOB NO.
2020.02

SHEET

CODE COMPLIANCE

AS03



CITY OF OCEANSIDE Building Division 300 N Coast Highway Oceanside, CA 92054 760-435-3950 www.ci.oceanside.ca.us

Request for Building Official Review

Fee: \$164.05/Hour

Job Address/Project Name: 712/716 Seagaze Dr Oceanside, CA 92054 Permit Number: PLANNING RD-00002 Dev Services: REVIEW21-0010

Request By (Name): Joseph Stock Affiliation: Prime Design LLC

Phone No.: 765-706-4045 Signature: [Signature]

Issue: Please briefly but thoroughly describe the issue needing review-include code section. See attached letter, but we are seeking to clarify questions raised about the adjacency of the proposed building to the property line, particularly the requirements for yards and courts when they are used for light and air in CBC 1205.

Proposed Solution and Justification: The project is compliant with the 2019 CBC. Part of the issue was lack of clarity in the documents, which are less detailed during the planning stage.

Solution Category: ☒ Complies with Code ☐ Code Modification (UAC Sec. 106) ☐ Alternate Material Method (UAC Sec. 105)

PLAN REVIEW COMMENTS: The proposed openings on the west side are acceptable as submitted. Careful attention will need to be given to the calculations of the wall openings. This review is a building division review of the west side openings only. This review approval does not address an additional story of type IIIA construction.

PLAN REVIEWER RECOMMENDATION: Comment only. When constructing so close to a property line it will be challenging to stay entirely on your own property while constructing the west side.

Plan Reviewer Name: [Signature] Signature: [Signature] Date: 10/21/2021

☒ Approved Fee Amount: \$328.10 Date Fee Paid: ☐ Denied Comments:

CITY OF OCEANSIDE Building Division 300 N Coast Highway Oceanside, CA 92054 760-435-3950 www.ci.oceanside.ca.us

Request for Building Official Review

Fee: \$164.05/Hour

Job Address/Project Name: 712/716 Seagaze Dr Oceanside, CA 92054 Permit Number: [Redacted]

Request By (Name): Joseph Stock Affiliation: Prime Design LLC

Phone No.: 765-706-4045 Signature: [Signature]

Issue: Please briefly but thoroughly describe the issue needing review-include code section. See attached letter - seeking to eliminate the narrow gap between buildings above grade as requested that is not required per the Fire Development Manual or the 2019 California Fire Code.

Proposed Solution and Justification: Eliminate the 2'-6" gap between buildings. The project is compliant with the 2019 California Fire Code, section 504.1 as there are no doorways or access into the building along that side. The gap was not a condition of approval.

Solution Category: ☒ Complies with Code ☐ Code Modification (UAC Sec. 106) ☐ Alternate Material Method (UAC Sec. 105)

PLAN REVIEW COMMENTS:

PLAN REVIEWER RECOMMENDATION: P.P. FIRE APPROVED.

Plan Reviewer Name: [Signature] Signature: [Signature] Date: 3/7/22

☐ Approved Fee Amount: ☐ Denied Comments:

CITY OF OCEANSIDE Building Division 300 N Coast Highway Oceanside, CA 92054 760-435-3950 www.ci.oceanside.ca.us

Request for Building Official Review

Fee: \$164.05/Hour

Job Address/Project Name: 712/716 Seagaze Dr Oceanside, CA 92054 Permit Number: REVIEW22-0012 PLANNING RD-00002

Request By (Name): Joseph Stock Affiliation: Prime Design LLC

Phone No.: 765-706-4045 Signature: [Signature]

Issue: Please briefly but thoroughly describe the issue needing review-include code section. Our approved planning submission showed planters attached to the building that hung over the right-of-way. Per CBC 3202.3.3, encroachments 15' or more above grade shall not be limited. See attached wall section.

Proposed Solution and Justification: None - verifying this condition complies with CBC 2019.

Solution Category: ☒ Complies with Code ☐ Code Modification (UAC Sec. 106) ☐ Alternate Material Method (UAC Sec. 105)

PLAN REVIEW COMMENTS:

PLAN REVIEWER RECOMMENDATION:

Plan Reviewer Name: [Signature] Signature: [Signature] Date: [Redacted]

☒ Approved Fee Amount: ☐ Denied Comments:

CITY OF OCEANSIDE Building Division 300 N Coast Highway Oceanside, CA 92054 760-435-3950 www.ci.oceanside.ca.us

Request for Approval of Alternate Material

Effective Date: 1/1/2020-12/31/2022

Administrative Code Section 105 authorizes the approval of Alternate Materials, Methods of Design and Methods of Construction upon finding by the Building Official that proposed alternate is satisfactory, complies with the provisions of the technical codes, and is at least equivalent to what is prescribed in the technical codes.

Job Address/Project: 712 & 716 SEAGAZE DR, OCEANSIDE, CA 92054

Company Name: [Redacted]

Owner Name: ELSEY HOLDINGS, LLC. Owner Address: 1532 COLLEGE AVE. P19 MANHATTAN, KS 66502 Owner Phone: 785-706-4045

Applicant Name: PRIME DESIGN LLC Applicant Address: 1532 COLLEGE AVE. P19 MANHATTAN, KS 66502 Applicant Phone: 785-706-4045

Request for Approval of Alternate Material

Owner Name (Print): Bryan Elsey Owner Signature: [Signature] Date: March 23, 2022

Applicant Name (Print): Joseph Stock Applicant Signature: [Signature] Date: March 23, 2022

Building Division Approval

This approval is valid only for the project and parties specified. Changes to any of these factors require the execution of new agreement in order to maintain the approval for the alternate material for this project.

Name of Enticing Official (Print): DAVID GANS Signature of Enticing Official: [Signature] Date: 4/29/22

Notes/Comments: DRAIN, WASTE, VENT & STORM DRAINS SHALL BE CAST IN CONCRETE THROUGHOUT. PER CBC 701.2

REQUIRED: Attach backup information such as manufacturer's installation instructions, National testing reports from a nationally recognized testing agency, Listing number, Testing methods etc. to support the approval of the Alternate method/material.

CITY OF OCEANSIDE Building Division 300 N Coast Highway Oceanside, CA 92054 760-435-3950 www.ci.oceanside.ca.us

Request for Building Official Review

Fee: \$164.05/Hour

Job Address/Project Name: 712/716 Seagaze Dr Oceanside, CA 92054 Permit Number: PLANNING RD-00002

Request By (Name): Joseph Stock Affiliation: Prime Design LLC

Phone No.: 765-706-4045 Signature: [Signature]

Issue: Please briefly but thoroughly describe the issue needing review-include code section. There are conflicting definitions of a high-rise in the California Building Code outlined in the attached letter.

Proposed Solution and Justification: Accept the Chapter 2 Definition of a High-Rise as being measured from the "lowest floor level having building access", which is defined in Section 202.2 under "High-Rise Building Access". This is the definition accepted by the City of San Diego.

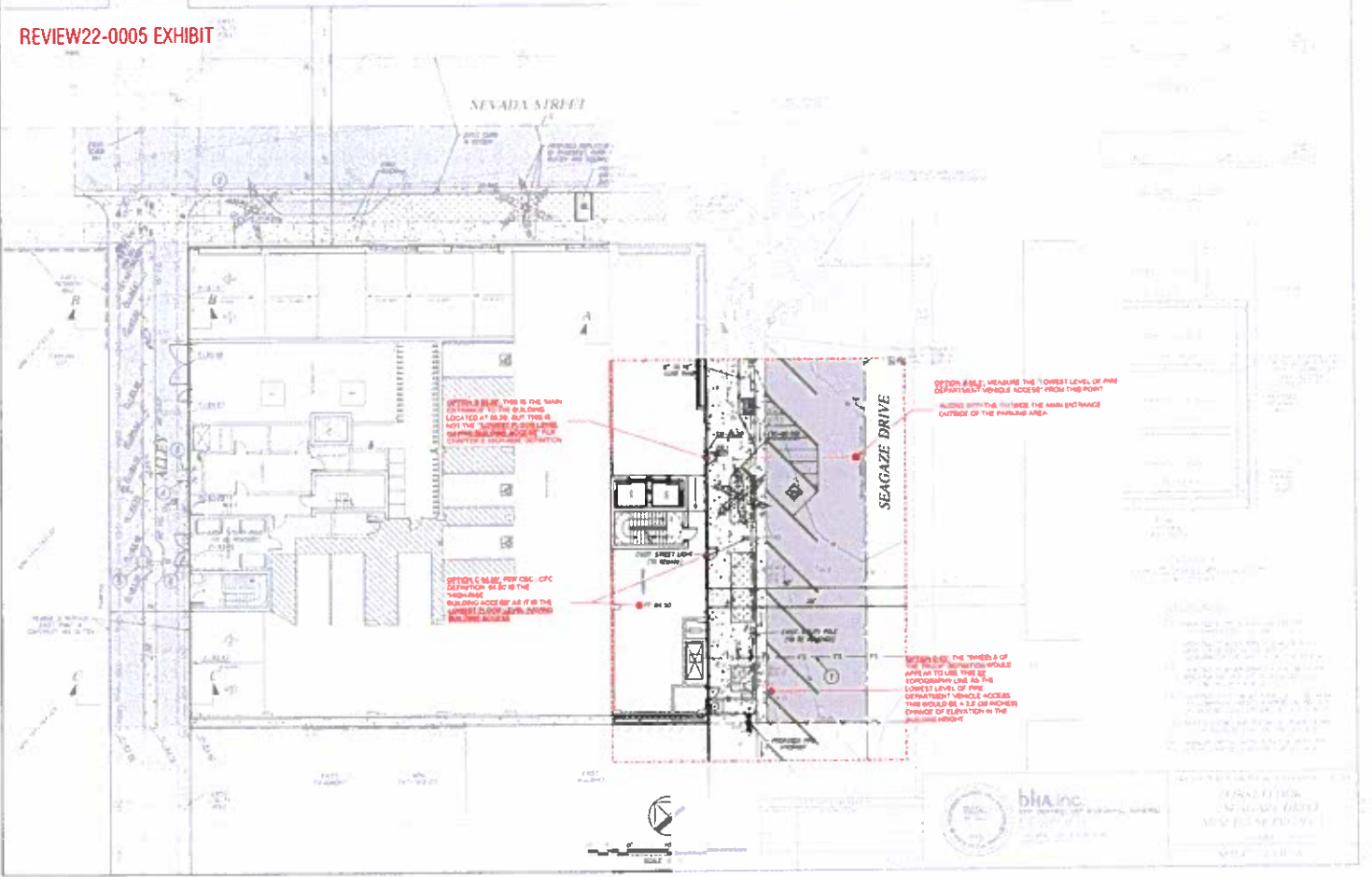
Solution Category: ☒ Complies with Code ☐ Code Modification (UAC Sec. 106) ☐ Alternate Material Method (UAC Sec. 105)

PLAN REVIEW COMMENTS: City of Oceanside Fire Department accepts Chapter 2 Definition of a High-Rise as measured from the lowest level having building access, pending concurrence of the Chief Building Official.

PLAN REVIEWER RECOMMENDATION: Measurement from Option A.

Plan Reviewer Name: [Signature] Signature: [Signature] Date: [Redacted]

☒ Approved Fee Amount: ☐ Denied Comments:



PRIME DESIGN

2021 VANESIA PL. A MANHATTAN, KS 66503 785-706-4048

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CLIENT: THE PRIME COMPANY 2021 VANESIA PL. A MANHATTAN, KS 66503

ARCHITECT: PRIME DESIGN 2021 VANESIA PL. A MANHATTAN, KS 66503 785-706-4048

DATE ISSUED: 11.03.2023

REVISIONS

MIXED-USE DEVELOPMENT

712 SEAGAZE DR. OCEANSIDE, CA 92054

JOB NO.: 2020.02

SHEET: BUILDING OFFICIAL REVIEWS

AS04



YOUNGHUSBAND CONSULTING, INC.
330 AVE HUE 157E 466
WILSONWOOD BLVD CA 92077
(714) 844-0855
www.ycicorp.com

REQUEST FOR ALTERNATE DESIGN APPROACH TO PERMIT
THE BUILDING HEIGHT OF A GROUP R-1 & R-2
TYPE IIIA BUILDING TO BE SIX STORIES IN LIEU OF FIVE STORIES

OCEANSIDE APARTMENTS
712 SEAGAZE DRIVE
OCEANSIDE, CALIFORNIA



Prepared for:

David Gans, Chief Building Official
Building Division | Development Services
300 North Coast Hwy
Oceanside, CA 92054

Fire Chief Rick Robinson
Oceanside Fire Department
300 North Coast Hwy
Oceanside, CA 92054

March 24, 2022
YCI Project ID 21020-00

4.2 Noncombustible Draft Stopping at Corridor Walls and Concealed Spaces of
Floor/ and Roof/Ceiling Assemblies

The 2-hour fire partitions serving as the corridor walls on Levels 3-8 will not extend above the lower membrane of the corridor ceiling which is part of the 1-hour fire-resistance rated floor/ceiling and roof/ceiling assembly of the Type IIIA building. To mitigate the difference between the 2-hour fire-resistance rated corridor walls and the 1-hour fire-resistance rated floor/ceiling and roof/ceiling assemblies, noncombustible draft stopping will be provided in the concealed space of the floor/ceiling and roof/ceiling assemblies in the vertical plane of the corridor walls. The draft stopping in these areas will be not less than one of these types of noncombustible materials:

- 1/2-inch (12.7 mm) gypsum board,
- Cement fiberboard, batts or blankets of mineral wool or glass fiber, or other approved noncombustible materials adequately supported.

Combustible draft stopping materials permitted by CBC Section 718.3.1 shall not be used.

Equivalent Mitigation—The addition of noncombustible draft stopping within the concealed spaces of the floor/ceiling and roof ceiling assemblies directly above the top plate of the 2-hour fire-resistance rated corridor walls on Levels 3-8 will provide an additional barrier to prevent smoke and gases spread between the corridors and the adjoining building rooms and spaces. This noncombustible draft stopping protection will provide a safer path of travel to exits for building occupants and a greater level of protected means of access within the fire floor by fire department personnel. Furthermore, the noncombustible draft stopping contributes to the greater level of compartmentation within the fire floor which will impede fire spread and allow the Fire Department time to respond and extinguish the fire.

4.3 Noncombustible Draft Stopping at R1 and R2 Demising Walls and Concealed
Spaces of Floor/ and Roof/Ceiling Assemblies

The 1-hour fire partitions serving as the R2 dwelling unit demising walls on Levels 3-6, and R1 guest room demising walls on Levels 7-8 will not extend above the lower membrane of the 1-hour fire-resistance rated floor/ceiling and roof/ceiling assembly of the Type IIIA building. To provide an additional barrier to prevent the spread of smoke and gases from the individual R1 and R2 units to other areas of the building, noncombustible draft stopping will be provided in the concealed space of the floor/ceiling and roof/ceiling assemblies in the vertical plane of the R1 and R2 unit demising walls. The draft stopping in these areas will be not less than one of these types of noncombustible materials:

- 1/2-inch (12.7 mm) gypsum board,
- Cement fiberboard, batts or blankets of mineral wool or glass fiber, or other approved noncombustible materials adequately supported.

Combustible draft stopping materials permitted by CBC Section 718.3.1 shall not be used.



AMMD - 6-Story Type IIIA R-1/R-2 Building
Oceanside Apartments, 712 Seagaze Dr, Oceanside, California
YCI Project ID 20020-00

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4.4	GREATER LEVEL OF FIRE COMPARTMENTATION	4
5	ALTERNATE DESIGN APPROACH EQUIVALENT JUSTIFICATION	4

Appendix A - Fire-Resistive Wall Details, Building Section, Type IIIA Floor Plans

Equivalent Mitigation—The provision of noncombustible draft stopping within the concealed spaces of the floor/ceiling and roof ceiling assemblies directly above the top plate of the 1-hour fire-resistance rated dwelling unit and guest room demising walls on Levels 3-8 will act as a barrier to prevent smoke and gases spread between the R1 and R2 units and the adjoining building rooms and spaces. This noncombustible draft stopping protection will contribute to greater tenability within the means of egress system outside of the room of fire origin and provide a greater level of compartmentation within the fire floor which will impede fire and smoke spread and allow the Fire Department time to respond and extinguish the fire.

4.4 Greater Level of Fire Compartmentation

The Type IIIA stories will be provided with a greater level of fire compartmentation than required by minimum requirements of the Building Code, as follows:

- The Type IIIA building will be subdivided into two smaller buildings by a 3-hour fire-resistance rated fire wall that starts at the 3-hour fire-resistance rated horizontal assembly on Level 3 and terminates at the roof in accordance with CBC Section 706.6.
- The corridor walls on Levels 3-8 will be upgraded to 2-hour fire-resistance rated construction, and the concealed spaces within the floor/ and roof/ceiling assemblies directly above the R1 and R2 unit demising walls, and
- The 2-hour rated corridor walls on Levels 3-8.

The 3-hour fire walls and 2-hour corridors walls with noncombustible draft stopping effectively create seven (7) smaller fire compartment areas bounded by fire-resistance rated wall construction having a minimum 2-hour fire-resistance rating. Refer to the floor plans in the **Appendix A** exhibit for the location of the fire compartment areas on each Type IIIA level.

Equivalent Mitigation—The subdivision of each Type IIIA story into separate compartments using fire walls, 2-hour fire-resistance rated corridor walls, and 1-hour R1 and R2 unit demising walls with noncombustible draft stopping within the concealed space, will reduce the chances a fire growing and spreading beyond the compartment of fire origin, preventing fire and smoke from spreading quickly and taking over the automatic sprinkler system. The additional fire compartmentation will provide occupants a greater level of protection to travel horizontally to escape the fire condition and provide enhanced passive fire protected staging areas for the fire service.

5 Alternate Design Approach Equivalent Justification

The additional story of Type IIIA construction (six stories in lieu of the code allowed five stories), is justified by the provision of enhanced fire-resistance rated construction, and noncombustible draft stopping (in lieu of combustible draft stopping) at corridor walls and R1/R2 unit demising walls which in conjunction with the code required 3-hour fire wall subdivides each floor into seven (7) smaller fire compartment areas. These fire compartment areas are bounded by minimum 2-hour fire-resistance rated walls which provide occupants a greater level of protection to travel horizontally to escape the fire condition and provide enhanced passive fire protected staging areas for the fire service.



AMMD - 6-Story Type IIIA R-1/R-2 Building
Oceanside Apartments, 712 Seagaze Dr, Oceanside, California
YCI Project ID 20020-00

1 Request for Alternate Materials, Methods of Design

This Alternate Materials, Methods of Design (AMMD) is to construct an 8-story mid-rise¹, multi-family apartment & hotel mixed-use project consisting of 6 stories Type IIIA construction with R-1 hotel guest rooms located on Levels 7 and 8, and R-2 apartments located on Levels 3, 4, 5, and 6, located over a Type IA building containing parking and commercial uses consisting of 2 stories above-grade over 3 basement parking levels.

This AMMD is prepared and submitted to the City of Oceanside in accordance with the requirements of Section 104.11 of the 2019 California Building Code.

2 Applicable Building Code Requirements

Allowable Number of Stories - In accordance with CBC Table 504.4, Group R-1 and R-2 buildings of Type IIIA construction are permitted to be five (5) stories above the Type IA building complying with CBC Section 510.2, when the building is sprinkler protected throughout and the building area increase is not used when determining the allowable building area. The proposed Type IIIA buildings will be six (6) stories in lieu of the allowable 5-story limit for Type IIIA R-1 and R-2 buildings.

Horizontal Building Separation Allowance - This project will be designed and constructed in accordance with CBC Section 510.2 to allow the six-story (this AMMD request) Type IIIA buildings on Levels 3-8 and the Type IA on Levels 1-2 plus basement to be considered as separate and distinct buildings for the purpose of determining area limitations, continuity of fire walls, limitation of number of stories and type of construction based on complying with all of the following conditions:

- The buildings are separated with a horizontal assembly having a fire-resistance rating of not less than 3 hours.
- The building below the Type IIIA buildings, including the horizontal assembly, is of Type IA construction.
- Shaft, stairway enclosures through the horizontal assembly shall have not less than a 2-hour fire resistance rating with 90-minute fire-rated opening protectives in accordance with Section 716.
- The Type IIIA buildings above the horizontal assembly will have Group A occupancy uses, each with an occupant load of less than 300, and Group B, R-1, R-2 and S occupancies.
- The Type IA building below the horizontal assembly will be protected throughout by an approved automatic sprinkler system in accordance with Section 903.3.1.1, and will contain Group B, M, S1 and S2 uses (office, lobby, retail, parking and ancillary storage and MEP equipment rooms). The building below the horizontal assembly will not contain Group H uses.

¹ This project is more than four stories above-grade but has its highest occupied floor less than 75 feet above fire department vehicle access. On this basis, the building will comply with the mid-rise provisions described in Sections 450-450.4.2 of the Oceanside Building Code.

Please contact the undersigned at (310) 367-6857 or by email at john@ycicorp.com if you have any questions, comments, or concerns.

Prepared by:

YOUNGHUSBAND CONSULTING, INC.



John E. Younghusband, p.e.
president



AMMD - 6-Story Type IIIA R-1/R-2 Building
Oceanside Apartments, 712 Seagaze Dr, Oceanside, California
YCI Project ID 20020-00

- The maximum building height in feet of the entire project will not exceed the 85 feet limit set forth in Section 504.3 for the smaller allowable height of the Type IIIA buildings as measured from the grade plane.

Appendix A provides a building section of the project depicting compliance with the above requirements.

3 Intent of Applicable Building Code Requirements

In accordance with the 2018 International Building Code Commentary, "The main purpose of Chapter 5 is to regulate the size of structures based on the specific hazards associated with their occupancy and the materials of which they are constructed." Chapter 5 also provides for adjustments to the allowable area and height based on the presence of fire protection systems.

4 Equivalent Justification

The project shall be designed and constructed to incorporate all the features and systems listed below. All the listed features and enhancements will provide an equivalent level of fire protection and life safety to that intended by the Code to allow the Type IIIA R-1 and R-2 building (above the Type IA building) to be 6-stories in building height in lieu of not greater than 5-stories.

4.1 Increased Corridor Fire Resistive Protection

The corridors serving the Type IIIA stories - Levels 3 through 8 - will be constructed as 2-hour fire-resistance rated fire barriers with fire doors having a minimum 90-minute fire-protection rating with smoke- and draft-control assembly in lieu of 1-hour fire-resistance rated corridors with 20-minute rated fire doors.

The corridor walls stack vertically on Levels 4-8 and serve residential dwelling units (Levels 3-6) and guest rooms (Levels 7 and 8) which also have their demising walls stacking. Portions of the corridor walls on Level 3 extend outside of the vertical plane of the 2-hour corridor walls on the levels above due to a different corridor layout on Level 3 that facilitates a more open design to serve the amenity uses on this level. Where the 2-hour corridor walls on Levels 3-8 do not stack with the corridor walls on Level 3, additional 2-hour fire-resistance rated structural members (e.g., beams and columns) will be installed on Level 3 to support and maintain the 2-hour fire-resistance rated corridor walls above. The floor/ceiling assembly of the offset portions of the corridor will be 2-hour fire-resistance-rated construction. Refer to the floor plans included in the **Appendix A** exhibit for the locations of the 2-hour fire-resistance rated corridor walls on Levels 3-8.

Equivalent Mitigation -The enclosure of the corridors on Levels 3-8 with construction having a 2-hour fire-resistance rating will provide a safer path of travel to exits for building occupants and a greater level of protected means of access within the fire floor by fire department personnel.



