

# AGENDA NO. 4

*PLANNING COMMISSION*



*CITY OF OCEANSIDE*

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DATE: June 23, 2025

TO: Chairperson and Members of the Planning Commission

FROM: Development Services Department/Planning Division

SUBJECT: **CONSIDERATION OF A GENERAL PLAN AMENDMENT (GPA22-00002), ZONE AMENDMENT (RZA22-00001), LOCAL COASTAL PROGRAM AMENDMENT (LCPA22-00004), VESTING TENTATIVE MAP (T22-00006), DEVELOPMENT PLAN (D22-00016), AND REGULAR COASTAL PERMIT (RC22-00011) FOR THE OCEANSIDE TRANSIT CENTER SPECIFIC PLAN TO ALLOW THE REDEVELOPMENT OF THE TRANSIT CENTER INTO A MIXED-USE PROJECT CONSISTING OF A MODERN INTERMODAL TRANSIT FACILITY, RESIDENTIAL, RETAIL, OFFICE, AND HOTEL USES ON A 10.15-ACRE SITE AT 235 SOUTH TREMONT – OCEANSIDE TRANSIT CENTER REDEVELOPMENT PROJECT – APPLICANT: TOLL BROTHERS APARTMENT LIVING**

## **RECOMMENDATION**

Staff recommends that the Planning Commission by motion:

- (1) Adopt Planning Commission Resolution No. 2025-15 recommending City Council certification of an Environmental Impact Report (SCH No. 2023010231) and approval of General Plan Amendment (GPA22-00002), Zone Amendment (RZA22-00001), Local Coastal Program Amendment (LCPA22-00004), Vesting Tentative Map (T22-00006), Development Plan (D22-00016), and Regular Coastal Permit (RC22-00011) for approval of the Oceanside Transit Center Specific Plan and redevelopment of the Oceanside Transit Center into a mixed-use development on a 10.15-acre site.

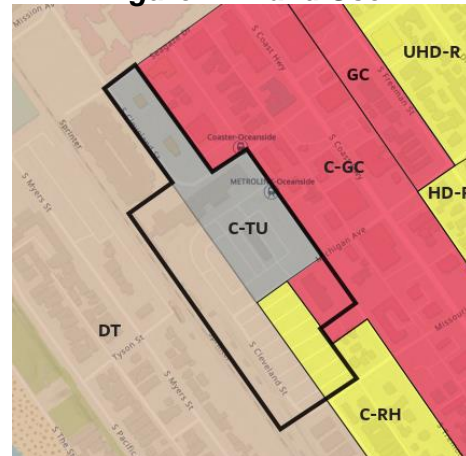
## **LOCATION AND BACKGROUND**

The project site is located at the existing Oceanside Transit Center (OTC) at 235 South Tremont. Bordered by Seagaze Drive, South Tremont Street, and Missouri Avenue, the 10.15-acre site is owned and operated by the North County Transit District (NCTD) as an intermodal transit center with both bus and train facilities. OTC serves as a regional hub for NCTD's Coaster and Sprinter rail lines, Breeze bus service, as well as Metrolink and

Amtrak interregional rail service and Greyhound bus service. The existing transit facility is comprised of a bus transfer center, train platforms, NCTD offices, and two (2) public parking lots with 560 spaces that primarily serve weekday commuters and weekend beach-goers. The existing parking structure at Cleveland Street and Seagaze Drive is owned by the City and is excluded from the boundaries of the OTC project site.

The property is located entirely within the City's Coastal Zone with a portion of the site located within the boundaries of the