AMMD - 6-Story Type IIIA R-1/R-2 Building
Oceanside Apartments, 712 Seagaze Dr, Oceanside, California
YCI Project ID 20020-00

APPENDIX A

FIRE-RESISTIVE WALL DETAILS, BUILDING SECTION, AND TYPE IIIA FLOOR PLANS



AMMD - 6-Story Type IIIA R-1/R-2 Building
Oceanside Apartments, 712 Seagaze Dr, Oceanside, California
YCI Project ID 20020-00

PRIME
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2021 VANESTA PL, A
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785.706.4048

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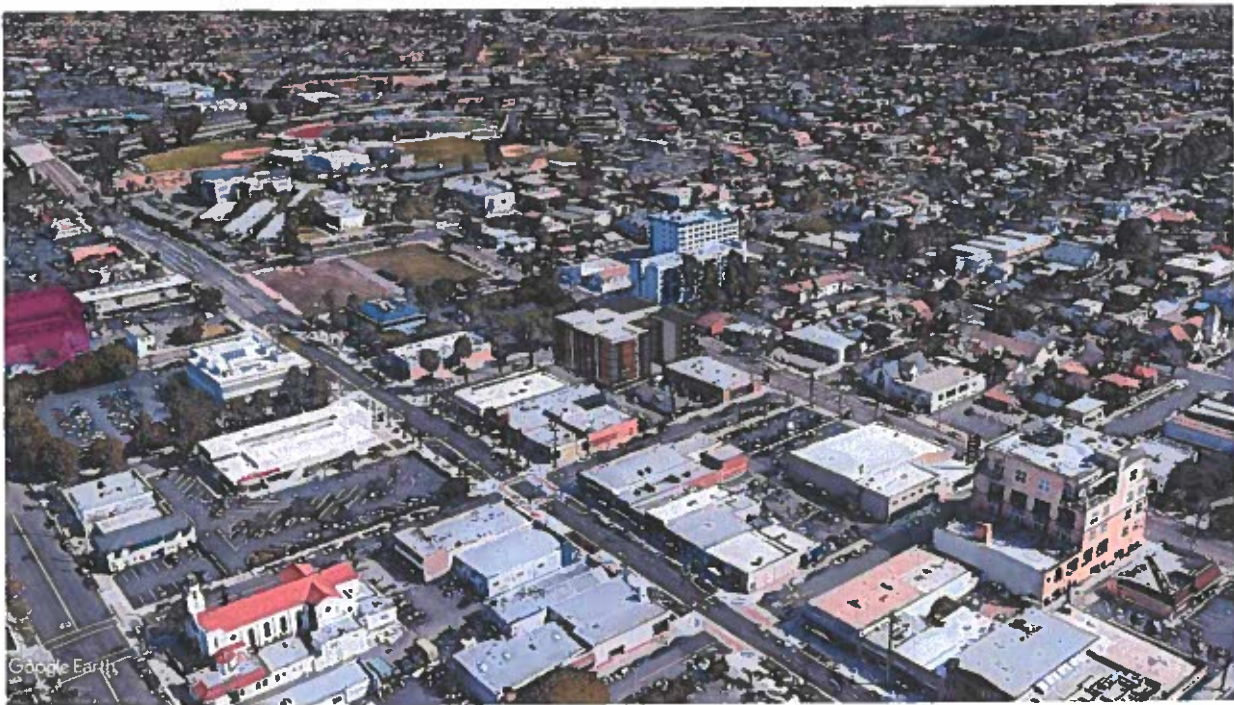
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2020.02

SHEET:

AMMR SUBMISSION

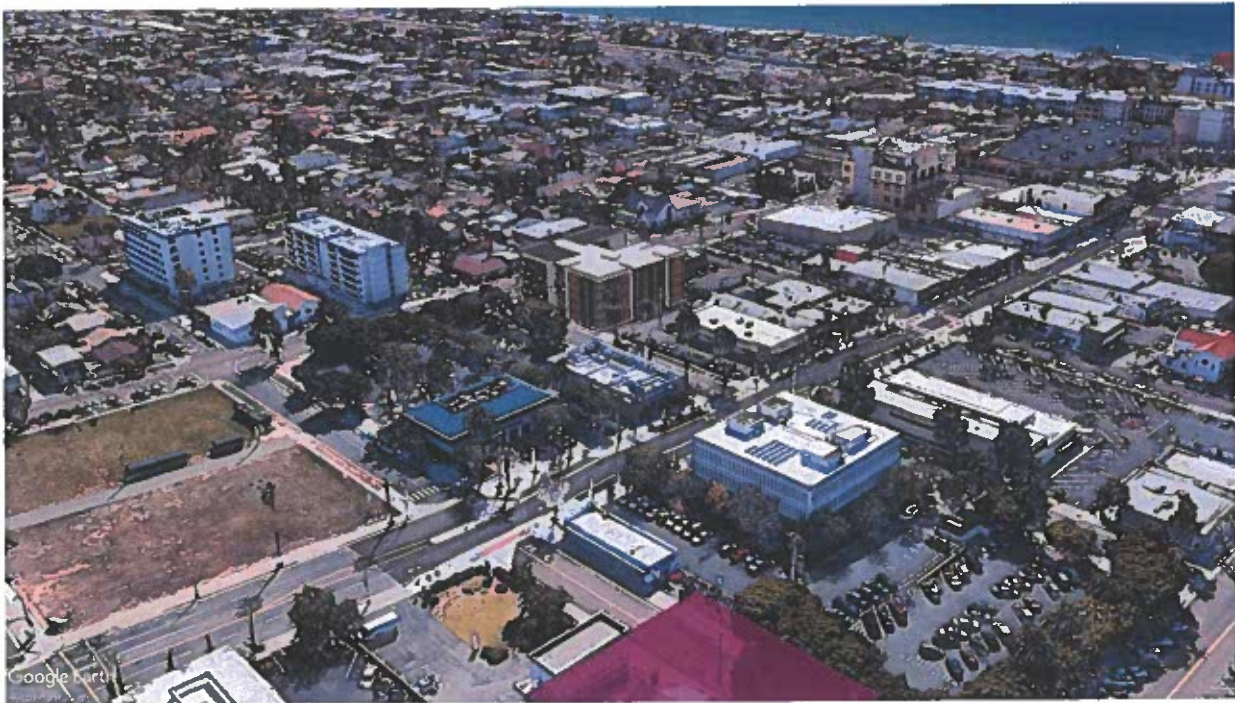
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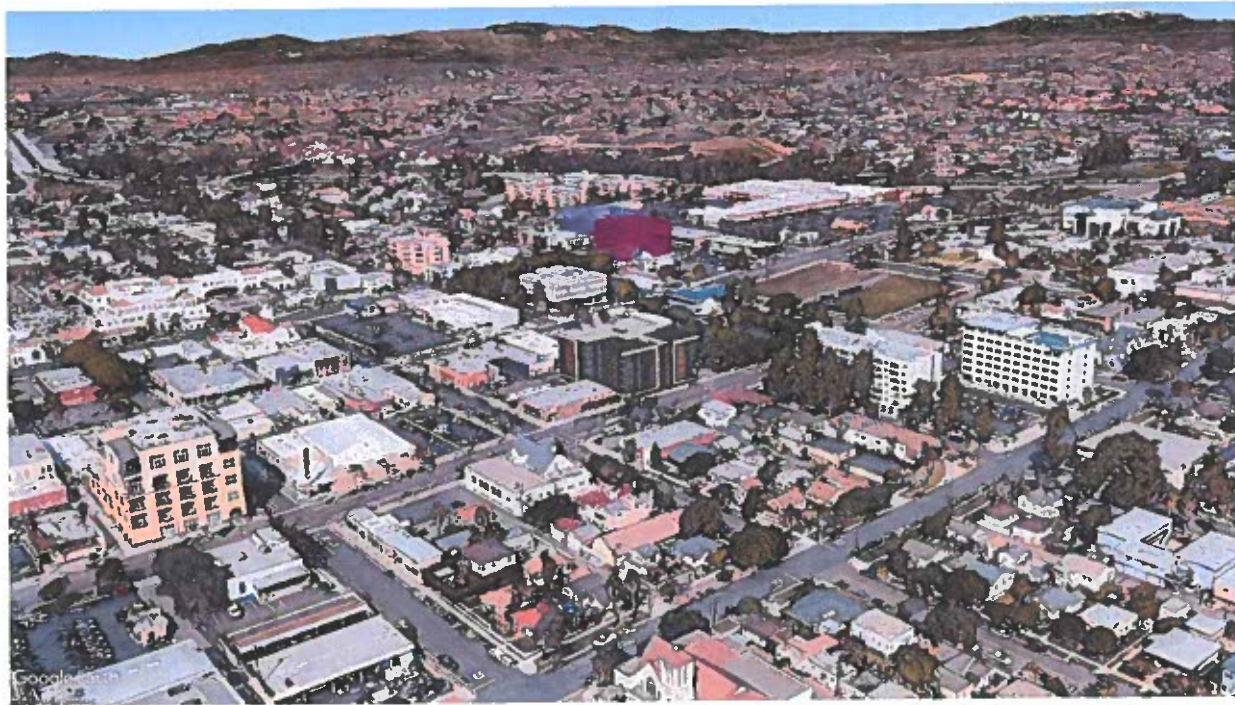
D VIEW FROM WEST
AS06 1/2" = 1'-0"



C VIEW FROM EAST
AS06 1/2" = 1'-0"



B VIEW FROM NORTH
AS06 1/2" = 1'-0"



A VIEW FROM SOUTH
AS06 1/2" = 1'-0"

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MASS STUDY

AS06

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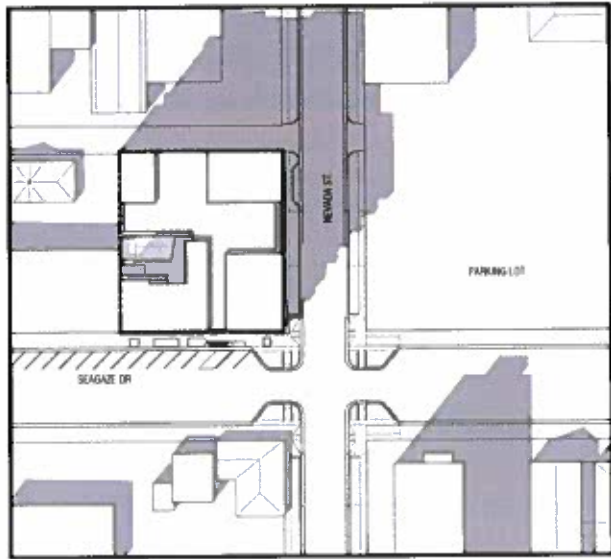
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SHEET:
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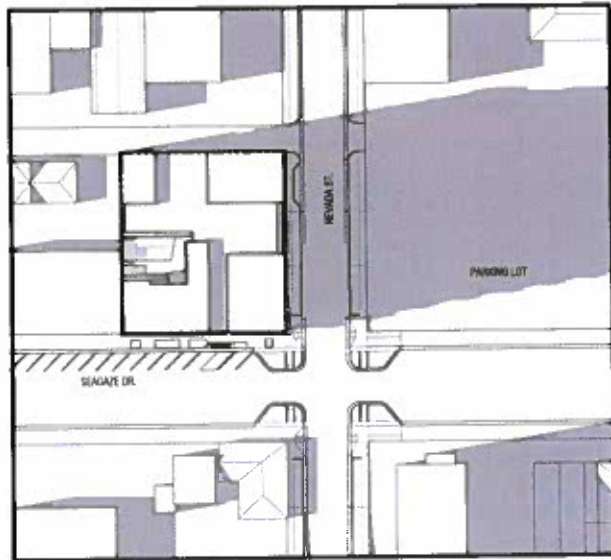
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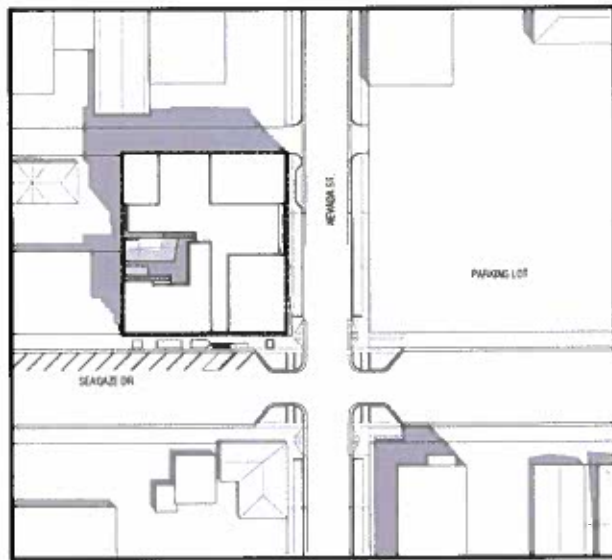
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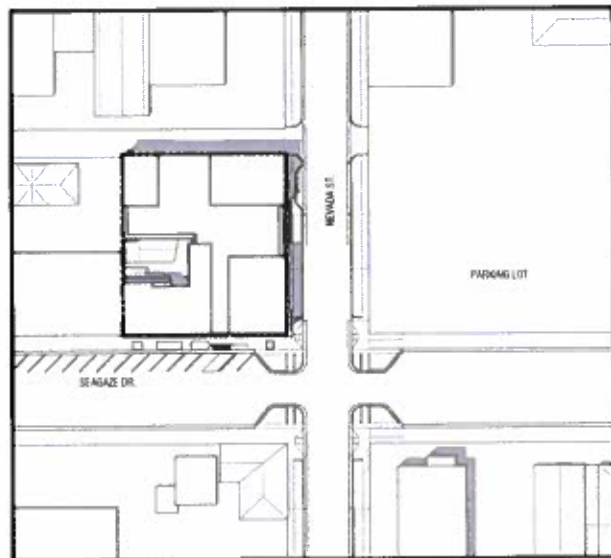
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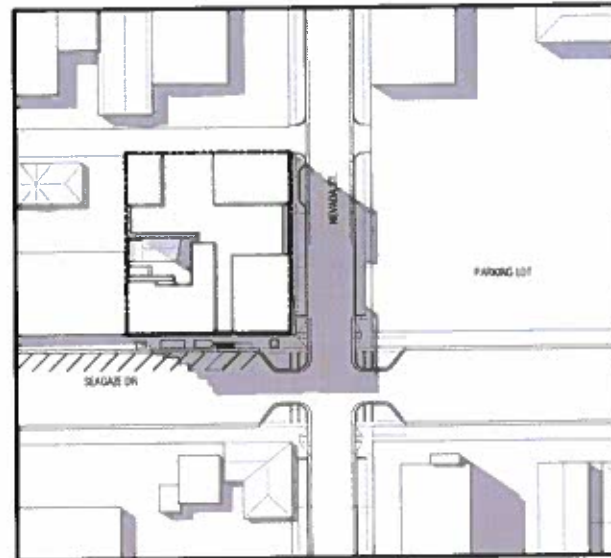
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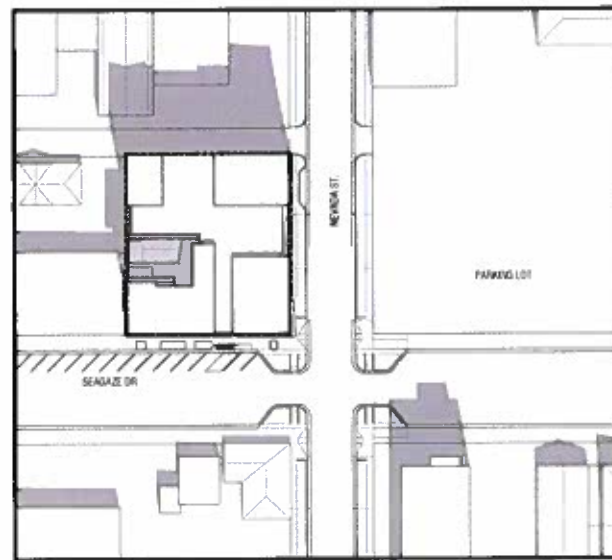
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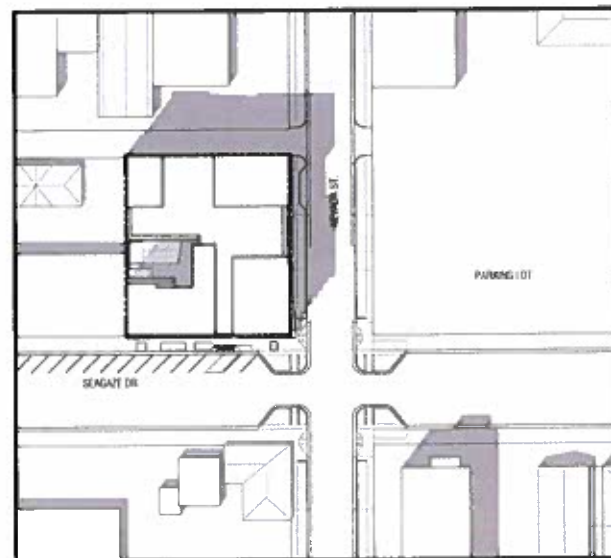
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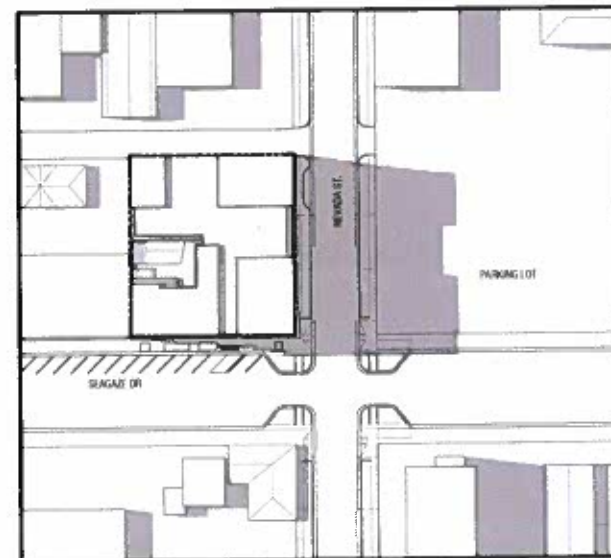
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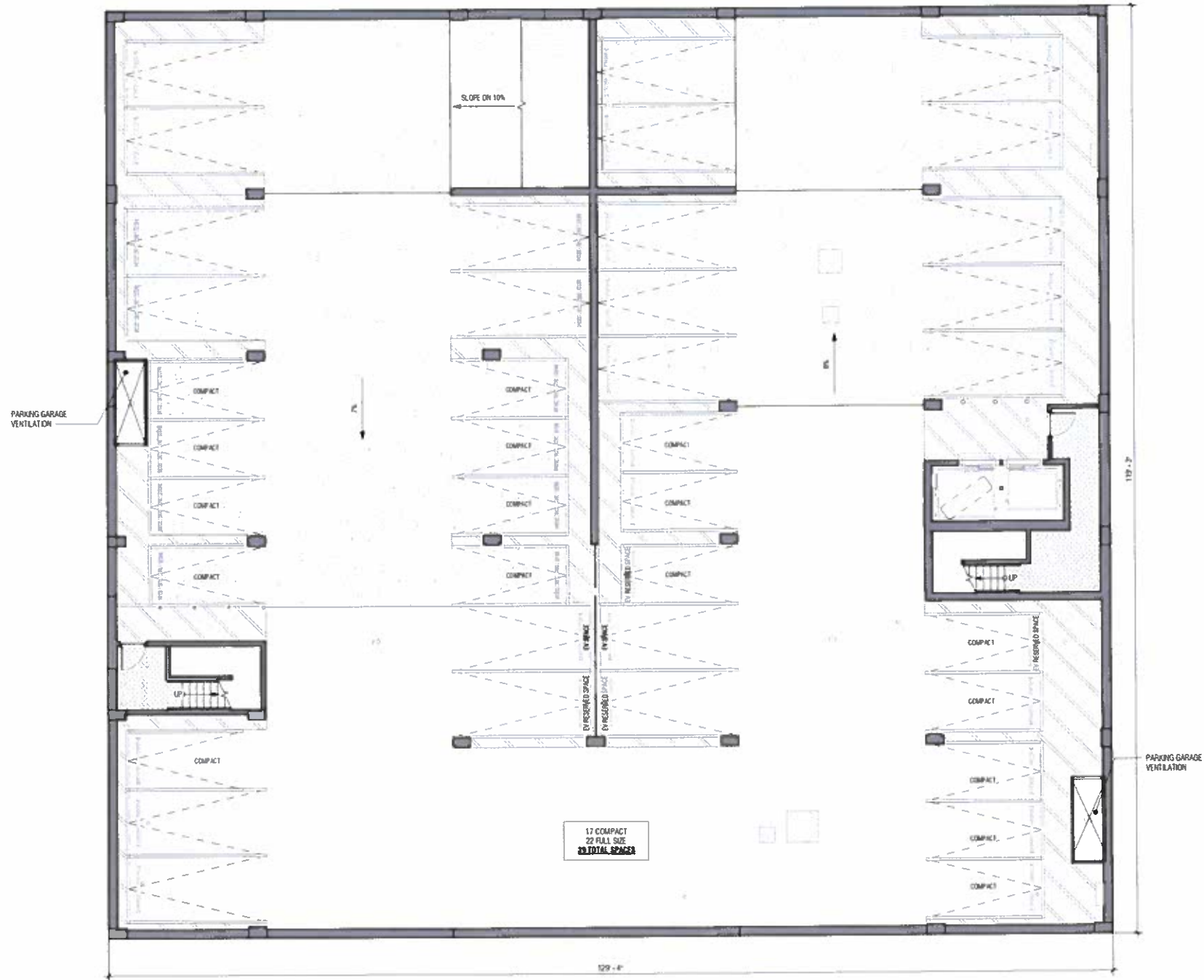
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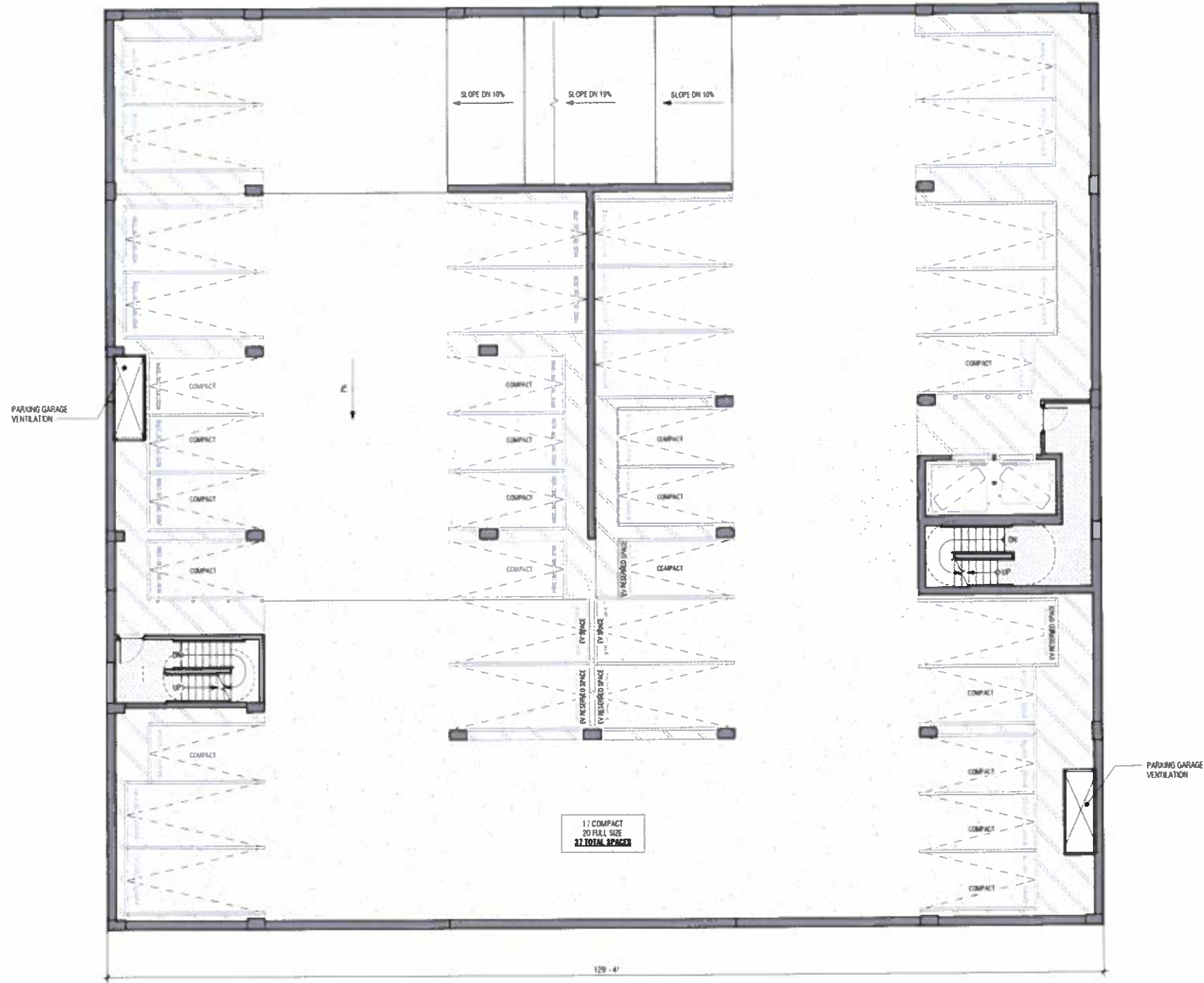


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EQUINOX @ 3 PM
PLAN TRUE
AS07 3" = 1'-0"





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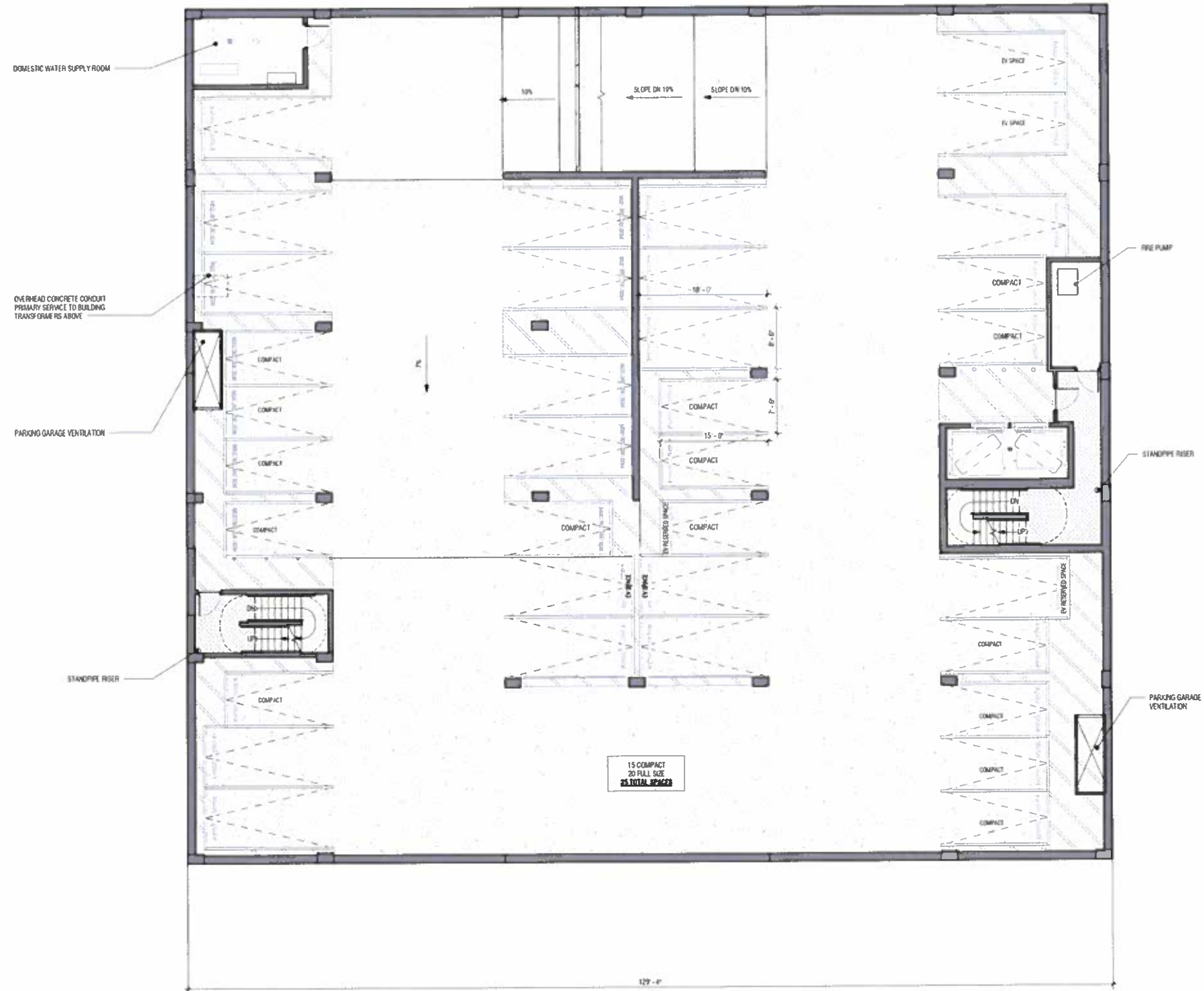
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JOB NO: 2020.02

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**BASEMENT LEVEL 1
FLOOR PLAN**

A03



15 COMPACT
20 FULL SIZE
25 TOTAL SPACES

PLAN TRUE

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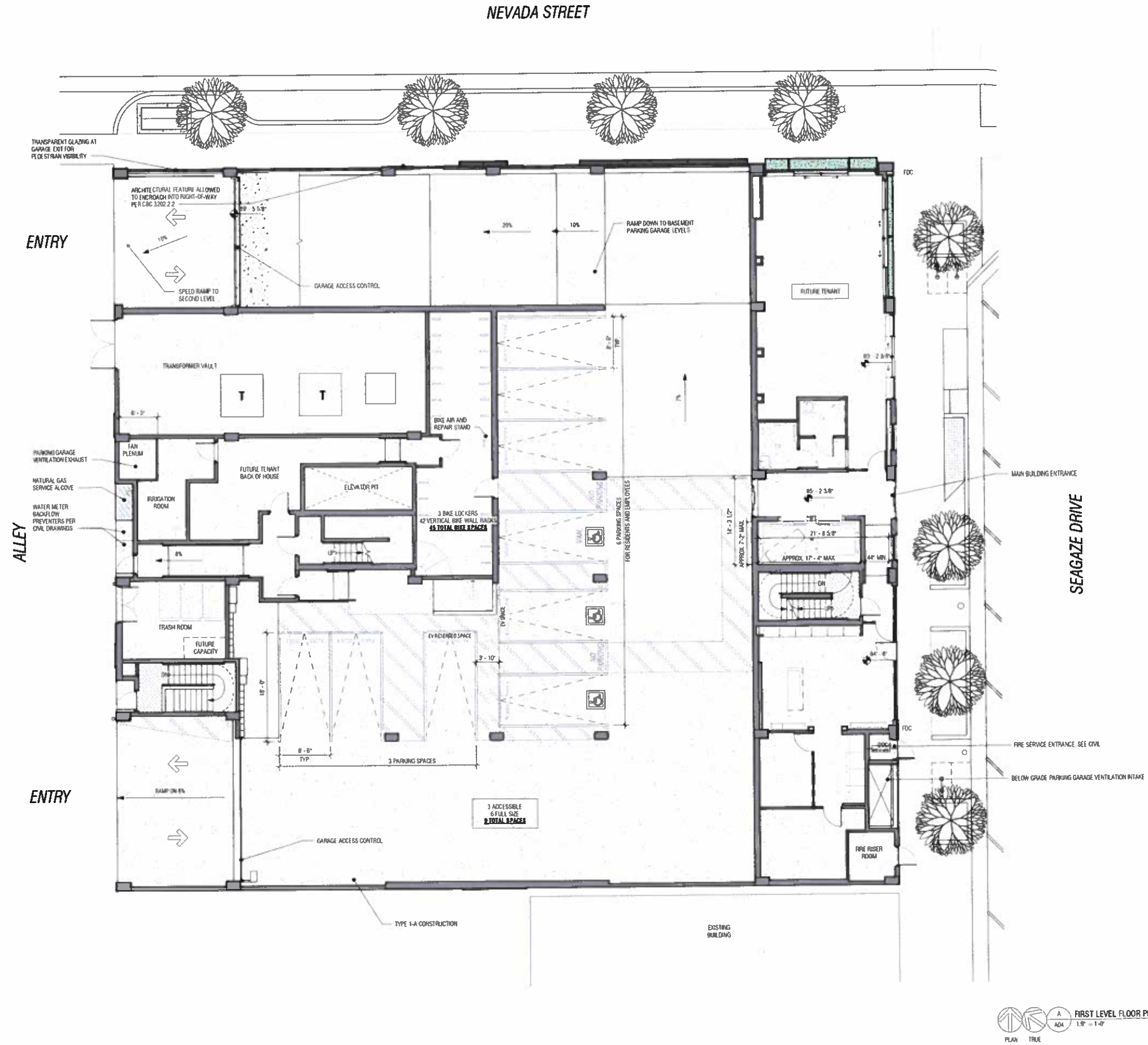
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FIRST FLOOR PLAN

A04



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REVISIONS		
REVISION NO.	REVISION DESCRIPTION	DATE
1	Initial design and construction of the prototype.	10/10/2018
2	Revised design to improve the stability of the structure.	11/05/2019
3	Added a new feature to the design to improve the user interface.	12/01/2019
4	Revised the design to incorporate feedback from users.	12/15/2019
5	Final design and construction of the prototype.	12/20/2019

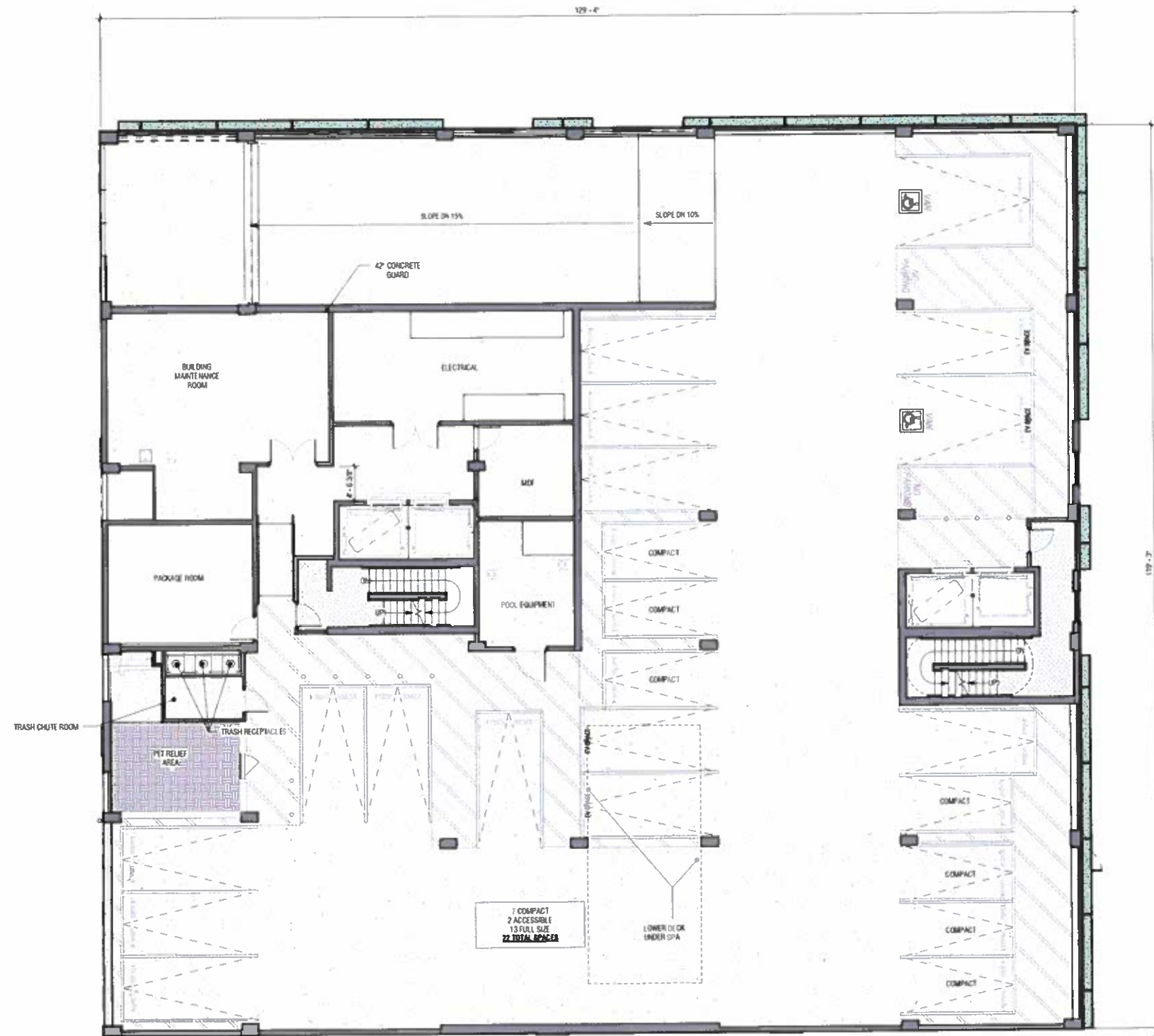
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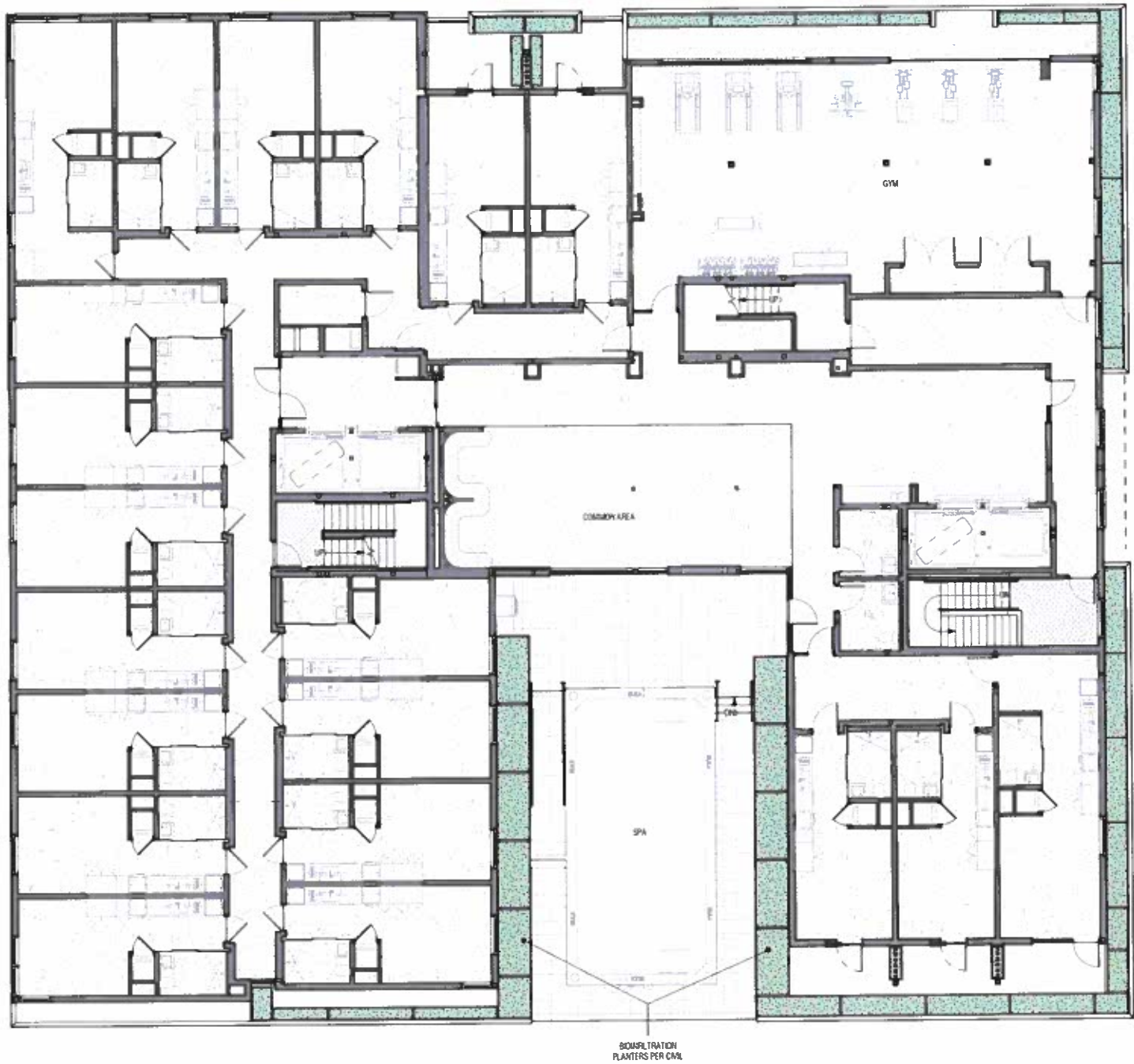
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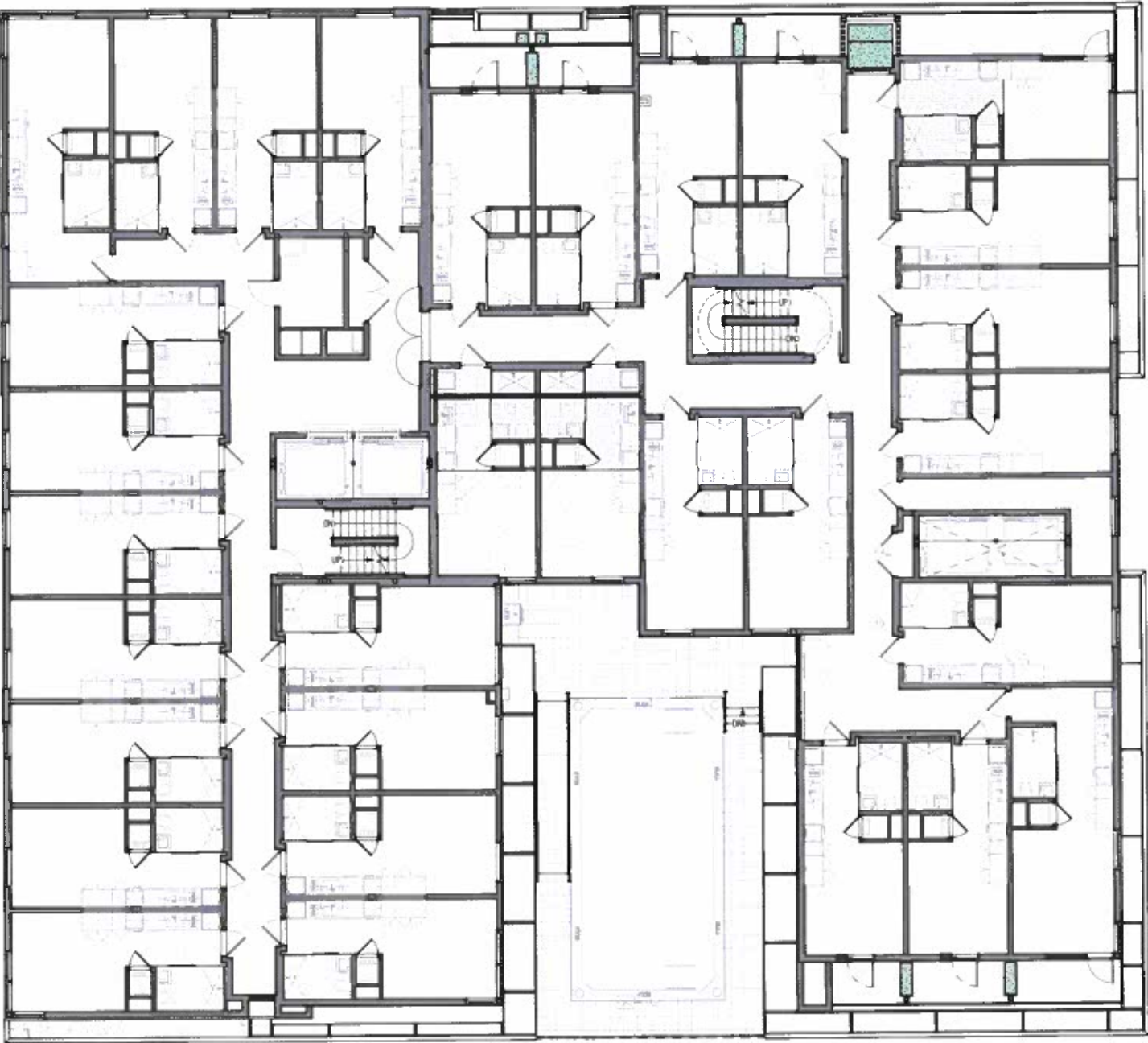
SHEET:

SECOND FLOOR PLAN

A05







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FOURTH FLOOR PLAN

A07



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REVIEWS	
1. Reviewer's name and affiliation (if any):	2. Reviewer's e-mail address:
3. Reviewer's telephone number:	4. Reviewer's fax number:
5. Reviewer's address:	6. Reviewer's city:
7. Reviewer's state:	8. Reviewer's zip:
9. Reviewer's country:	10. Reviewer's institution:
11. Reviewer's department:	12. Reviewer's position:
13. Reviewer's title:	14. Reviewer's rank:
15. Reviewer's years of experience:	16. Reviewer's years of teaching:
17. Reviewer's years of research:	18. Reviewer's years of publication:
19. Reviewer's years of service:	20. Reviewer's years of review:
21. Reviewer's years of review:	22. Reviewer's years of review:
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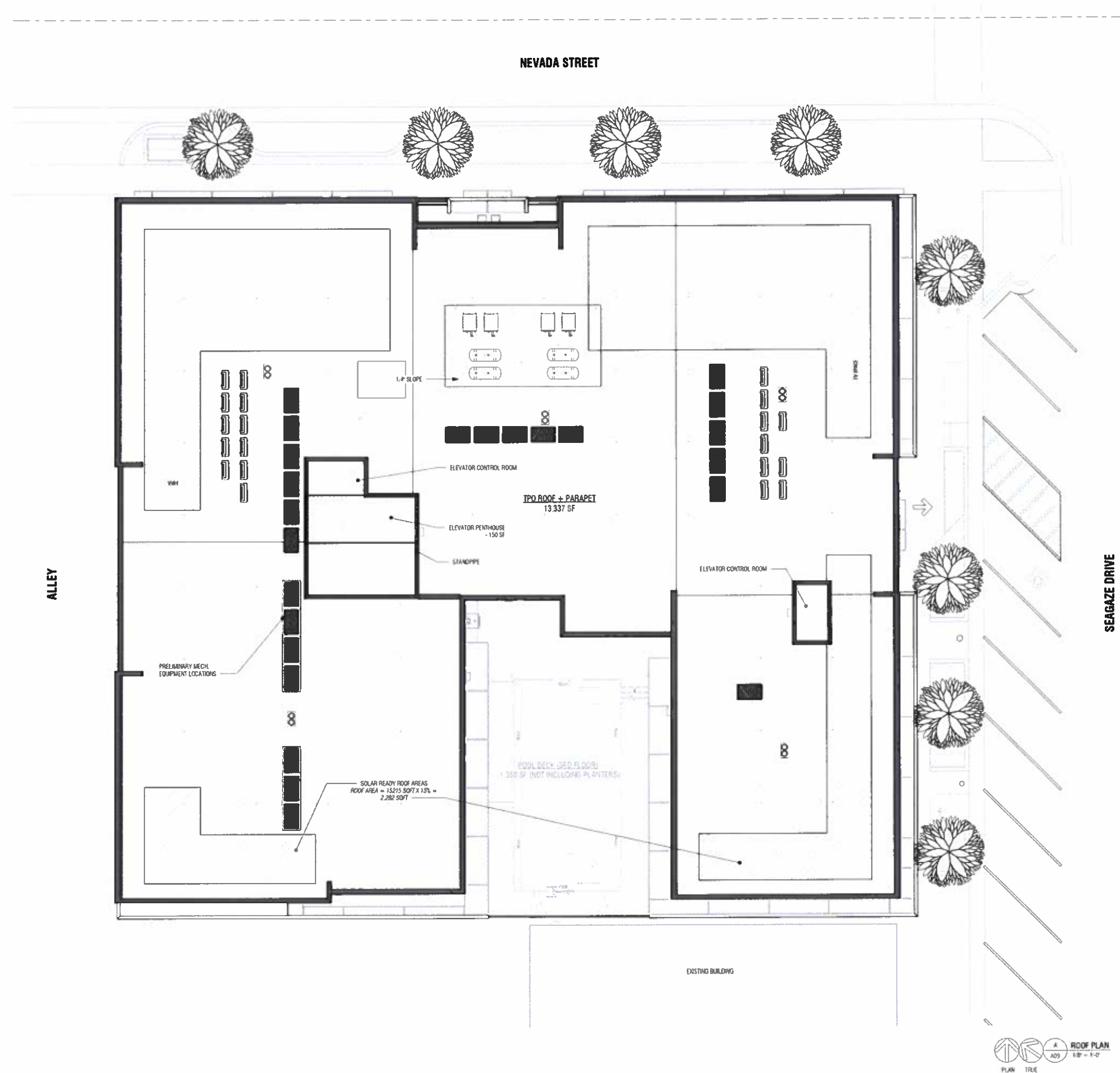
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712 SEAGAZE DR.
OCEANSIDE, CA 92054

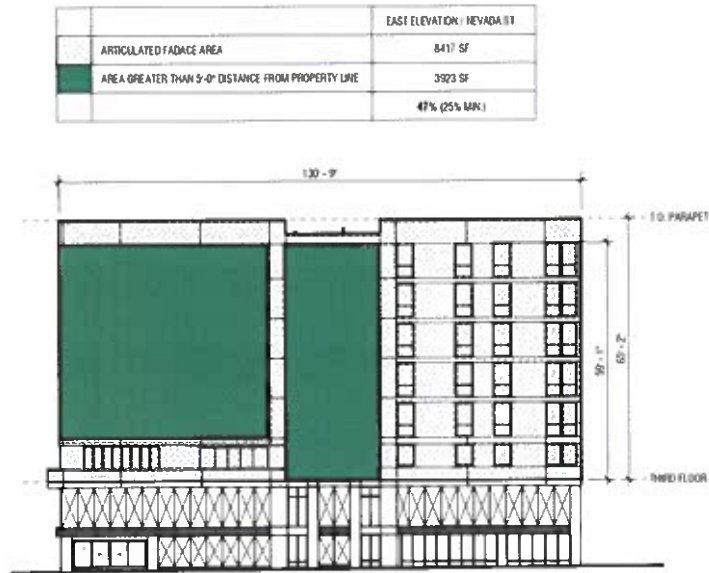
JOB NO.: 2020.02

SHEET

ROOF PLAN

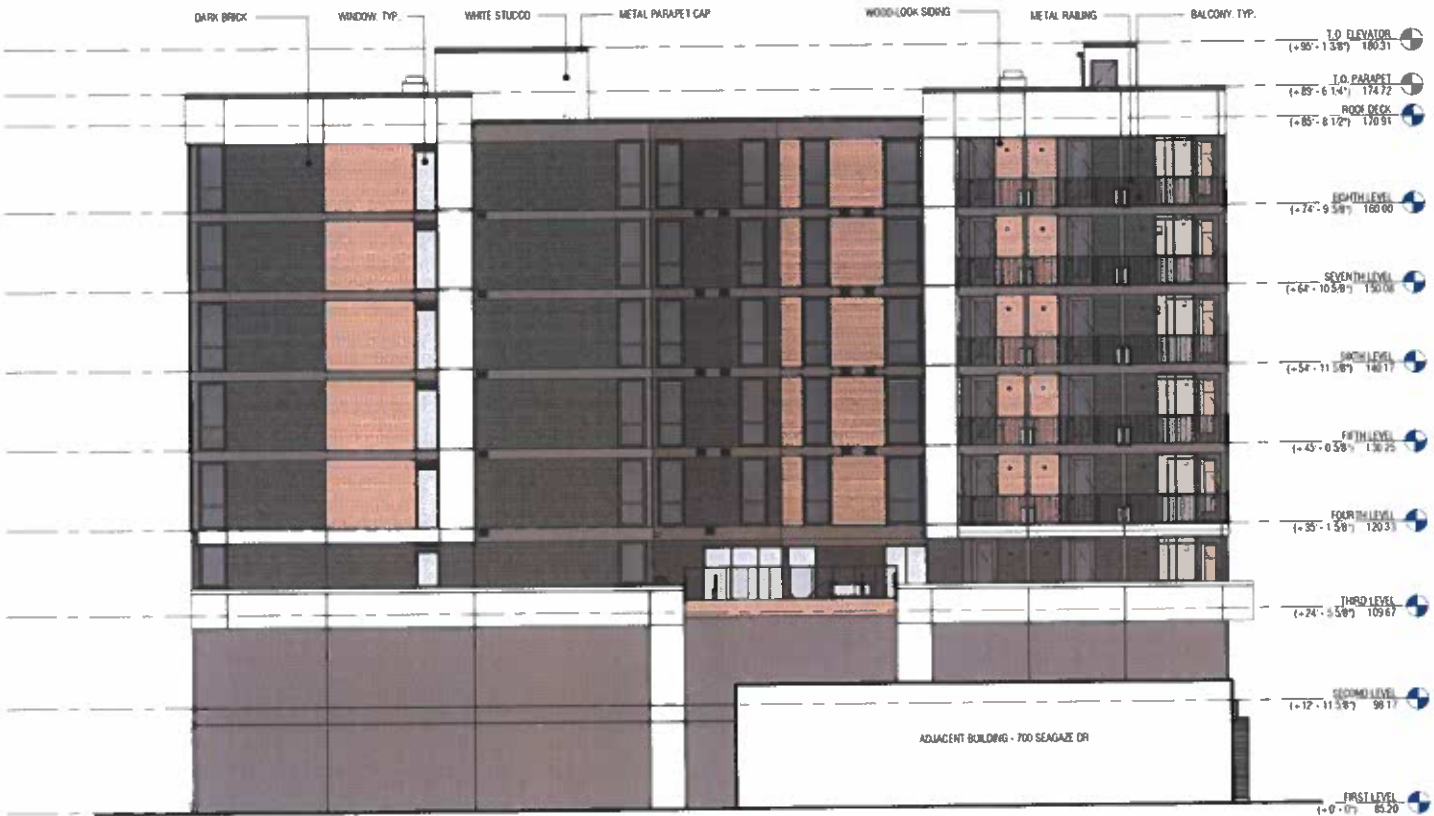
A09





SEE REVISED DEVELOPMENT STANDARDS IN
MIXED USE DEVELOPMENT APPLICATION

C EAST ELEVATION DIAGRAM
A10 3/32" = 1'-0"



B SOUTH BUILDING ELEVATION
A10 3/32" = 1'-0"



A NORTH BUILDING ELEVATION - NEVADA STREET
A10 3/32" = 1'-0"

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785 706 4048

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BUILDING ELEVATIONS

A10

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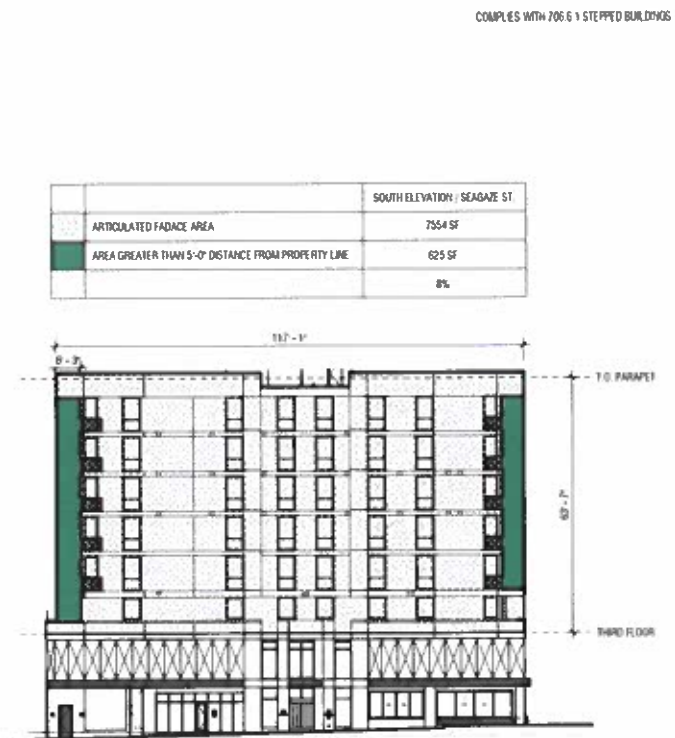
JOB NO:
2020.02

SHEET:

BUILDING ELEVATIONS



B WEST BUILDING ELEVATION - ALLEY
A11 3/32" = 1'-0"



C SOUTH ELEVATION - SEAGAZE ST
A11 3/32" = 1'-0"

SEE REVISED DEVELOPMENT STANDARDS IN
MIXED USE DEVELOPMENT APPLICATION



A EAST BUILDING ELEVATION - SEAGAZE DR
A11 3/32" = 1'-0"

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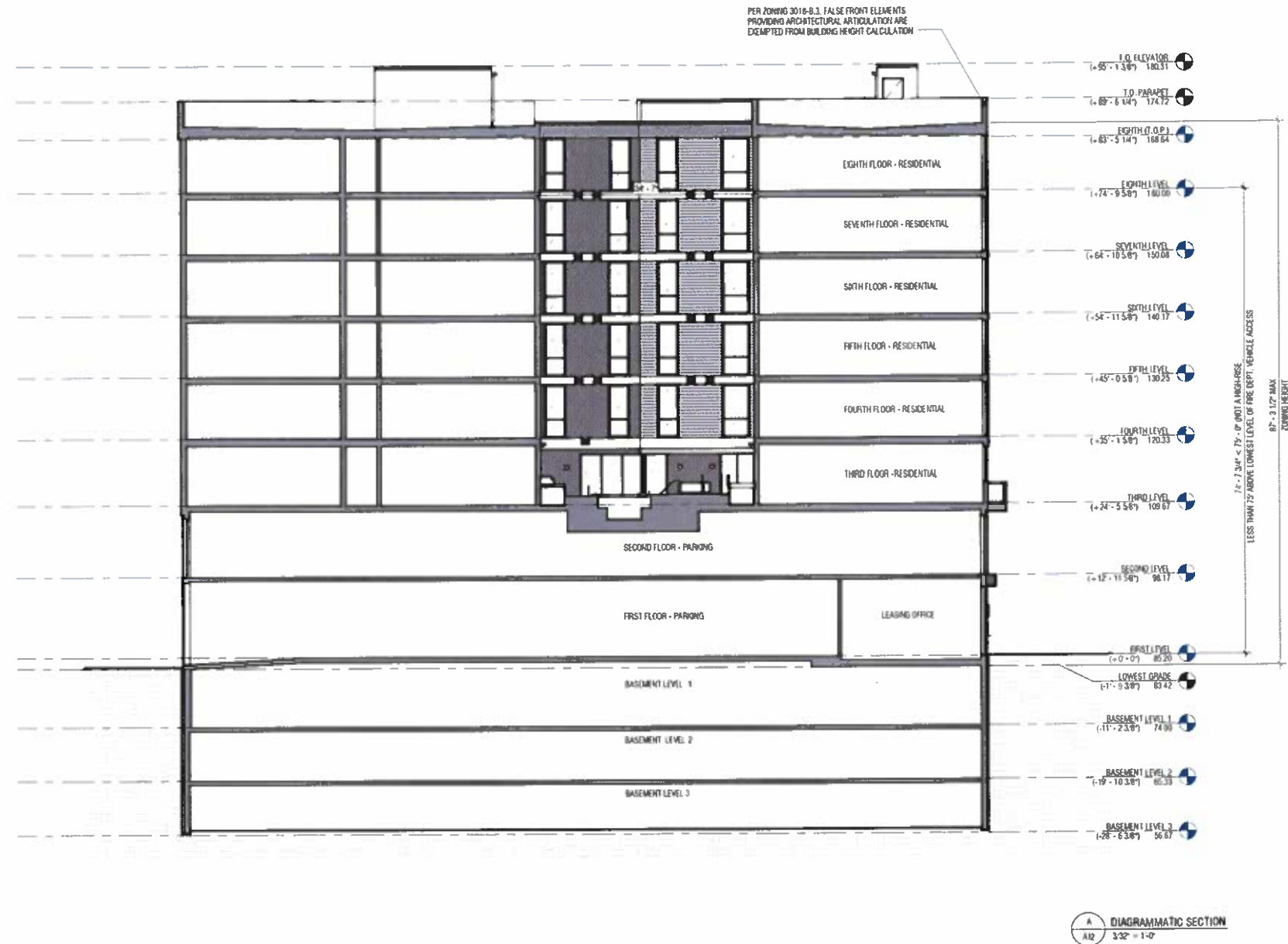
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HAIRYATTAN, KS 66503
785 705.4048

DATE ISSUED:
11.03.2023

REVISIONS		REVISIONS	
REVISION NO.	REVISION DESCRIPTION	REVISION NO.	REVISION DESCRIPTION
1	Added a new section on the importance of maintaining accurate records.	1	Added a new section on the importance of maintaining accurate records.
2	Revised the methodology section to include a new data source.	2	Revised the methodology section to include a new data source.
3	Updated the literature review to reflect the latest research findings.	3	Updated the literature review to reflect the latest research findings.
4	Corrected several typos and formatting errors throughout the document.	4	Corrected several typos and formatting errors throughout the document.
5	Added a new figure to the results section.	5	Added a new figure to the results section.
6	Revised the conclusion to better summarize the findings.	6	Revised the conclusion to better summarize the findings.
7	Added a new appendix with additional data.	7	Added a new appendix with additional data.
8	Revised the abstract to be more concise.	8	Revised the abstract to be more concise.
9	Added a new section on the limitations of the study.	9	Added a new section on the limitations of the study.
10	Revised the references to include the latest publications.	10	Revised the references to include the latest publications.

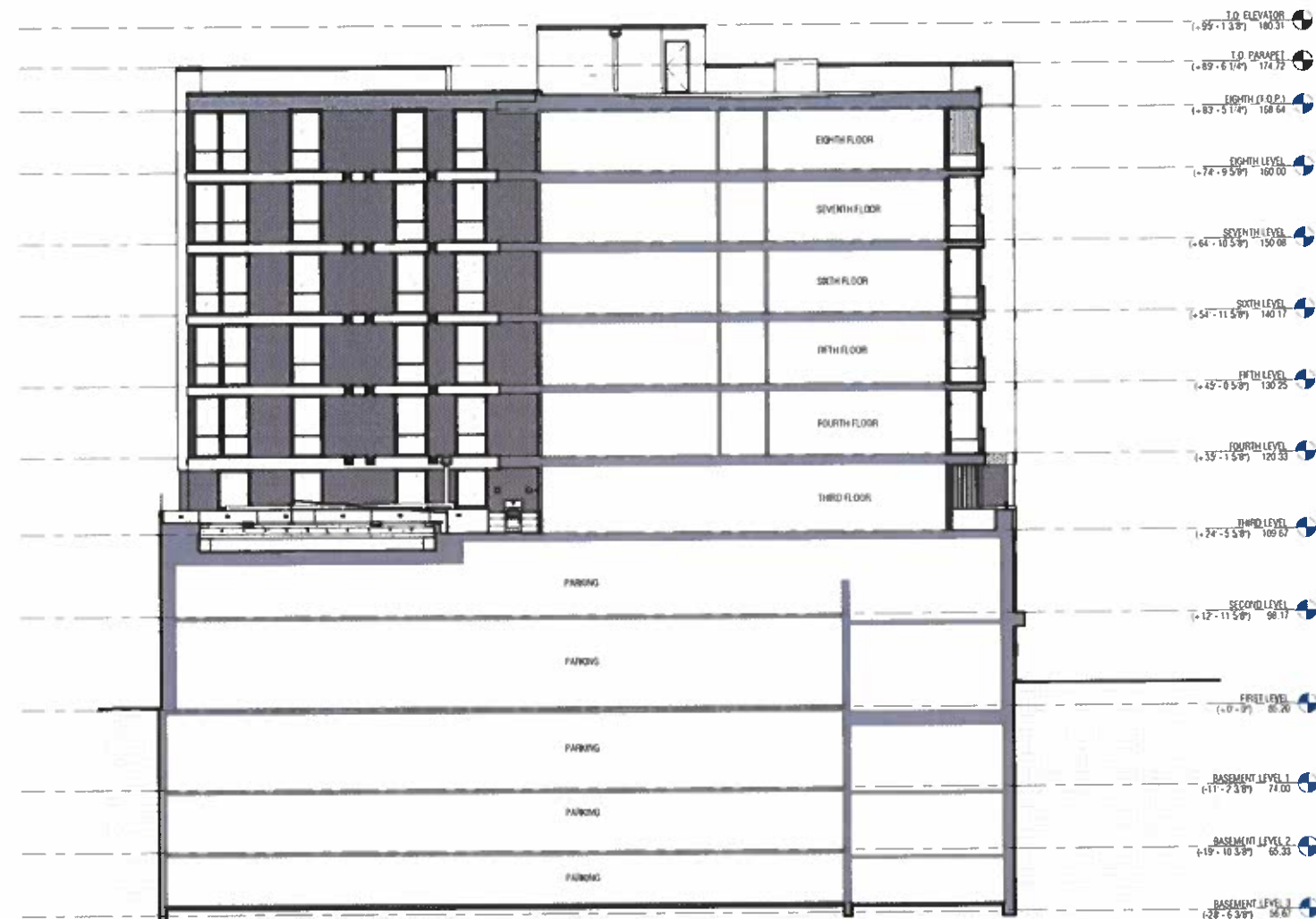
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BUILDING SECTION

A13



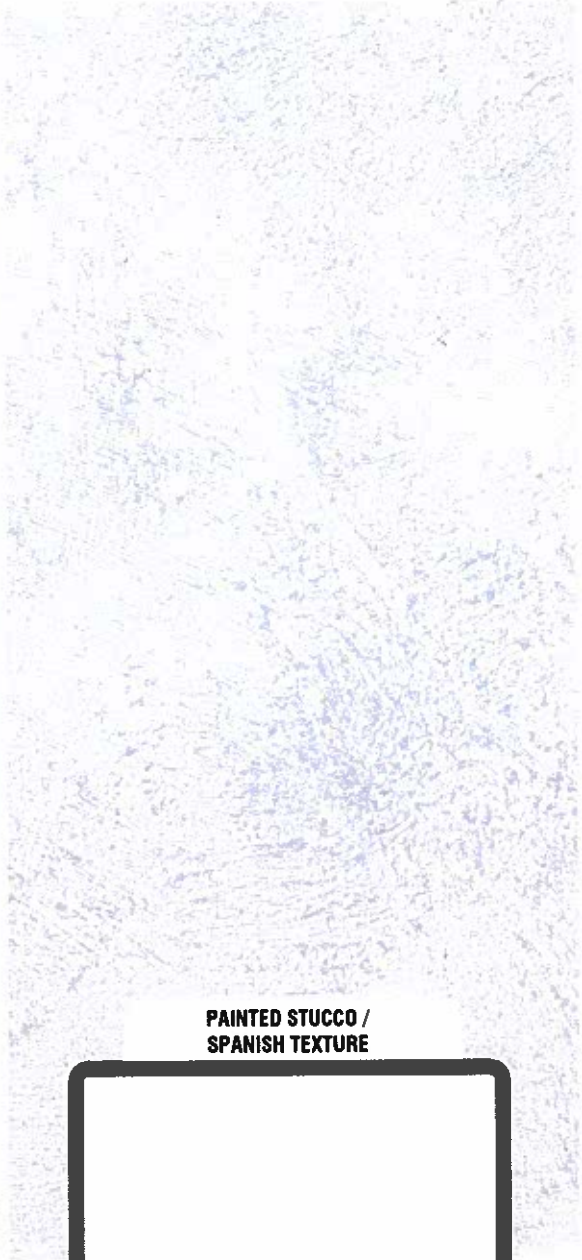
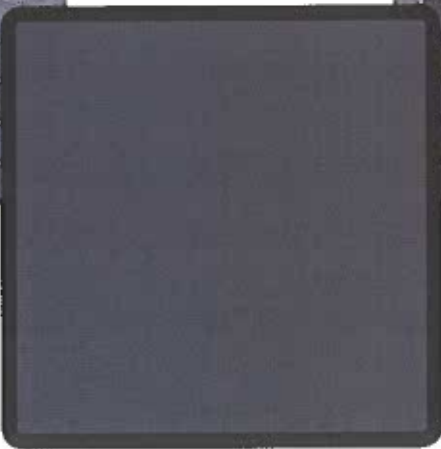
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DIAGRAMMATIC SECTION COURTYARD

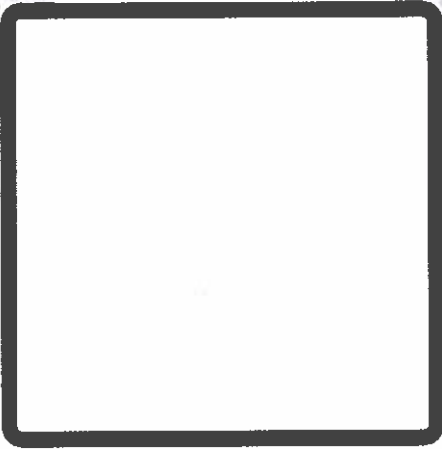
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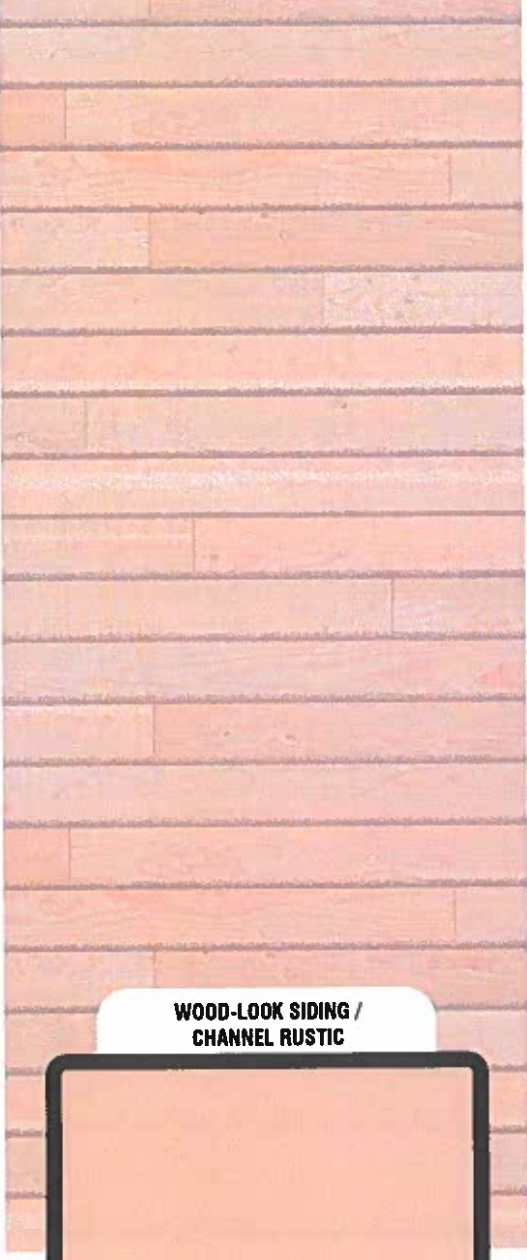
DARK GRAY FACE BRICK



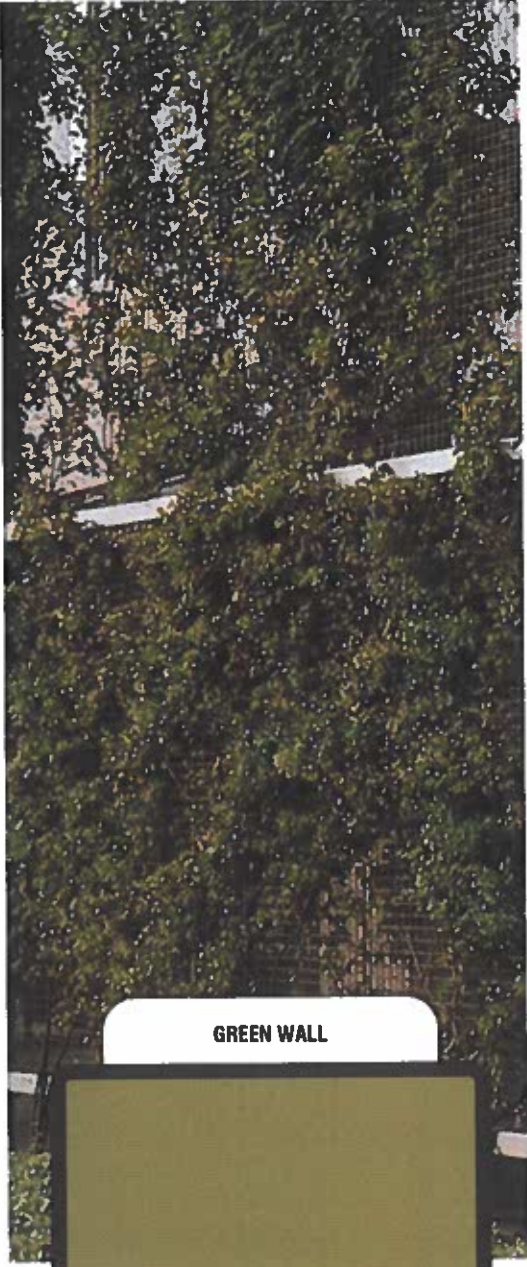
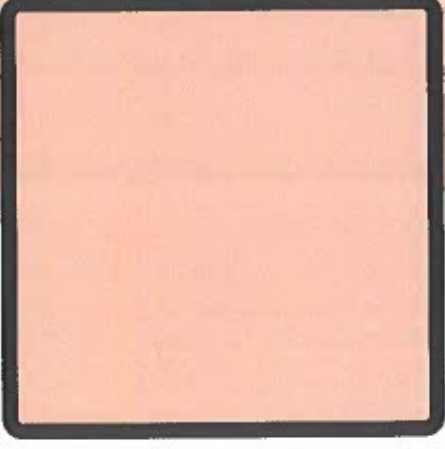
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SPANISH TEXTURE



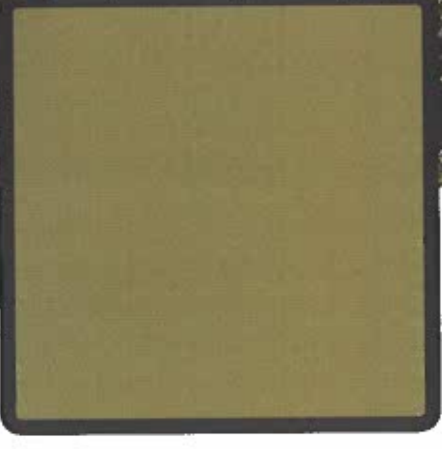
WINDOW FRAMES /
FASCIA / FLASHING



WOOD-LOOK SIDING /
CHANNEL RUSTIC



GREEN WALL





Application for Discretionary Permit

Development Services Department / Planning Division
(760) 435-3520
Oceanside Civic Center 300 North Coast Highway
Oceanside, California 92054-2885

STAFF USE ONLY**Attachment 4**

ACCEPTED

BY

Please Print Or Type All Information

HEARING

PART I - APPLICANT INFORMATION

1. APPLICANT 716 Seagaze LLC, c/o Elsey Holdings, LLC	2. STATUS Bryan Elsey	GPA	
		MASTER/SP.PLAN	
		ZONE CH.	
3. ADDRESS 2021 Vanesta Place, Ste. A Manhattan, KS 66503	4. PHONE / FAX / E-mail 785-317-9352 bryan@theprimecompany.c	TENT. MAP	
		PAR. MAP	
5. APPLICANT'S REPRESENTATIVE (or person to be contacted for information during processing) The Lightfoot Planning Group attn: Dan Niebaum		DEV. PL	
		C.U.P.	
6. ADDRESS 5900 Pasteur Ct. Suite 110 Carlsbad, CA 92008	7. PHONE / FAX / E-mail (760) 692-1924 phone dan@lightfootpg.com	VARIANCE	
		COASTAL	

PART II - PROPERTY DESCRIPTION

8. LOCATION 712/716 Seagaze Drive, on Seagaze Drive between North Ditmar St. and North Nevada St.			9. SIZE 15,589 square feet
10. GENERAL PLAN Downtown	11. ZONING D-2 Downtown Subdistrict 2	12. LAND USE vacant parking lot	13. ASSESSOR'S PARCEL NUMBER 147-193-08, 09, 10
14. LATITUDE 33.1965		15. LONGITUDE -117.3769	

PART III - PROJECT DESCRIPTION

16. GENERAL PROJECT DESCRIPTION Revise an approved mixed-use project that included 115 residential unit (10%/12 units reserved for low-income residents), 64 hotel rooms, and ground level lobby space to a mixed-use project with ground level commercial space and 179 studio apartments, maintaining density bonus to provide minimum 10%/18 units of total reserved for low-income residents.				
17. PROPOSED GENERAL PLAN no change	18. PROPOSED ZONING no change	19. PROPOSED LAND USE mixed-use comm/ resid	20. NO. UNITS 179	21. DENSITY no density cap downtown
22. BUILDING SIZE 86,887	23. PARKING SPACES 142 in garage, 7 on Seagaze	24. % LANDSCAPE 9.6% onsite incl. BMP/ledge planters, 16% incl. ROW	25. % LOT COVERAGE or FAR 100%	

PART IV - ATTACHMENTS

<input checked="" type="checkbox"/> 26. DESCRIPTION/JUSTIFICATION	<input checked="" type="checkbox"/> 27. LEGAL DESCRIPTION	<input checked="" type="checkbox"/> 28. TITLE REPORT
<input checked="" type="checkbox"/> 29. NOTIFICATION MAP & LABELS	<input checked="" type="checkbox"/> 30. ENVIRONMENTAL INFO FORM	<input checked="" type="checkbox"/> 31. PLOT PLANS
<input checked="" type="checkbox"/> 32. FLOOR PLANS AND ELEVATIONS	<input checked="" type="checkbox"/> 33. CERTIFICATION OF POSTING	<input checked="" type="checkbox"/> 34. OTHER (See attachment for required reports)

PART V - SIGNATURES

SIGNATURES FROM ALL OWNERS OF THE SUBJECT PROPERTY ARE NECESSARY BEFORE THE APPLICATION CAN BE ACCEPTED. IN THE CASE OF PARTNERSHIPS OR CORPORATIONS, THE GENERAL PARTNER OR CORPORATION OFFICER SO AUTHORIZED MAY SIGN. (ATTACH ADDITIONAL PAGES AS NECESSARY).

35. APPLICANT OR REPRESENTATIVE (Print): Dan Niebaum	36. DATE	37. OWNER (Print): Bryan Elsey	38. DATE 10/30/23
Sign: <i>Dan Niebaum</i>		Sign: <i>Bryan Elsey</i>	

- I DECLARE UNDER PENALTY OF PERJURY THAT THE ABOVE INFORMATION IS TRUE AND CORRECT. FURTHER, I UNDERSTAND THAT SUBMITTING FALSE STATEMENTS OR INFORMATION IN THIS APPLICATION MAY CONSTITUTE FRAUD, PUNISHABLE IN CIVIL AND CRIMINAL PROCEEDINGS.
- I HAVE READ AND AGREE TO ABIDE BY THE CITY OF OCEANSIDE DEVELOPMENT SERVICES DEPARTMENT AND ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT POLICY NO. 2011-01/POLICY AND PROCEDURE FOR DEVELOPMENT DEPOSIT ACCOUNT ADMINISTRATION.



NOTICE OF EXEMPTION

City of Oceanside, California

Post Date:
Removal:
(180 days)

1. **APPLICANT:** 716 Seagaze LLC, c/o Elsey Holdings, LLC.
2. **ADDRESS:** 2021 Vanesta Place, Ste. A, Manhattan, KS 66503
3. **REPRESENTATIVE/PHONE NUMBER:** Dan Niebaum – (760) 692-1924
4. **LEAD AGENCY:** City of Oceanside
5. **PROJECT MGR.:** Rob Dmohowski, Principal Planner - (760) 435-3563
6. **PROJECT TITLE:** 712 Seagaze Mixed Use Revised (RD23-00003 & DB23-00006) (APNs 147-193-08, -09, -10)
7. **DESCRIPTION:** The proposed project is a request for the revision of an approved mixed-use project (RD21-00002) to convert floors reserved for hotel rooms into 64 apartment units in conjunction with the construction of an eight-story mixed-use building resulting in 179 apartment units, including 18 units (10 percent) reserved for low-income households, and 1,581 square feet of ground floor commercial space on a 15,589-square-foot parcel at 712 Seagaze Drive within the Townsite Neighborhood Planning Area. The site has a General Plan designation of Downtown (D) and a zoning designation of (D) Downtown Subdistrict (D-2).

ADMINISTRATIVE DETERMINATION: Planning Division staff has completed a preliminary review of this project in accordance with the City of Oceanside's Environmental Review Guidelines and the California Environmental Quality Act (CEQA), 1970. Based on this review, staff has determined that further environmental evaluation is not required because:

- ☒ The proposed project constitutes In-fill development that is consistent with the applicable general plan and zoning designations, is located in an urbanized area, and would not result in any significant environmental effects. As such, the project is categorically exempt pursuant to **Class 32, "In-Fill Development Projects"** (Section 15332);
- ☐ "The activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. (Section 15061(b) (3)); or,
- ☐ The project is statutorily exempt, Section, ____ (Sections 15260-15277); or,
- ☐ The project does not constitute a "project" as defined by CEQA (Section 15378).

Robert Dmohowski

Digitally signed by Robert Dmohowski
DN: e=RDmohowski@oceansideca.org,
CN=Robert Dmohowski, OU=Planning,
OU=Development Services, DC=oceanside-nt,
DC=ocal, DC=local
Date: 2024.02.26 09:43:55-08'00'

Date: February 26, 2024

Rob Dmohowski, Principal Planner

cc: ☒ Project file ☒ Counter file

Posting: ☒ County Clerk ☒ OPR

LOCAL TRANSPORTATION STUDY
712 SEAGAZE MIXED USE DEVELOPMENT
Oceanside, California
February 2024

LLG Ref. 3-21-3316

Prepared by:
Amelia Giacalone
Senior Transportation Planner

Under the Supervision of:
John Boarman, P. E.
Principal

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Greenspan, Engineers**
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EXECUTIVE SUMMARY

Linscott, Law & Greenspan, Engineers (LLG) has prepared the following Local Transportation Study (LTS) to determine and evaluate the potential effects to the local roadway system due to the proposed 712 Seagaze Mixed-Use Development project, consistent with the City of Oceanside *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment*, August 2020. This City document provides guidance for the preparation of an LTS to identify any off-site infrastructure improvements in the project vicinity that may be triggered with the development of the project as well as to analyze site access and circulation and evaluate the local multi-model network available to serve to project.

The Project proposes 179 studio apartments, including 18 inclusionary units, and 1,581 SF of commercial retail uses. Vehicular access to the site is proposed primarily via two driveways within the Alley adjacent to Nevada Street, parallel to Seagaze Drive. Pedestrian access will be provided via Seagaze Drive and the Alley.

The Project is calculated to generate 1,327 daily trips with 106 trips during the AM peak hour (27 inbound/ 79 outbound trips) and 117 trips during PM peak hour (80 inbound/ 37 outbound trips). The Project trip generation is summarized in *Table 7-1* below:

**TABLE 7-1
PROJECT TRIP GENERATION**

Use	Quantity	Daily Trip Ends (ADT) ^a		AM Peak Hour					PM Peak Hour				
		Rate ^b	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
						In	Out	Total			In	Out	Total
Residential – Apartments ^c	179 DU	6/DU	1,074	8%	20:80	17	69	86	9%	70:30	68	29	97
Specialty Retail/Strip Commercial ^d	1,581 KSF	160/KSF	253	8%	50:50	10	10	20	8%	60:40	12	8	20
Total			1,327			27	79	106			80	37	117

Footnotes:

- a. Average Daily Trips.
- b. Trip Generation Rate from the SANDAG's *Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, 2002.
- c. "Residential – Apartment" rate used.
- d. "Restaurant – Sit Down, High Turnover" rate used.

The LTS study area includes seven intersections and four street segments. The analysis determines the transportation impacts of the Project under existing, near-term, and buildout (2050) conditions. Thirty (30) cumulative projects were identified and added to near-term cumulative conditions.

Table 9-1 summarizes the peak hour intersection operations under Near-Term + Project conditions. As shown, the study area intersections are calculated to continue to operate acceptably at LOS D or better during the AM and PM peak hours with the addition of Project trips, with the exception of the following:

- Intersection #1: Mission Avenue / Nevada Street – LOS E (AM/PM Peak Hours)
- Intersection #2: Mission Avenue / Horne Street – LOS F (PM Peak Hour)

Table 9-2 summarizes the street segment operations along the study area roadways under Near-Term + Project conditions. As shown, the study area street segments are calculated to continue to operate acceptably at LOS C or better with the addition of Project trips, with the exception of the following:

- Mission Avenue between Coast Highway and Horne Street (LOS F)

Table 10-1 summarizes the peak hour intersection operations under Buildout (2050) + Project conditions. As shown, the study area intersections are calculated to continue to operate acceptably at LOS D or better during the AM and PM peak hours with the addition of Project trips.

Table 10-2 summarizes the street segment operations along the study area roadways under Buildout (2050) + Project conditions. As shown, the study area street segments are calculated to operate acceptably at LOS D or better with the addition of Project trips.

The tables below summarize the *Existing* intersection and segment analysis:

**TABLE 5-1
EXISTING INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Existing	
			Delay ^a	LOS ^b
1. Mission Ave / Nevada St	MSSC ^c	AM	13.8	B
		PM	12.6	B
2. Mission Ave / Horne St	Signal	AM	29.3	C
		PM	34.6	C
3. Alley / Ditmar St	MSSC	AM	9.1	A
		PM	9.6	A
4. Alley / S Nevada St	MSSC	AM	10.1	B
		PM	9.3	A
5. Seagaze Dr / Nevada St	MSSC	AM	10.9	B
		PM	11.8	B
6. Alley / Future Project Driveway 1 (west) ^d	-	AM	-	-
		PM	-	-
7. Alley / East Future Project Driveway 2 (east) ^d	-	AM	-	-
		PM	-	-

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. MSSC = Minor Street Stop Controlled Intersection. Worst case movement delay reported.
- d. Intersections do not currently exist

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

**TABLE 5-2
EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Functional Classification	Capacity (LOS E) ^a	Existing		
			ADT ^b	LOS ^c	V/C ^d
Mission Road Coast Highway to Home St	Collector (2-Lane, One-Way)	15,000 ^e	10,562	D	0.704
Ditmar St Mission Ave to Seagaze Dr	Local Street (unclassified)	2,200 ^f	1,767	C	N/A
Nevada St Mission Avenue to Seagaze Dr	Local Street (unclassified)	2,200 ^f	960	C	N/A
Seagaze Dr Ditmar St to Horn St	Collector (2-Lane, One-Way)	15,000 ^e	3,699	A	0.247

Footnotes:

- a. Capacities based on City of Oceanside Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. 2-lane 1-way collector assumes same capacities as 2-Lane Collector (commercial fronting, 2-lanes with 2-way left turn lane)
- f. For unclassified local roadways, LOS and V/C need not be provided. 2,200 ADT is assumed LOS C capacity

The tables below summarize the *Near-Term* intersection and segment analysis:

**TABLE 9-1
NEAR-TERM INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Near-Term		Near-Term + Project		Delay Δ^c	Improvement Required?
			Delay ^a	LOS ^b	Delay	LOS		
1. Mission Ave / Nevada St	MSSC ^d	AM	30.3	D	35.7	E	5.4	Yes
		PM	33.5	D	46.7	E	13.2	
2. Mission Ave / Horne St	Signal	AM	46.4	D	47.6	D	1.2	Yes
		PM	74.8	E	85.5	F	10.7	
3. Alley / Ditmar St	MSSC	AM	10.3	B	11.3	B	1.0	No
		PM	11.0	B	11.0	B	0.0	
4. Alley / Nevada St	MSSC	AM	13.1	B	13.1	B	0.0	No
		PM	12.9	B	13.8	B	0.9	
5. Seagaze Dr / Nevada St	MSSC	AM	14.7	B	16.8	C	2.1	No
		PM	14.9	B	15.2	C	0.3	
6. Alley / Future Project Driveway 1 (west) ^e	MSSC	AM	-	-	8.9	A	-	No
		PM	-	-	9.0	A	-	
7. Alley / Future Project Driveway 2 (east) ^e	MSSC	AM	-	-	8.8	A	-	No
		PM	-	-	8.8	A	-	

Footnotes:

- Average delay expressed in seconds per vehicle.
- Level of Service.
- Δ denotes the increase in delay due to Project.
- MSSC = Minor Street Stop Controlled Intersection. Worst-Case delay reported.
- Intersection does not exist under "without Project" conditions.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

**TABLE 9-2
NEAR-TERM STREET SEGMENT OPERATIONS**

Street Segment	Capacity (LOS E) ^a	Near-Term			Near-Term + Project			V/C Δ ^e	Improvement Required?
		ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C		
Mission Road									
Coast Highway to Horne St	15,000 ^f	16,669	F	1.111	17,029	F	1.135	0.024	Yes
Ditmar St									
Mission Avenue to Seagaze Dr	2,200 ^g	2,032	C	N/A	2,262	C	N/A	-	No
Nevada St									
Mission Avenue to Seagaze Dr	2,200 ^g	1,120	C	N/A	1,550	C	N/A	-	No
Seagaze Dr									
Ditmar St to Horn St	15,000 ^f	6,849	B	0.457	7,209	C	0.481	0.024	No

Footnotes:

- a. Capacities based on City of Oceanside Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service
- d. Volume to Capacity Ratio
- e. Δ denotes the increase in V/C due to Project.
- f. 2-lane 1-way collector assumes same capacities as 2-Lane Collector (commercial fronting, 2-lanes with 2-way left turn lane)
- g. For unclassified local roadways, LOS and V/C need not be provided. 2,200 ADT is assumed LOS C capacity.

The tables below summarize the *Buildout (2050)* intersection and segment analysis:

**TABLE 10-1
BUILDOUT (2050) INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Buildout		Buildout + Project		Delay Δ^c	Improvement Required?
			Delay ^a	LOS ^b	Delay	LOS		
1. Mission Ave / Nevada St	MSSC ^d	AM	17.3	C	18.9	C	1.6	No
		PM	17.6	C	20.5	C	2.9	
2. Mission Ave / Horne St	Signal	AM	76.8	E	76.8	E	0.0	No
		PM	51.3	D	55.0	D	3.7	
3. Alley / Ditmar St	MSSC	AM	11.0	B	11.1	B	0.1	No
		PM	11.4	B	11.4	B	0.0	
4. Alley / Nevada St	MSSC	AM	10.5	B	11.6	B	1.1	No
		PM	9.9	A	10.4	B	0.5	
5. Seagaze Dr / Nevada St	MSSC	AM	17.0	C	21.4	C	4.4	No
		PM	16.2	C	16.9	C	0.7	
6. Alley / Future Project Driveway 1 (west) ^e	MSSC	AM	-	-	8.8	A	-	No
		PM	-	-	8.9	A	-	
7. Alley / Future Project Driveway 2 (east) ^e	MSSC	AM	-	-	8.7	A	-	No
		PM	-	-	8.7	A	-	

Footnotes:

- Average delay expressed in seconds per vehicle.
- Level of Service.
- Δ denotes the increase in delay due to Project.
- MSSC = Minor Street Stop Controlled Intersection. Worst-Case delay reported.
- Intersection does not exist under "without Project" conditions.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

**TABLE 10-2
BUILDOUT (2050) STREET SEGMENT OPERATIONS**

Street Segment	Capacity (LOS E) ^a	Buildout			Buildout + Project			V/C Δ ^e	Improvement Required?
		ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C		
Mission Road									
Coast Highway to Horne St	15,000 ^f	11,200	D	0.747	11,560	D	0.771	0.024	No
Ditmar St									
Mission Avenue to Seagaze Dr	2,200 ^g	2,279	C	N/A	2,509	C	N/A	-	No
Nevada St									
Mission Avenue to Seagaze Dr	2,200 ^g	1,238	A	N/A	1,668	A	N/A	-	No
Seagaze Dr									
Ditmar St to Horn St	15,000 ^f	6,600	B	0.440	6,960	B	0.464	0.024	No

Footnotes:

- a. Capacities based on City of Oceanside Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service
- d. Volume to Capacity Ratio
- e. Δ denotes the increase in V/C due to Project.
- f. 2-lane 1-way collector assumes same capacities as 2-Lane Collector (commercial fronting, 2-lanes with 2-way left turn lane)
- g. For unclassified local roadways, LOS and V/C need not be provided. 2,200 ADT is assumed LOS C capacity.

The following improvements are recommended to address the operational deficiencies identified at the two intersections listed below under Near-Term conditions. It should be noted roadway improvements at these intersections are not required under Existing or Buildout conditions based on the City of Oceanside's traffic thresholds and methodology summarized in *Section 4*.

- *Mission Avenue / Nevada Street*: It is recommended that the Project contribute a fair share towards the potential signalization of this intersection. The fair share amount is provided in a fair share technical memo under separate cover. The fair share payment will be paid to the City's Thoroughfare and Signal Account. The funds will be used at the City's discretion for projects that will improve traffic safety and mobility in the City of Oceanside.
- *Mission Avenue / Horne Street*: It is recommended that the Project install a new advanced traffic controller (not to exceed \$10,000) at this intersection as required by the City Engineer.

The improvements listed above at the intersection of Mission Avenue with Nevada Street and Horne Street will also address the operational deficiency identified at the segment of Mission Avenue between Coast Highway and Horne Street under Near-Term conditions.

The Project requires the provision of 132 parking spaces. The Project will provide 149 parking spaces; a surplus of 17 spaces as compared to the requirements set forth in the City of Oceanside *Comprehensive Zoning Ordinance*.

The Project is consistent with the City's adopted General Plan and is located in a Transit Priority Area. Therefore, a Transportation VMT Analysis is screened out and was therefore not prepared for this Project.

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APPENDIX

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LOCAL TRANSPORTATION STUDY
712 SEAGAZE MIXED-USE DEVELOPMENT
Oceanside, California
February 2024

1.0 INTRODUCTION

Linscott, Law & Greenspan Engineers (LLG) has prepared this Local Transportation Study (LTS) to assess the potential impacts associated with the 712 Seagaze Mixed-Use Development project (Project) in the City of Oceanside. The Project site is located on the northwest corner of the Seagaze Drive / Nevada Street intersection in the City of Oceanside. The Project proposes the development of 179 studio apartments, including 18 inclusionary units, and 1,581 SF of commercial retail uses. This report addresses the potential transportation impacts and effects from the proposed Project.

The following sections are included in this report:

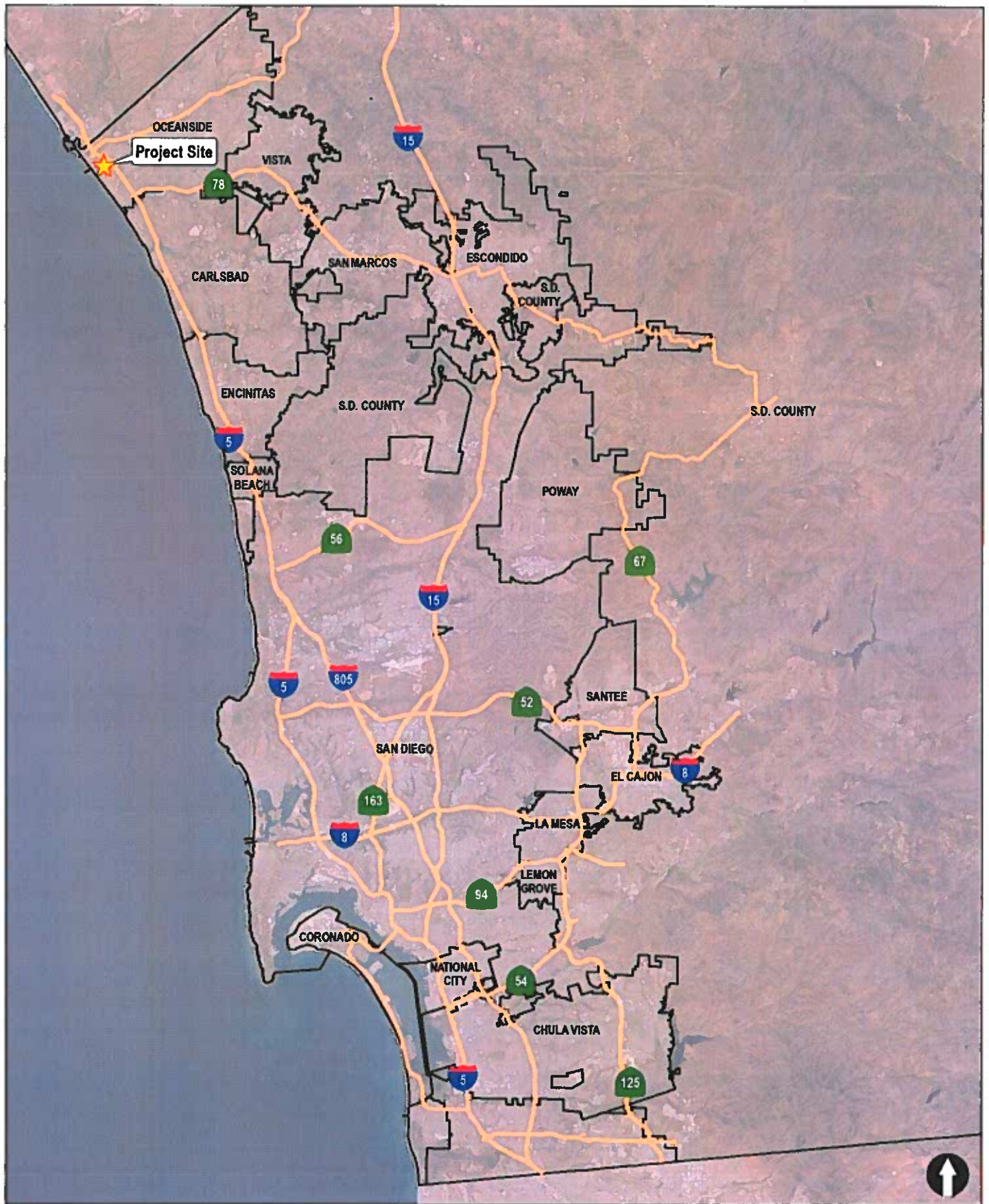
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- CEQA VMT Screening Process
- Local Transportation Assessment Methodology & Thresholds
- Existing Vehicular Conditions
- Analysis of Existing Conditions
- Cumulative Projects
- Project Trip Generation/Distribution/Assignment
- Analysis of Existing + Project Conditions
- Analysis of Near-Term Conditions
- Analysis of Buildout (2050) Conditions
- Pedestrian, Transit and Bicycle Mobility
- Parking Assessment
- Conclusions and Recommendations

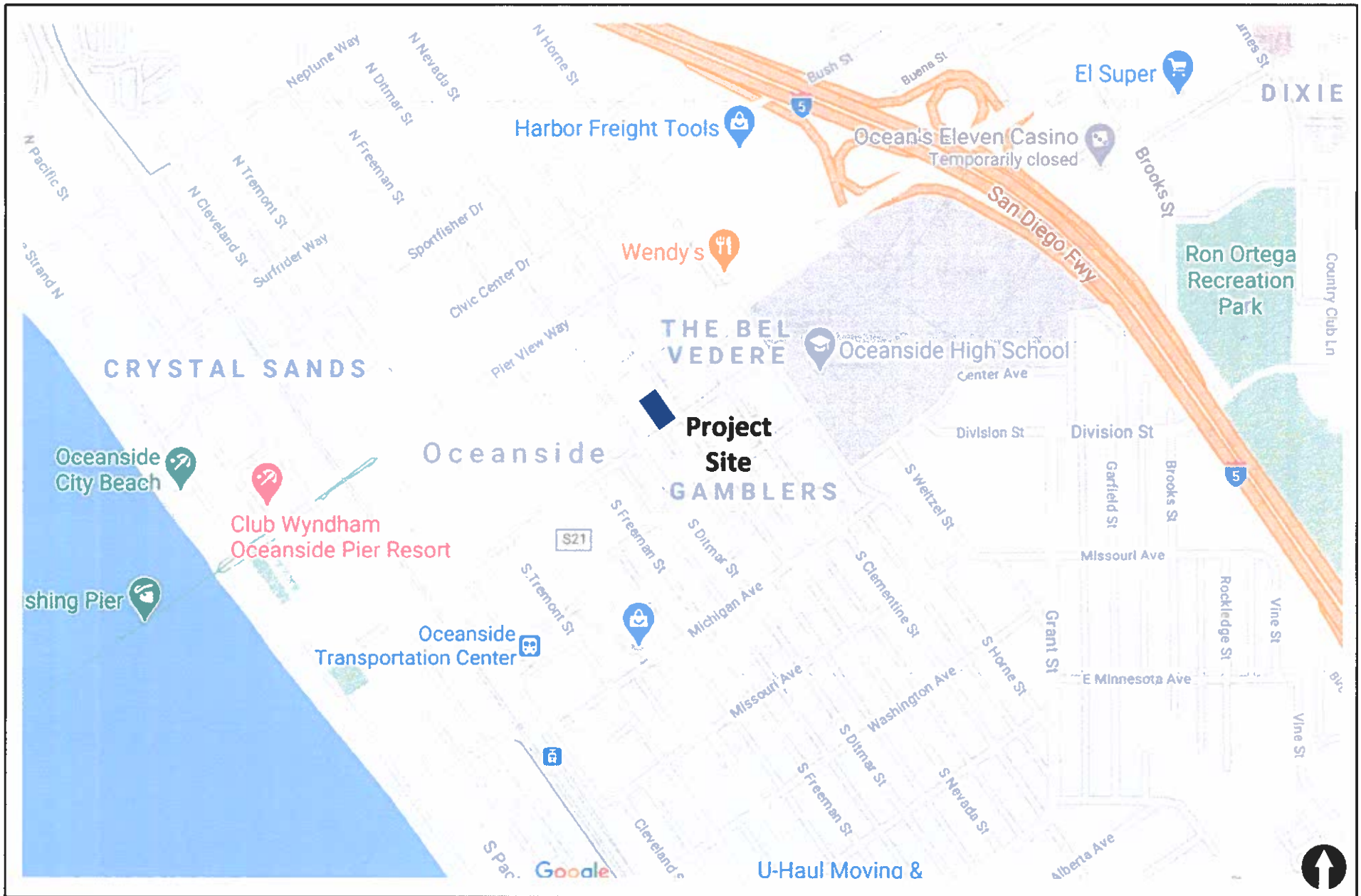
2.0 PROJECT DESCRIPTION

The Project site is located at the northwest corner of the Seagaze Drive / Nevada Street intersection in the City of Oceanside. The Project is a proposed mixed-use development comprised of eight stories of residential apartments and 1,581 SF of commercial retail uses over three stories of structured parking garages. The Project is located approximately 0.3 miles from the Oceanside Transportation Center located at 235 S. Tremont Street.

The Project proposes 179 studio apartments, including 18 inclusionary units, and 1,581 SF of commercial retail uses. Vehicular access to the site is proposed primarily via two driveways within the Alley adjacent to Nevada Street, parallel to Seagaze Drive. Pedestrian access will be provided via Seagaze Drive and the Alley.

Figure 2-1 shows the Project's Vicinity Map and *Figure 2-2* shows a more detailed Project Area Map. *Figure 2-3* shows the Project's site plan.







3.0 LOCAL TRANSPORTATION ASSESSMENT METHODOLOGY & THRESHOLDS

A Project-Specific Local Transportation Study was prepared to analyze automobile delay and Level of Service (LOS). The LOS analysis was conducted to identify Project effects on the roadway operations in the Project study area and to recommend Project improvements to address noted deficiencies; however, the CEQA impact significance determination for the proposed Project is based only on VMT and not on LOS.

The proposed Project generates over 1,000 ADT (see *Section 8.1*) and is consistent with the City's adopted General Plan. Therefore, a Local Transportation Study (LTS) was prepared consistent with the City of Oceanside *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment*.

3.1 Study Area

The following study area was developed based on the anticipated assignment of Project traffic and locations which will carry the most Project traffic, per City of Oceanside staff coordination and scoping meetings. The study area meets and exceeds the trip-based criteria from the City's Guidelines, which state that:

- All signalized intersections and project driveways shall be analyzed if the project will add 50 or more new peak hour trips in either direction.
- All unsignalized intersections and project driveways shall be analyzed if the project will add 50 or more new peak hour trips in either direction.
- All freeway ramp intersections and signalized ramp meters shall be analyzed if the project all 20 or more new peak hour trips in either direction.

INTERSECTIONS

1. Mission Avenue / Nevada Street
2. Mission Avenue / Horne Street
3. Alley / Ditmar Street
4. Alley / Nevada Street
5. Seagaze Dr / Nevada Street
6. Alley / Future Project Driveway 1 (west)
7. Alley / Future Project Driveway 2 (east)

STREET SEGMENTS

Mission Avenue

1. Coast Highway to Horne Street

Ditmar Street

2. Mission Avenue to Seagaze Drive

Nevada Street

3. Mission Avenue to Seagaze Drive

Seagaze Drive

4. Ditmar Street to Horne Street

3.2 Analysis Scenarios

This study includes analysis of the following scenarios:

- Existing Conditions
- Existing Conditions + Project
- Existing Conditions + Near-Term Cumulative Projects
- Existing Conditions + Near-Term Cumulative Projects + Project
- Buildout Conditions (2050)
- Buildout Conditions (2050) + Project

3.3 Analysis Methodology

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of Service provides an index to the operational qualities of a roadway segment or an intersection. Level of Service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of Service designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

3.3.1 Intersections

Intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 18 of the *Highway Capacity Manual (HCM)*, with the assistance of the *Synchro* (version 10) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS).

3.3.2 Street Segments

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the City of Oceanside's *Circulation Element Roadway Classification LOS & Capacity* table (Table 12 in the City of Oceanside *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment*, August 2020). This table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The roadway classification table is attached in *Appendix A*.

3.4 Thresholds for the Determination of the Need for Roadway Improvements

Based on information contained in the City of Oceanside *Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment*, *Table 3-1* indicates when a project's effect on the roadway system is considered to justify the need for roadway improvements. If a

project's traffic effect causes the values in *Table 3-1* to be exceeded, roadway improvements should be considered as follows on a case-by-case basis:

- Improvements should be consistent with the General Plan
- Improvements for transit, bike and pedestrian facilities should be given priority in Transit Priority Areas or Smart Growth Opportunity Areas as identified by SANDAG.
- Projects in Transit Priority Areas or Smart Growth Opportunity Areas as identified by SANDAG, that are consistent with the General Plan at the time of project application, should not be denied due to the inability to provide roadway improvements (i.e., existing right of way is constrained, etc.)

TABLE 3-1
CITY OF OCEANSIDE
DETERMINATION OF THE NEED FOR ROADWAY IMPROVEMENTS

Level of Service with Project	Allowable Change Due to Project Effect	
	Roadway Segments	Intersections
	V/C	Delay (sec.)
E & F	0.02	2.0

4.0 EXISTING VEHICULAR CONDITIONS

Effective evaluation of the traffic effects associated with the proposed Project requires an understanding of the existing transportation system within the project area. *Figure 4-1* shows an existing conditions diagram, including intersections and lane configurations.

4.1 Existing Street Network

The following is a description of the existing street network in the study area. The roadway classifications are based on field observations and a review of the Oceanside Circulation Element.

MISSION AVENUE is classified as a Secondary Collector between Pacific Street and Horne Street on the *City of Oceanside Circulation Element*. Mission Avenue is currently constructed as a 4-lane, two-way divided roadway east of Clementine Street. It transitions to a 2-lane, one-way west-bound roadway between Clementine Street and N. Coast Highway, then transitions back to a 4-lane, two-way divided roadway west of N. Coast Highway. The posted speed limit ranges from 25 mph to 35 mph. On-street parking is not permitted, and Class III bicycle routes are provided along the north side of the street within the study area.

DITMAR STREET is an unclassified roadway on the *City of Oceanside Circulation Element*. It is currently constructed as a 2-lane undivided roadway between Coast Highway and Clementine Street. Bike lanes are not provided within the study area and the posted speed limit is 25 mph. On-street parking and sidewalks are provided on both sides of the roadway.

NEVADA STREET is an unclassified roadway on the *City of Oceanside Circulation Element*. It is currently constructed as a 2-lane undivided roadway. Bike lanes are not provided within the study area and the assumed speed limit is 25 mph. On-street parking and sidewalks are provided on both sides of the roadway.

SEAGAZE DRIVE is an unclassified roadway on the *City of Oceanside Circulation Element*. It is currently constructed as a 2-lane, one-way east-bound undivided roadway. The assumed speed limit is 25 mph. Class II bicycle lanes are provided along the south side of the street within the study area. On-street parking and sidewalks are provided on both sides of the roadway.

4.2 Existing Traffic Volumes

Daily segment counts and peak hour (7:00-9:00 AM and 4:00-6:00 PM) intersection turning movement counts were conducted on Tuesday September 26, 2023 within the Project study area while schools were in session.

Figure 4-2 shows the Existing Traffic Volumes. *Appendix B* contains the manual count sheets and *Appendix C* contains the signal timing plans.

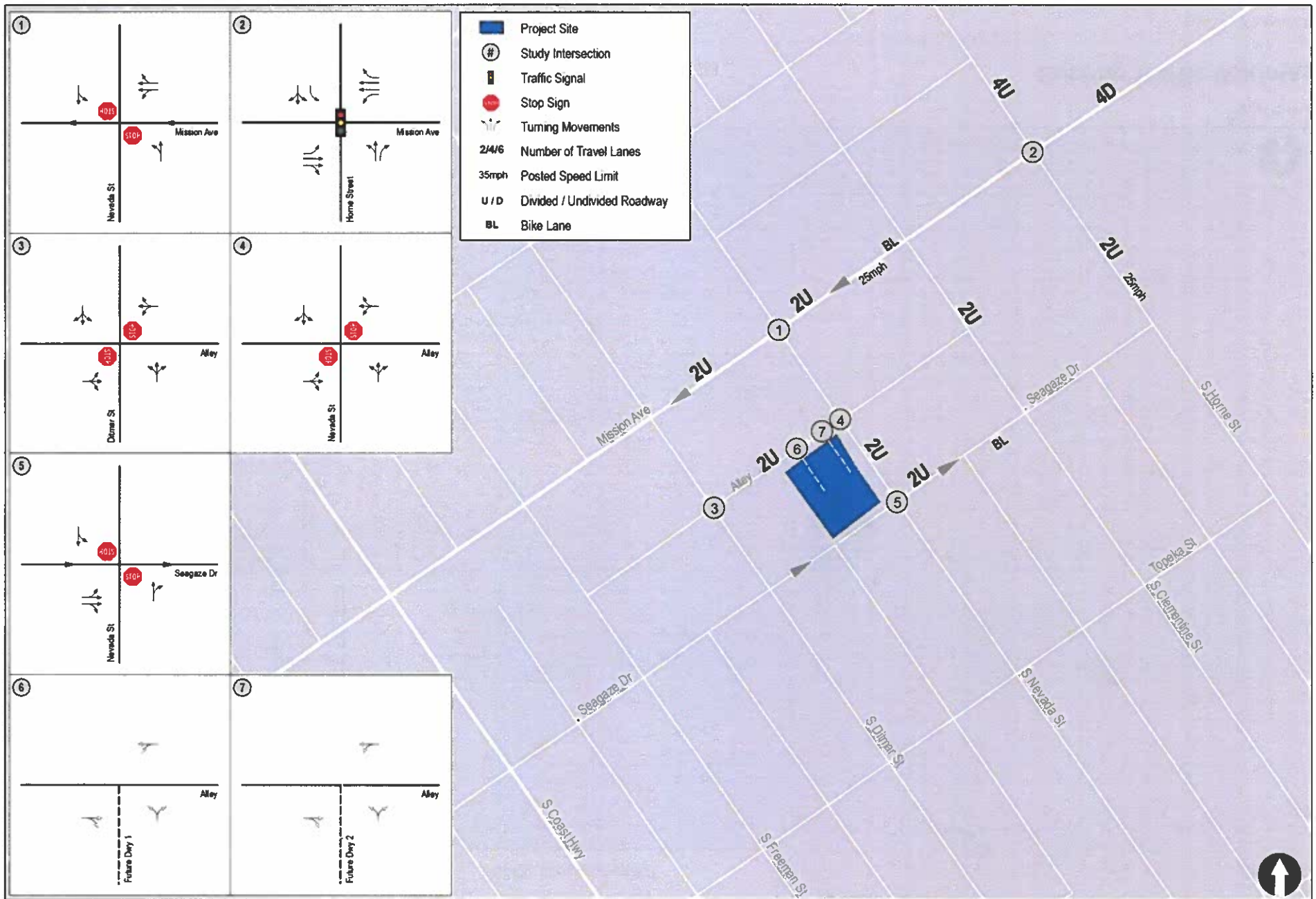


Figure 4-1

Existing Conditions Diagram

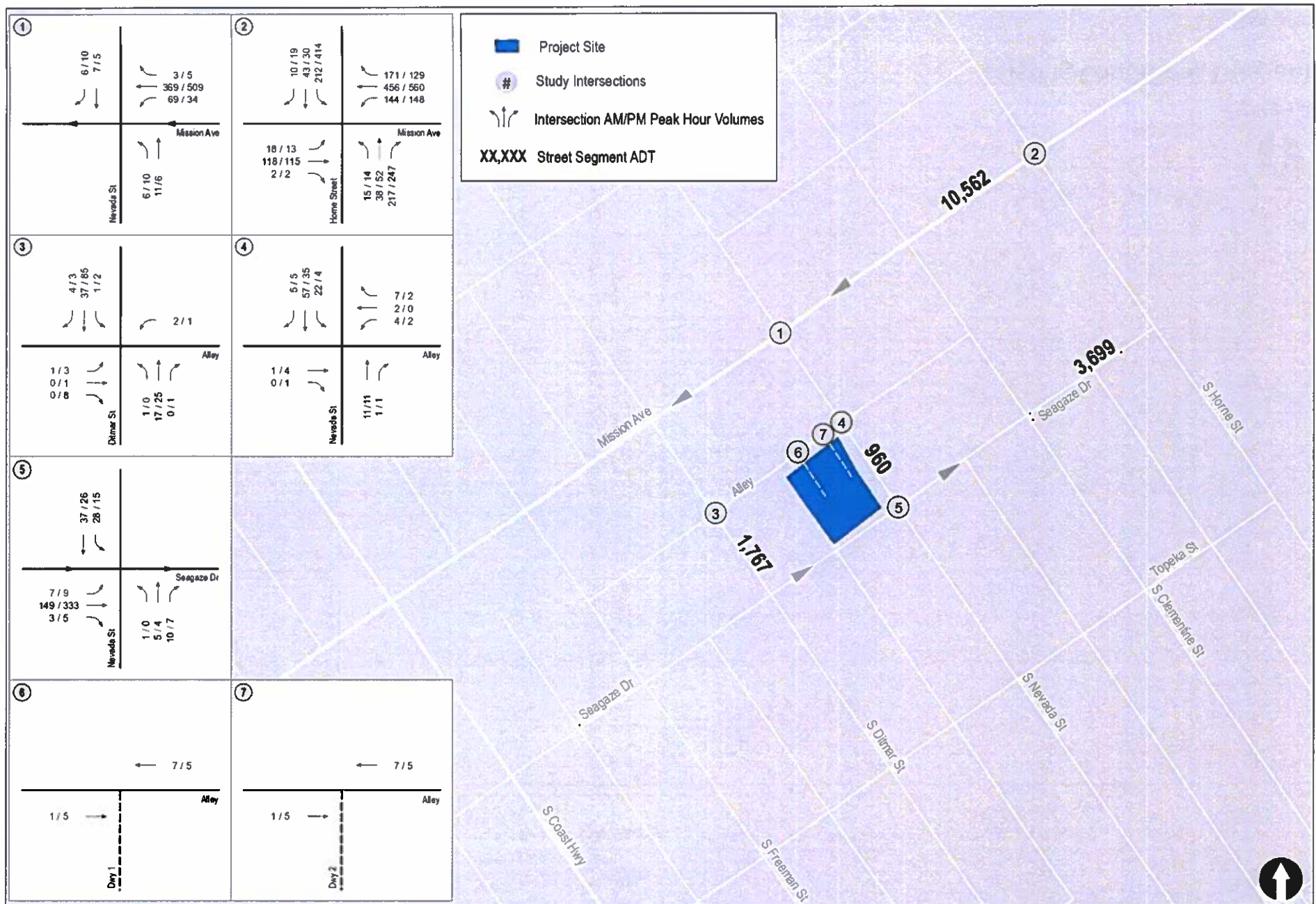


Figure 4-2

Existing Traffic Volumes

5.0 ANALYSIS OF EXISTING CONDITIONS

5.1 Peak Hour Intersection Analysis

Table 5-1 summarizes the peak hour intersection operations under Existing Conditions in the study area. As shown, the study area intersections are calculated to currently operate acceptably at LOS C or better during the AM and PM peak hours.

Appendix E contains the Existing Conditions intersection analysis worksheets.

5.2 Daily Street Segment Operations

Table 5-2 summarizes the street segment operations under Existing Conditions along the study area roadways. As shown, the study area street segments are calculated to currently operate acceptably at LOS B or better.

**TABLE 5-1
EXISTING INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Existing	
			Delay ^a	LOS ^b
1. Mission Ave / Nevada St	MSSC ^c	AM PM	13.8 12.6	B B
2. Mission Ave / Horne St	Signal	AM PM	29.3 34.6	C C
3. Alley / Ditmar St	MSSC	AM PM	9.1 9.6	A A
4. Alley / S Nevada St	MSSC	AM PM	10.1 9.3	B A
5. Seagaze Dr / Nevada St	MSSC	AM PM	10.9 11.8	B B
6. Alley / Future Project Driveway 1 (west) ^d	-	AM PM	- -	- -
7. Alley / East Future Project Driveway 2 (east) ^d	-	AM PM	- -	- -

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. MSSC = Minor Street Stop Controlled Intersection. Worst case movement delay reported.
- d. Intersections do not currently exist

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

**TABLE 5-2
EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Functional Classification	Capacity (LOS E) ^a	Existing		
			ADT ^b	LOS ^c	V/C ^d
Mission Road					
Coast Highway to Horne St	Collector (2-Lane, One-Way)	15,000 ^e	10,562	D	0.704
Ditmar St					
Mission Ave to Seagaze Dr	Local Street (unclassified)	2,200 ^f	1,767	C	N/A
Nevada St					
Mission Avenue to Seagaze Dr	Local Street (unclassified)	2,200 ^f	960	C	N/A
Seagaze Dr					
Ditmar St to Horn St	Collector (2-Lane, One-Way)	15,000 ^e	3,699	A	0.247

Footnotes:

- a. Capacities based on City of Oceanside Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. 2-lane 1-way collector assumes same capacities as 2-Lane Collector (commercial fronting, 2-lanes with 2-way left turn lane)
- f. For unclassified local roadways, LOS and V/C need not be provided. 2,200 ADT is assumed LOS C capacity

6.0 CUMULATIVE PROJECTS

6.1 Summary of Cumulative Projects

Cumulative projects are other projects in the study area that will add traffic to the local circulation system in the near future. Based on information from City of Oceanside staff, the following projects, presented in *Table 6-1*, were identified for inclusion in the near-term cumulative analysis. *Appendix D* includes excerpts from the cumulative project's traffic studies.

Figure 6-1 shows the Cumulative Projects only traffic volumes on the existing street network.

**TABLE 6-1
CUMULATIVE PROJECTS**

Project Name	Type of Development	Project Size	ADT
1. Alta Oceanside Mixed Use Project	Multi-Family Residential Commercial / Retail	309 DU 5,422 SF	2,504
2. Belvedere Hotel and Residence	Hotel Live/Work Lofts Retail / Office Space	124 Rooms 90 Lofts 8,357 SF	2,294
3. Coast Highway Starbucks	Coffee Shop	1,068 SF	611
4. City Mark Mixed-Use Developments Block 5	Multi-Family Residential Commercial / Retail	43 DU 1,576 SF	407
5. City Mark Mixed-Use Developments Block 20	Multi-Family Residential Commercial / Retail	39 DU 17,742 SF	1,022
6. Lot 23 Mixed-Use Project	Commercial / Retail Office Multi-Family Residential	9,400 SF 525 SF 52 DU	803
7. Marriot Residence Inn	Hotel Expansion	37 Rooms	370
8. Oceanside Beach Resort Mixed-Use Project	Hotel	381 Rooms	4,832
9. Pier View Way Mixed-Use	Multi-Family Residential Commercial / Retail	12 DU 2,000 SF	152
10. Sunsets Mixed-Use	Multi-Family Residential Commercial / Retail	180 DU 5 KSF	1,270
11. Breeze Luxury Apartments	Multi-Family Residential	146 DU	876
12. 1602 S. Coast Highway	Multi-Family Residential Commercial / Retail	54 DU 3.244 KSF	390
13. 901 Pierview Way	Multi-Family Residential Commercial / Retail	64 DU 2.474 KSF	594
14. Modera Melrose	Multi-Family Residential Hotel Commercial / Retail	360 DU 62 Rooms 5 KSF	1,966

**TABLE 6-1
CUMULATIVE PROJECTS**

Project Name	Type of Development	Project Size	ADT
15. 401 Mission Mixed Use	Multi-Family Residential Commercial / Retail	332 DU	827
16. Oceanside Transit Center Redevelopment	Transit Center Hotel Multi-Family Residential Commercial / Retail	547 DU 85 KSF 170 Rooms	6,086
17. 810 Mission Avenue	Multi-Family Residential Office	206 DU 2.2 KSF	680
18. 1011 S. Tremont St. Condos	Multi-Family Residential	20 DU	160
19. S. Myers Street	Multi-Family Residential	6 DU	48
20. 920 South Cleveland Condos	Multi-Family Residential	3 DU	24
21. 1105 S. Cleveland Street	Multi-Family Residential	14 DU	112
22. 802 S Pacific Street Mixed-Use	Hotel Multi-Family Residential Commercial / Retail	10 DU 3 Rooms 1 KSF	198
23. Hardin Residence	Single-Family Residential	1 DU	0
24. 146 S. Myers Condominiums	Multi-Family Residential	4 DU	32
25. 119 South Ditmar Duplex	Single-Family Residential	1 DU	10
26. Fire Station 1	Fire Station	30 KSF	30
27. 702 N Freeman Mixed-use	Multi-Family Residential	5 DU	30
28. 701-713 N. Freeman Apartments	Multi-Family Residential	24 DU	144
29. Weidner Duplex	Single-Family Residential	1 DU	10
30. 624 N. Clementine St	Single-Family Residential	1 DU	10

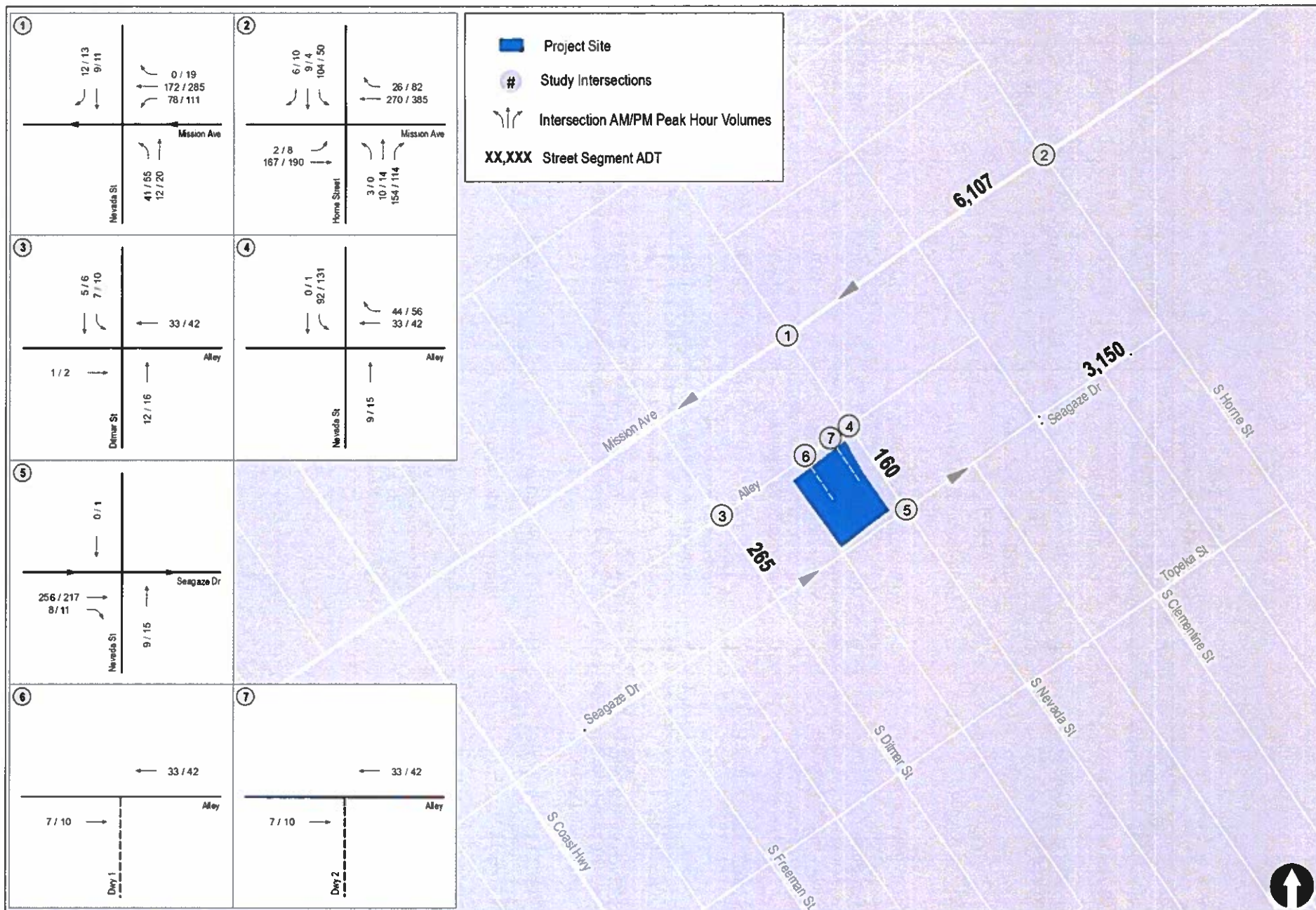


Figure 6-1

Total Cumulative Traffic Volumes

7.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

7.1 Trip Generation

Trip generation rates were obtained from the (Not So) *Brief guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002) by SANDAG. The Project consists of residential and commercial retail space. The “Residential, Apartment” (6 ADT / DU)” trip rate was used to estimate the Project’s residential trip generation. The tenant for the proposed commercial retail space is unknown at this time. Therefore, the “Restaurant: Sit-Down, High Turnover” trip generation rate (160 ADT/KSF), which is higher and therefore more conservative than other various retail rates, was assumed.

Table 7-1 summarizes the trip generation for the Project. As shown in **Table 7-1**, the Project is calculated to generate 1,327 daily trips with 106 trips during the AM peak hour (27 inbound/ 79 outbound trips) and 117 trips during PM peak hour (80 inbound/ 37 outbound trips).

7.1.1 Employee Trips

The Project’s commercial retail use is calculated to generate a total of 20 AM and PM peak hour trips, as shown on **Table 7-1**, consisting of both employee and customer trips. Per the City guidelines, new non-residential development and additions to existing non-residential development that generate more than 50 daily employee trips must prepare and implement a transportation demand management (TDM) plan. The Project will generate fewer than 50 daily employee trips, and therefore does not require a TDM plan.

**TABLE 7-1
PROJECT TRIP GENERATION**

Use	Quantity	Daily Trip Ends (ADT) ^a		AM Peak Hour					PM Peak Hour				
		Rate ^b	Volume	% of ADT	In:Out Split	Volume			% of ADT	In:Out Split	Volume		
						In	Out	Total			In	Out	Total
Residential – Apartments ^c	179 DU	6/DU	1,074	8%	20:80	17	69	86	9%	70:30	68	29	97
Specialty Retail/Strip Commercial ^d	1,581 KSF	160/KSF	253	8%	50:50	10	10	20	8%	60:40	12	8	20
Total			1,327			27	79	106			80	37	117

Footnotes:

- Average Daily Trips.
- Trip Generation Rate from the SANDAG’s *Not So Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, 2002.
- “Residential – Apartment” rate used.
- “Restaurant – Sit Down, High Turnover” rate used.

7.2 Trip Distribution and Assignment

Project traffic was distributed to the street system based on existing traffic patterns in the area, the Project's proximity to freeways and arterials, locations of retail, places of employment, schools, and other shopping opportunities, and the presence of one-way streets in the study area.

80% of the Project trips were assigned to the Future Project Driveway 1 (west) and 20% of the Project trips were assigned to the Future Project Driveway 2 (east). This is because the western driveway will provide access to the lower parking garage levels with 111 proposed parking spaces and the eastern driveway will provide access to the upper parking levels with 31 proposed parking spaces. The upper and lower parking areas will not be connected.

Figure 7-1 shows the distribution of the Project trips within the project area. *Figure 7-2* shows the Project traffic volumes at the study segments. *Figure 7-3* shows the Existing + Project traffic volumes at the study segments.

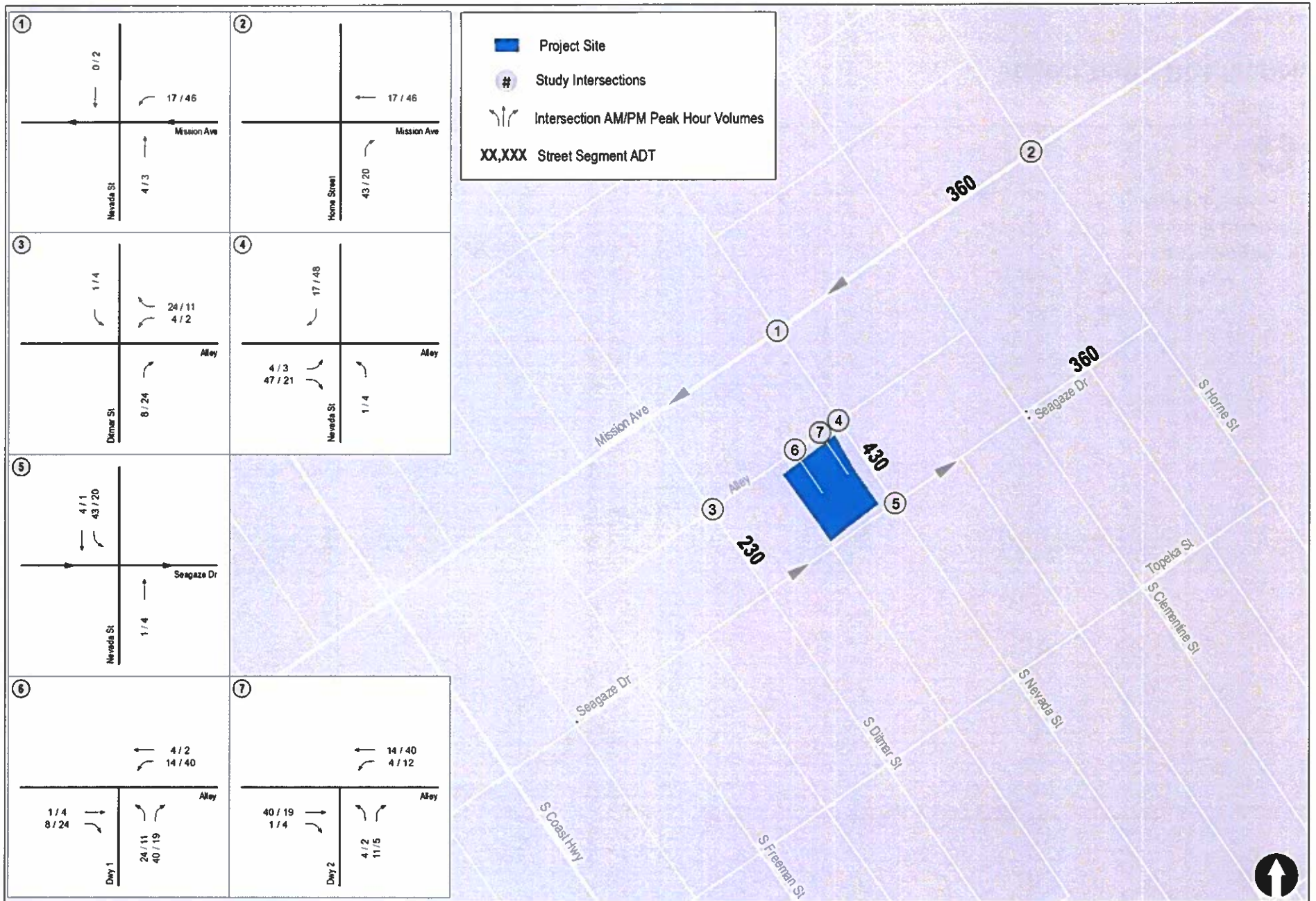


Figure 7-2

Project Traffic Volumes

712 SEAGAZE



Figure 7-3

Existing + Project Traffic Volumes

8.0 ANALYSIS OF EXISTING + PROJECT CONDITIONS

8.1 Peak Hour Intersection Analysis

Table 8–1 summarizes the peak hour intersection operations under Existing + Project conditions in the study area. As shown, the study area intersections are calculated to continue to operate acceptably at LOS C or better during the AM and PM peak hours with the addition of Project trips and therefore, based on the City of Oceanside’s traffic thresholds and methodology summarized in *Section 4*, roadway improvements are not required.

Appendix F contains the Existing + Project intersection analysis worksheets.

8.2 Daily Street Segment Operations

Table 8–2 summarizes the street segment operations along the study area roadways under Existing + Project. As shown, the study area street segments are calculated to continue to operate acceptably at LOS D or better with the addition of Project trips and therefore, based on the City of Oceanside’s traffic thresholds and methodology summarized in *Section 4*, roadway improvements are not required.

**TABLE 8-1
EXISTING WITH PROJECT INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Delay Δ^c	Improvement Required?
			Delay ^a	LOS ^b	Delay	LOS		
1. Mission Ave / Nevada St	MSSC ^d	AM	13.8	B	14.8	B	1.0	No
		PM	12.6	B	14.3	B	1.7	
2. Mission Ave / Horne St	Signal	AM	29.3	C	29.3	C	0.0	No
		PM	34.6	C	35.0	C	0.4	
3. Alley / Ditmar St	MSSC	AM	9.1	A	9.9	A	0.8	No
		PM	9.6	A	9.6	A	0.0	
4. Alley / Nevada St	MSSC	AM	10.1	B	10.1	A	0.0	No
		PM	9.3	A	9.3	A	0.0	
5. Seagaze Dr / Nevada St	MSSC	AM	10.9	B	11.7	B	0.8	No
		PM	11.8	B	11.8	B	0.0	
6. Alley / Future Project Driveway 1 (west) ^e	MSSC	AM	-	-	8.8	A	-	No
		PM	-	-	8.9	A	-	
7. Alley / Future Project Driveway 2 (east) ^e	MSSC	AM	-	-	8.7	A	-	No
		PM	-	-	8.7	A	-	

Footnotes:

- Average delay expressed in seconds per vehicle.
- Level of Service.
- Δ denotes the increase in delay due to Project.
- MSSC = Minor Street Stop Controlled. Worst-Case delay reported.
- Intersection does not exist under "without Project" conditions.

SIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
≥ 80.1	F

UNSIGNALIZED

DELAY/LOS THRESHOLDS

Delay	LOS
0.0 ≤ 10.0	A
10.1 to 15.0	B
15.1 to 25.0	C
25.1 to 35.0	D
35.1 to 50.0	E
≥ 50.1	F

**TABLE 8-2
EXISTING WITH PROJECT STREET SEGMENT OPERATIONS**

Street Segment	Capacity (LOS E) ^a	Existing			Existing + Project			V/C Δ ^e	Improvement Required?
		ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C		
Mission Road									
Coast Highway to Horne St	15,000 ^f	10,562	D	0.704	10,922	D	0.728	0.024	No
Ditmar St									
Mission Avenue to Seagaze Dr	2,200 ^g	1,767	C	N/A	1,997	C	N/A	-	No
Nevada St									
Mission Avenue to Seagaze Dr	2,200 ^g	960	C	N/A	1,390	C	N/A	-	No
Seagaze Dr									
Ditmar St to Horn St	15,000 ^f	3,699	A	0.247	4,059	A	0.271	0.024	No

Footnotes:

- a. Capacities based on City of Oceanside Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service
- d. Volume to Capacity ratio.
- e. Δ denotes the increase in V/C due to Project.
- f. 2-lane 1-way collector assumes same capacities as 2-Lane Collector (commercial fronting, 2-lanes with 2-way left turn lane)
- g. For unclassified local roadways, LOS and V/C need not be provided. 2,200 ADT is assumed LOS C capacity

9.0 ANALYSIS OF NEAR-TERM CONDITIONS

The following section presents the analysis of study area intersections and street segments under Near-Term conditions without and with the proposed Project.

9.1 Near-Term Traffic Volumes

Near-Term without Project traffic volumes were calculated by adding the cumulative projects traffic volumes onto the Existing traffic volumes. Near-Term + Project traffic volumes were calculated by adding the Project traffic volumes.

Figure 9–1 shows the Near-Term traffic volumes. *Figure 9–2* shows the Near-Term + Project traffic volumes.

9.2 Near-Term without Project Conditions

9.2.1 Peak Hour Intersection Analysis

Table 9–1 summarizes the peak hour intersection operations under Near-Term conditions. As shown, the study area intersections are calculated to operate acceptably at LOS D or better during the AM and PM peak hours, with the exception of the following:

- Intersection #2: Mission Avenue / Horne Street – LOS E (PM Peak Hour)

Appendix G contains the Near-Term intersection analysis worksheets.

9.2.2 Daily Street Segment Operations

Table 9–2 summarizes street segment operations along the study area roadways under Near-Term conditions. As shown, the study area street segments are calculated to operate acceptably at LOS B or better.

9.3 Near-Term + Project Conditions

9.3.1 Peak Hour Intersection Analysis

Table 9–1 summarizes the peak hour intersection operations under Near-Term + Project conditions. As shown, the study area intersections are calculated to continue to operate acceptably at LOS D or better during the AM and PM peak hours with the addition of Project trips, with the exception of the following:

- Intersection #1: Mission Avenue / Nevada Street – LOS E (AM/PM Peak Hours)
- Intersection #2: Mission Avenue / Horne Street – LOS F (PM Peak Hour)

Improvements to address the operational deficiencies at these intersections are discussed in Section 13.0.

Appendix H contains the Near-Term + Project intersection analysis worksheets.

9.3.2 Daily Street Segment Operations

Table 9-2 summarizes the street segment operations along the study area roadways under Near-Term + Project conditions. As shown, the study area street segments are calculated to continue to operate acceptably at LOS C or better with the addition of Project trips with the exception of the following:

- Mission Avenue between Coast Highway and Horne Street

Improvements to address the operational deficiency at this segment is discussed in Section 13.0.

**TABLE 9-1
NEAR-TERM INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Near-Term		Near-Term + Project		Delay Δ^c	Improvement Required?
			Delay ^a	LOS ^b	Delay	LOS		
1. Mission Ave / Nevada St	MSSC ^d	AM	30.3	D	35.7	E	5.4	Yes
		PM	33.5	D	46.7	E	13.2	
2. Mission Ave / Horne St	Signal	AM	46.4	D	47.6	D	1.2	Yes
		PM	74.8	E	85.5	F	10.7	
3. Alley / Ditmar St	MSSC	AM	10.3	B	11.3	B	1.0	No
		PM	11.0	B	11.0	B	0.0	
4. Alley / Nevada St	MSSC	AM	13.1	B	13.1	B	0.0	No
		PM	12.9	B	13.8	B	0.9	
5. Seagaze Dr / Nevada St	MSSC	AM	14.7	B	16.8	C	2.1	No
		PM	14.9	B	15.2	C	0.3	
6. Alley / Future Project Driveway 1 (west) ^e	MSSC	AM	-	-	8.9	A	-	No
		PM	-	-	9.0	A	-	
7. Alley / Future Project Driveway 2 (east) ^e	MSSC	AM	-	-	8.8	A	-	No
		PM	-	-	8.8	A	-	

Footnotes:

- Average delay expressed in seconds per vehicle.
- Level of Service.
- Δ denotes the increase in delay due to Project.
- MSSC = Minor Street Stop Controlled Intersection. Worst-Case delay reported.
- Intersection does not exist under "without Project" conditions.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

**TABLE 9-2
NEAR-TERM STREET SEGMENT OPERATIONS**

Street Segment	Capacity (LOS E) ^a	Near-Term			Near-Term + Project			V/C Δ ^e	Improvement Required?
		ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C		
Mission Road									
Coast Highway to Home St	15,000 ^f	16,669	F	1.111	17,029	F	1.135	0.024	Yes
Ditmar St									
Mission Avenue to Seagaze Dr	10,000 ^g	2,032	C	N/A	2,262	C	N/A	-	No
Nevada St									
Mission Avenue to Seagaze Dr	10,000 ^g	1,120	C	N/A	1,550	C	N/A	-	No
Seagaze Dr									
Ditmar St to Horn St	15,000 ^f	6,849	B	0.457	7,209	C	0.781	0.042	No

Footnotes:

- a. Capacities based on City of Oceanside Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service
- d. Volume to Capacity ratio.
- e. Δ denotes the increase in V/C due to Project.
- f. 2-lane 1-way collector assumes same capacities as 2-Lane Collector (commercial fronting, 2-lanes with 2-way left turn lane)
- g. For unclassified local roadways, LOS and V/C need not be provided. 2,200 ADT is assumed LOS C capacity

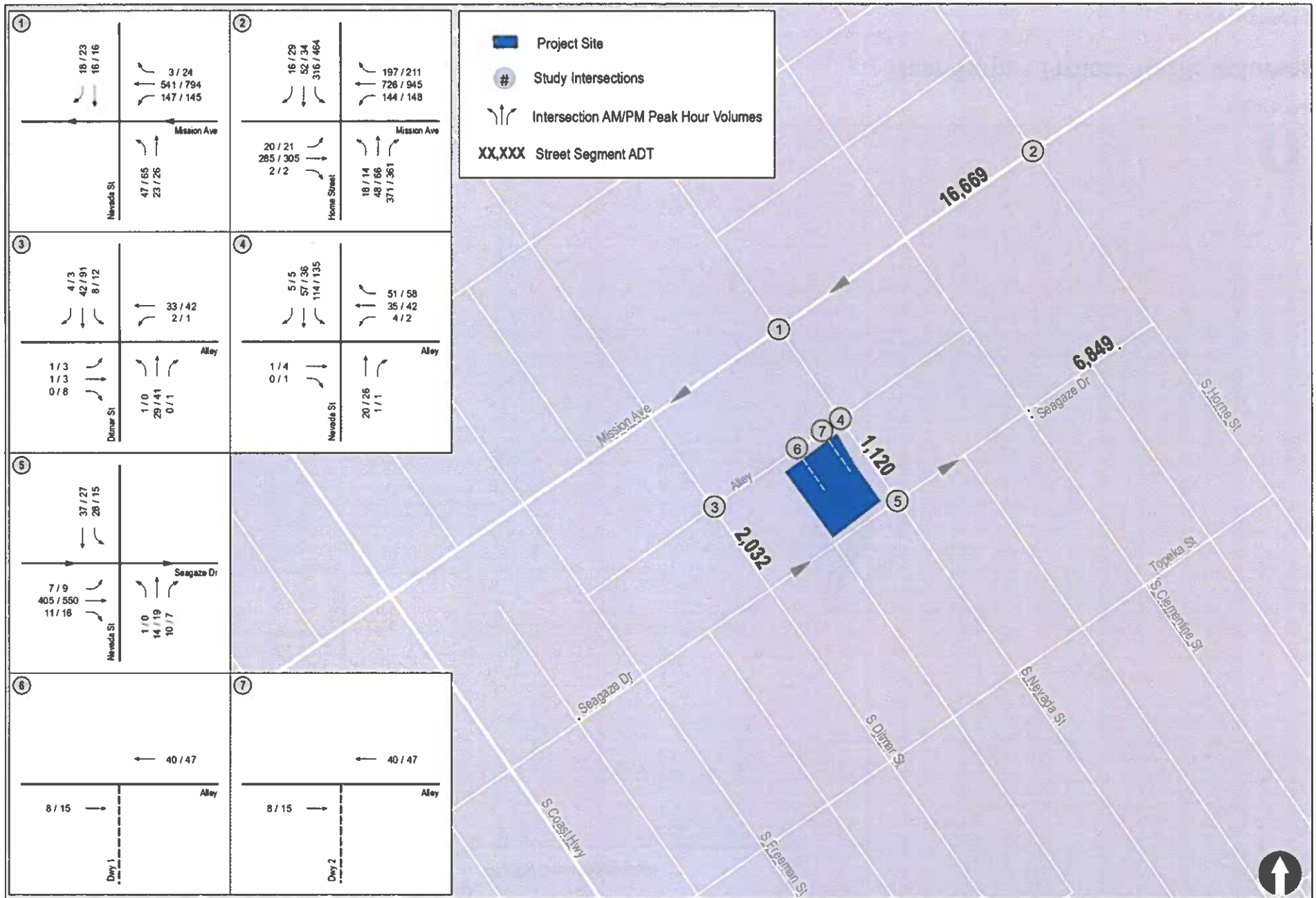


Figure 9-1

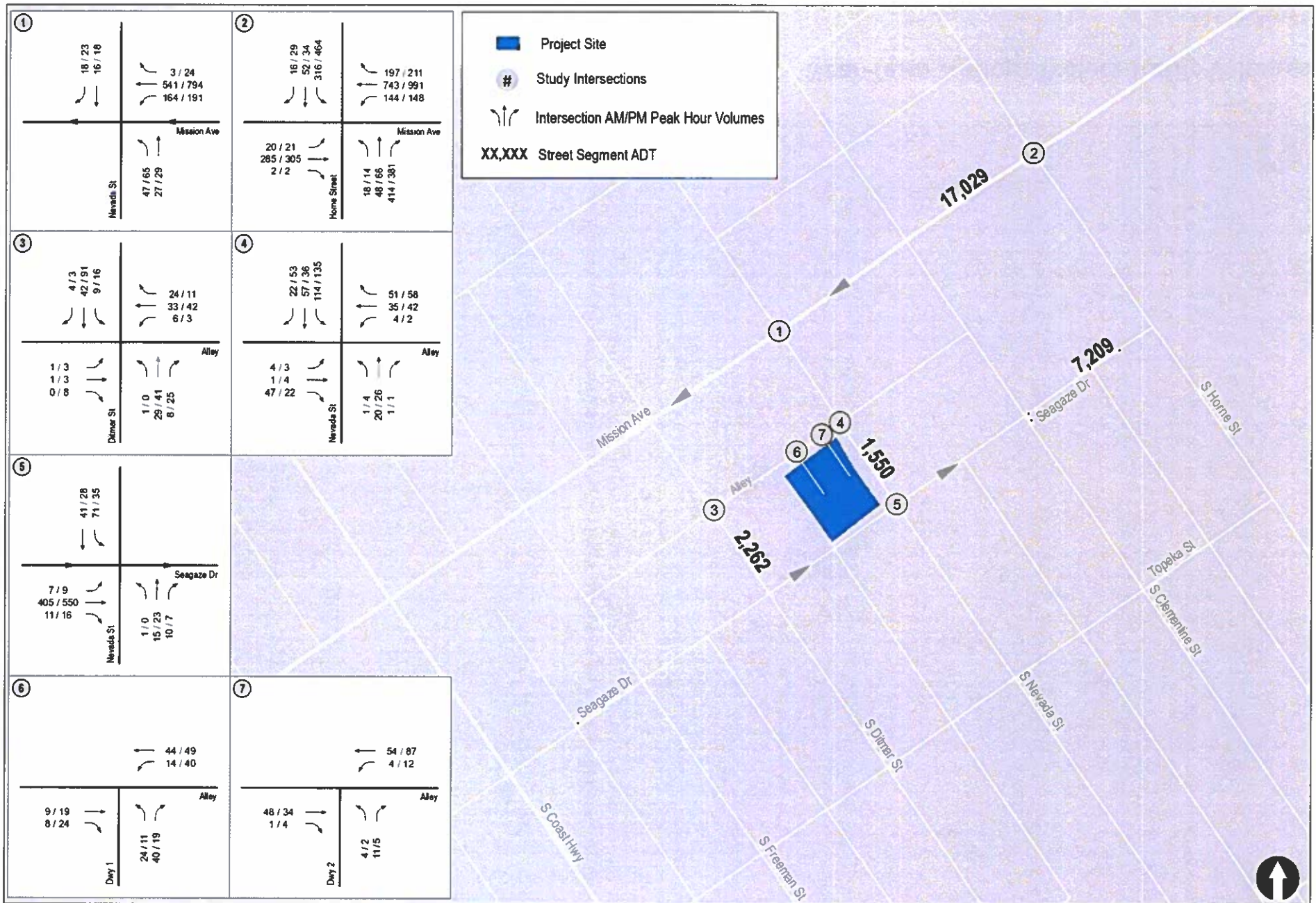


Figure 9-2

10.0 ANALYSIS OF BUILDOUT (2050) CONDITIONS

The following section presents the analysis of study area intersections and street segments under Buildout (2050) conditions without and with the proposed Project.

10.1 Buildout Conditions & Traffic Volumes

Future traffic volumes for Buildout conditions (Year 2050) were calculated using a combination of sources including the City of Oceanside 2050 Traffic Model, the *401 Mission Avenue Local Transportation Study* prepared by LLG Engineers, the *Oceanside Transit Center Redevelopment Project Local Transportation Study* prepared by Stantec, and a 29% average traffic growth factor applied to existing traffic volumes (calculated by Intersecting Metrics).

The traffic volume forecast for the majority of the study intersections (intersections #1, 3, 4, 6, and 7) utilized the City of Oceanside 2050 Traffic Model. The remaining study intersections (#2 and #5) utilized a combination of the *401 Mission Avenue Local Transportation Study* and a 29% growth factor to forecast the Buildout Year 2050 traffic volumes.

The City of Oceanside 2050 Traffic Model generally includes data for arterial roadways as depicted in the City's Circulation Element. However, data for only one of the Project's study segments (Seagaze Drive) was included in the Model. As a result, the *Oceanside Transit Center Redevelopment Project Local Transportation Study* was used as the source for the buildout volume for the Mission Avenue study segment.

For collector and local streets in the immediate vicinity of the Project site that aren't included in either the Model or any Local Transportation Study, a 29% growth factor was applied to the existing traffic volumes to calculate the Buildout Year 2050 volumes as directed by Intersecting Metrics.

For the purposes of the analysis, no roadway network improvements were assumed to be in place under Buildout conditions.

Figure 10-1 shows the Buildout (2050) traffic volumes. **Figure 10-2** shows the Buildout + Project traffic volumes.

10.2 Buildout without Project Conditions

10.2.1 Peak Hour Intersection Analysis

Table 10-1 summarizes the peak hour intersection operations under Buildout conditions. As shown, the study area intersections are calculated to operate acceptably at LOS D or better during the AM and PM peak hours with the exception of Mission Avenue / Horne Street which is calculated to operate at LOS E during the AM peak hour.

Appendix I contains the Buildout intersection analysis worksheets.

10.2.2 Daily Street Segment Operations

Table 10–2 summarizes the street segment operations along the study area roadways under Buildout conditions. As shown, the study area street segments are calculated to operate acceptably at LOS C or better.

10.3 Buildout + Project Conditions

10.3.1 Peak Hour Intersection Analysis

Table 10–1 summarizes the peak hour intersection operations under Buildout + Project conditions. As shown, the study area intersections are calculated to continue to operate acceptably at LOS D or better during the AM and PM peak hours with the addition of Project trips with the exception of Mission Avenue / Horne Street which is calculated to operate at LOS E during the AM peak hour.

Based on the City of Oceanside’s traffic thresholds and methodology summarized in *Section 4*, roadway improvements are not required under Buildout conditions.

Appendix J contains the Buildout + Project intersection analysis worksheets.

10.3.2 Daily Street Segment Operations

Table 10–2 summarizes the street segment operations along the study area roadways under Buildout + Project conditions. As shown, the study area street segments are calculated to continue to operate acceptably at LOS D or better with the addition of Project trips and therefore, based on the City of Oceanside’s traffic thresholds and methodology summarized in *Section 4*, roadway improvements are not required.

**TABLE 10-1
BUILDOUT 2050 INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Buildout		Buildout + Project		Delay Δ^c	Improvement Required?
			Delay ^a	LOS ^b	Delay	LOS		
1. Mission Ave / Nevada St	MSSC ^d	AM	17.3	C	18.9	C	1.6	No
		PM	17.6	C	20.5	C	2.9	
2. Mission Ave / Horne St	Signal	AM	76.8	E	76.8	E	0.0	No
		PM	51.3	D	55.0	D	3.7	
3. Alley / Ditmar St	MSSC	AM	11.0	B	11.1	B	0.1	No
		PM	11.4	B	11.4	B	0.0	
4. Alley / Nevada St	MSSC	AM	10.5	B	11.6	B	1.1	No
		PM	9.9	A	10.4	B	0.5	
5. Seagaze Dr / Nevada St	MSSC	AM	17.0	C	21.4	C	4.4	No
		PM	16.2	C	16.9	C	0.7	
6. Alley / Future Project Driveway 1 (west)*	MSSC	AM	-	-	8.8	A	-	No
		PM	-	-	8.9	A	-	
7. Alley / Future Project Driveway 2 (east)*	MSSC	AM	-	-	8.7	A	-	No
		PM	-	-	8.7	A	-	

Footnotes:

- Average delay expressed in seconds per vehicle.
- Level of Service.
- Δ denotes the increase in delay due to Project.
- MSSC = Minor Street Stop Controlled Intersection. Worst-Case delay reported.
- Intersection does not exist under "without Project" conditions.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

**TABLE 10-2
BUILDOUT 2050 STREET SEGMENT OPERATIONS**

Street Segment	Capacity (LOS E) ^a	Buildout			Buildout + Project			V/C Δ ^e	Improvement Required?
		ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C		
Mission Road									
Coast Highway to Horne St	15,000 ^f	11,200	D	0.747	11,560	D	0.771	0.024	No
Ditmar St									
Mission Avenue to Seagaze Dr	2,200 ^g	2,279	C	N/A	2,509	C	N/A	-	No
Nevada St									
Mission Avenue to Seagaze Dr	2,200 ^g	1,238	C	N/A	1,668	C	N/A	-	No
Seagaze Dr									
Ditmar St to Horn St	15,000 ^f	6,600	B	0.440	6,960	B	0.464	0.024	No

Footnotes:

- a. Capacities based on City of Oceanside Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service
- d. Volume to Capacity ratio.
- e. Δ denotes the increase in V/C due to Project.
- f. 2-lane 1-way collector assumes same capacities as 2-Lane Collector (commercial fronting, 2-lanes with 2-way left turn lane)
- g. For unclassified local roadways, LOS and V/C need not be provided. 2,200 ADT is assumed LOS C capacity

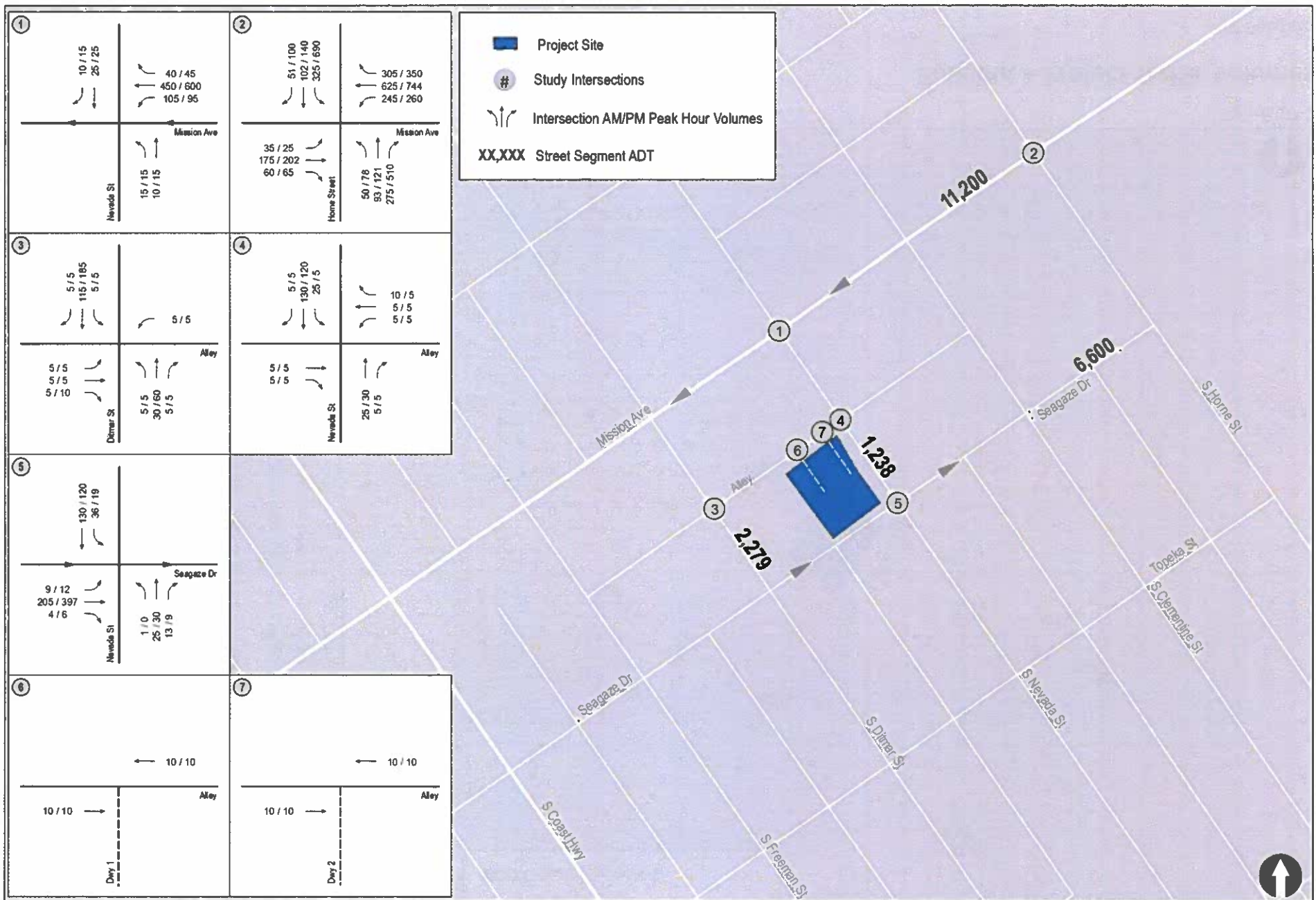


Figure 10-1

Buidout without Project Traffic Volumes

712 Seagaze

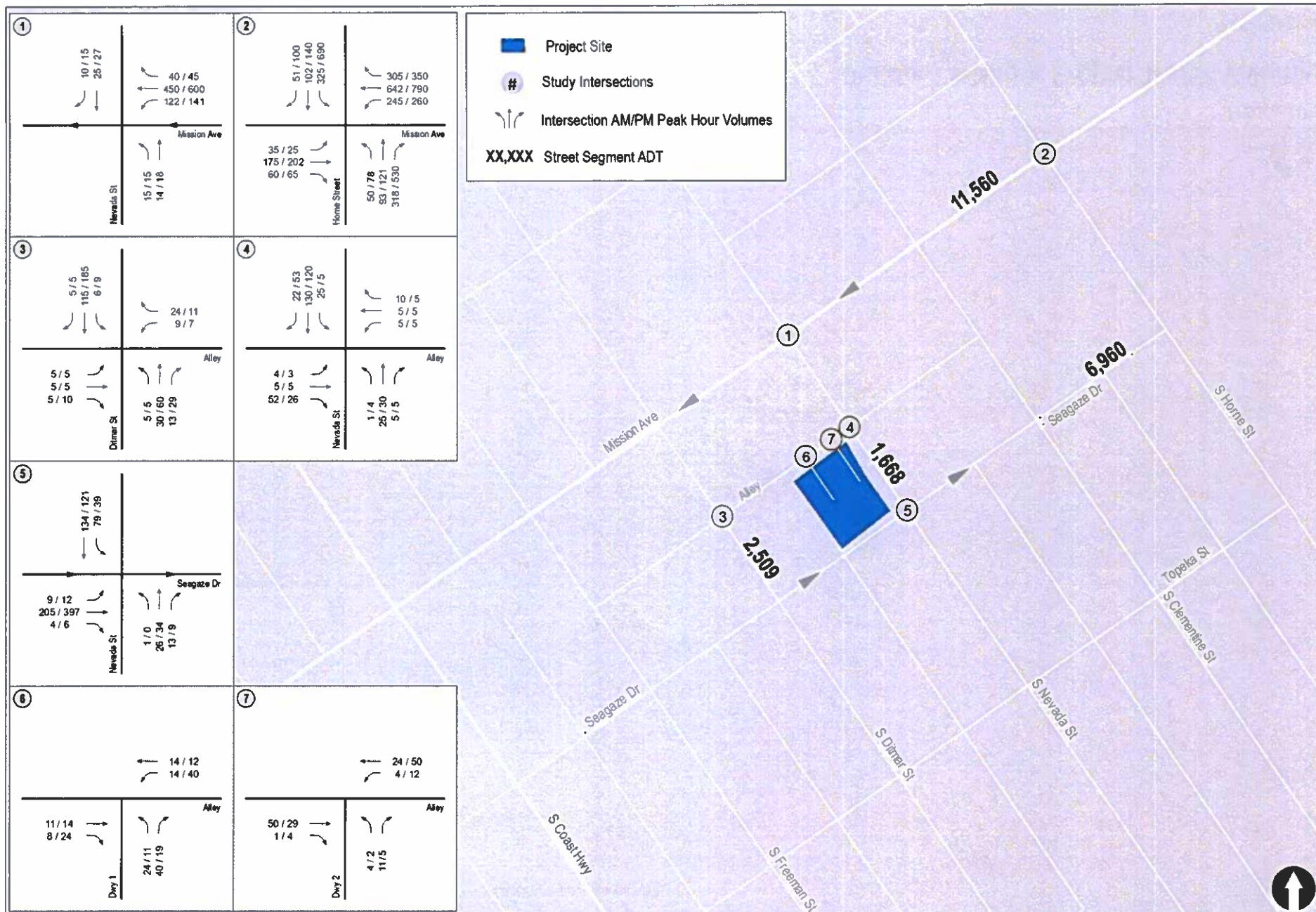


Figure 10-2

11.0 PEDESTRIAN, TRANSIT AND BICYCLE MOBILITY

11.1 Bicycle Access

There is currently a Class II bike lane on Seagaze Drive, and a Class III bike path on Mission Avenue in the vicinity of the Project site, consistent with the *Oceanside General Plan Circulation Element*, September 2012.

The Project will provide a secure bicycle parking room on the first floor of the building that will have 46 vertical bike parking racks. Five bike lockers will also be available for residents who want more security. The Project will also provide a bike repair stand with compressed air and outlets for charging electric bikes. Eight bike racks will be provided on the Seagaze Drive sidewalk, providing eight additional bicycle parking spaces.

11.2 Pedestrian Access

Sidewalks are provided in each direction of travel along the following roadways: Mission Avenue, Ditmar Street, Nevada Street, and Seagaze Drive.

Pedestrian access to the site will be provided via Seagaze Drive and a pedestrian entrance via the Alley where residents would come in and out with bikes or beach stuff. A changing room and bathroom will be provided on the first floor, outside the bike room, to change out of wet swimming clothes. An area to wash off sand from beach accessories, etc. will also be provided.

Additionally, the Project will provide landscaping along the streetscape which is designed to enhance the pedestrian experience.

11.3 Transit Access

The Project is located approximately 0.3 miles from the Oceanside Transportation Center, a major railway interchange serving both intercity and suburban/commuter services. The station is used by Amtrak on the route of its Pacific Surfliner service between San Diego and San Luis Obispo. It is also a terminus for two different regional transit operators - Metrolink, the commuter rail operator for the Los Angeles area, has two of its services, the Metrolink Orange County Line and Inland Empire-Orange County Line, that terminate at the Oceanside Transportation Center, while the North County Transit District (NCTD), the operator for most of the public transport in North San Diego County, has its COASTER and SPRINTER services also terminating at the Oceanside Transportation Center. The Oceanside Transportation Center is also served by Greyhound Lines and numerous BREEZE buses.

Bus routes 303 and 313 have stops immediately adjacent the Project site at Mission Avenue & Ditmar Street, and Seagaze Drive & Ditmar Street. A summary of bus routes 303 and 313 is provided below.

Route 303 has endpoints at the Oceanside Transit Center and the Vista Transit Center. Route 303 serves the following major corridors: Mission Avenue, Douglas Drive, N. River Road, and N. Santa Fe Avenue. Route 303 has a weekday frequency of 20 minutes.

Route 313 has endpoints at the Oceanside Transit Center and the San Luis Rey Transit Center. Route 313 serves the following major corridors: Mission Avenue, Division Street, Mesa Drive, and Rancho Del Oro. Route 313 has a weekday frequency of 60 minutes.

12.0 PARKING ASSESSMENT

The Project proposes 179 studio apartments, including 18 inclusionary units, and 1,581 SF of commercial retail uses. The Project proposes to provide a total of 149 parking spaces; 142 on-site garage spaces and seven (7) on-street pull-in spaces on Seagaze Drive.

The City of Oceanside *Comprehensive Zoning Ordinance* provides parking requirement rates for a variety of land uses. The parking requirements for each Project component are discussed below.

12.1 Residential Use Parking Rates

As noted above, the Project proposes 179 studio apartments, including 18 inclusionary units. Per the City of Oceanside *Comprehensive Zoning Ordinance Article 31, Section 3105.B*, projects that reserve at least 10% of the total number of units for low income households, in accordance with *Comprehensive Zoning Ordinance 14C*, are eligible for the following concessions to the parking standards specified in *Section 3103*: One (1.0) parking space per market-rate studio and one-bedroom unit; 0.5 parking space per inclusionary studio unit.

The Project will reserve at least 10% of the total number of units for low income households and is therefore eligible for the parking rate concession detailed above.

12.2 Commercial Retail Parking Rates

The Project proposes 1,581 SF of commercial retail uses. Per the City of Oceanside *Comprehensive Zoning Ordinance Article 31, Section 3103*, retail centers with less than 5,000 SF of GFA are required to provide 1 space per 300 SF of GFA.

Per *Article 12* of the *Comprehensive Zoning Ordinance*, within the Transit Overlay District (TOD), the number of on-street parking spaces available on the contiguous street frontage of the site may be counted toward the total number of parking spaces required for the non-residential components of a Mixed-Use Development Plan. Since the Project site is located within the TOD, this provision is applicable to the commercial retail portion of the Project.

12.3 Mixed-Use Parking Requirement Reduction

Per the *Comprehensive Zoning Ordinance Article 12*, Mixed-Use Development Plans within the TOD may receive a mixed-use parking requirement reduction of up to 25% based upon all of the following criteria: a) proximity to the Oceanside Transit Center, b) demonstrated varied peak demand for parking, and c) project amenities which encourage alternate travel modes. Per *Article 12*, the area within ½ mile from the property boundaries of the Oceanside Transit Center is designated a TOD. The Project meets the requirements of the mixed-use parking requirement reduction as follows:

- a) The Project site is located 0.3 miles from the Oceanside Transit Center and is therefore located within the TOD.

- b) A review of the time-of-day distribution parking demand for multi-family and commercial land uses in the *ITE Parking Generation Manual, 5th Edition*, shows a parking demand that varies significantly throughout the day with peak residential parking demand occurring at 5AM and peak commercial parking demand for a variety of commercial retail land uses including sit-down high-turnover restaurant and drug store, occurring during the middle of the day. (See *Appendix K*).
- c) The Project will provide the following amenities to encourage alternative travel modes:
- A secure bicycle parking room on the first floor of the building that will have 46 vertical bike parking racks.
 - Five bike lockers available to residents who want more security.
 - A bike repair stand with compressed air.
 - Outlets for charging electric bikes.
 - Eight bike racks on the Seagaze Drive sidewalk, providing eight additional bicycle parking spaces.
 - Pedestrian access to the site will be provided via Seagaze Drive and a pedestrian entrance via the Alley where residents would come in and out with bikes or beach stuff.
 - A changing room and bathroom will be provided on the first floor, outside the bike room, to change out of wet swimming clothes. An area to wash off sand from beach accessories, etc. will also be provided.
 - Additionally, the Project will provide landscaping along the streetscape which is designed to enhance the pedestrian experience.

Based on the above discussion, the Project meets the requirements of the parking rate concession outlined in *Article 31, Section 3105.B*, and the mixed-use parking requirement reduction outlined in *Article 12*.

12.4 Required Parking

Table 12-1 summarizes the parking calculations for the Project's residential and commercial retail uses. As shown, the Project would require the provision of 132 parking spaces. The Project will provide 149 parking spaces; a surplus of 17 spaces as compared to the requirements set forth in the *City of Oceanside Comprehensive Zoning Ordinance*.

**TABLE 12-1
PARKING CALCULATIONS**

Use	Amount	Parking Rate	Parking Required
Residential Uses			
Studio – Market Rate ^a	161 DU	1 per DU ^a	161 Spaces
Studio – Inclusionary ^a	18 DU	0.5 per DU ^a	9 Spaces
Commercial Retail ^b	1,581 SF	1 per 300 GFA	6 Spaces
Parking Requirement Reduction (25%) ^c			(44 Spaces)
Total Required Spaces			132 Spaces
Total Spaces Provided			149 Spaces ^d
Parking Surplus			17 Spaces

Footnotes:

- Projects exceeding base density allowances that reserve units for low and moderate-income households in accordance with the *Comprehensive Zoning Ordinance Chapter 14C.7* are eligible for the following concessions to the parking standards specified in the scheduled in Section 3103: One (1.0) parking space per market-rate studio and one-bedroom unit; 0.5 parking space per inclusionary studio unit (*City of Oceanside Article 31, Section 3105.B*).
- Per City of Oceanside Comprehensive Zoning Ordinance Article 31, Section 3103, retail centers with less than 5,000 SF of GFA are required to provide 1 space per 300 SF of GFA.
- Mixed-Use Development Plans within the Transit Overlay District may receive a mixed-use parking requirement reduction of up to 25% based upon all of the following criteria: a) proximity to the Oceanside Transit Center, b) demonstrated varied peak demand for parking, and c) project amenities which encourage alternate travel modes (*Article 12*).
- 142 spaces provided in parking garage and 7 pull-in spaces on Seagaze Drive. Within the Transit Overlay District, the number of on-street parking spaces available on the contiguous street frontage of the site may be counted toward the total number of parking spaces required for the non-residential components of a Mixed-Use Development Plan (*Article 12*).

13.0 CONCLUSIONS AND RECOMMENDATIONS

Per the City of Oceanside's thresholds for the determination of the need for roadway improvements, and the analysis methodology presented in this report, the increase in Project related delay exceeds the allowable thresholds at the following intersections and segment under Near-Term conditions.

- Intersection #1: Mission Avenue / Nevada Street
- Intersection #2: Mission Avenue / Horne Street
- Mission Avenue: Coast Highway to Horne Street

The following improvements are recommended to address the Near-Term operational deficiencies at these facilities:

- *Mission Avenue / Nevada Street*: It is recommended that the Project contribute a fair share towards the potential signalization of this intersection. The fair share amount is provided in a fair share technical memo under separate cover. The fair share payment will be paid to the City's Thoroughfare and Signal Account. The funds will be used at the City's discretion for projects that will improve traffic safety and mobility in the City of Oceanside.
- *Mission Avenue / Horne Street*: It is recommended that the Project install a new advanced traffic controller (not to exceed \$10,000) at this intersection as required by the City Engineer. .

The improvements listed above at the intersection of Mission Avenue with Nevada Street and Horne Street will also address the operational deficiency identified at the segment of Mission Avenue between Coast Highway and Horne Street under Near-Term conditions.

Based on the City of Oceanside's traffic thresholds and methodology summarized in *Section 4*, roadway improvements at the two intersections listed above are not required under Existing or Buildout conditions.

The Project requires the provision of 132 parking spaces. The Project will provide 149 parking spaces; a surplus of 17 spaces as compared to the requirements set forth in the City of Oceanside *Comprehensive Zoning Ordinance*.

The Project is consistent with the City's adopted General Plan and is located in a Transit Priority Area. Therefore, a Transportation VMT Analysis is screened out and was therefore not prepared for this Project.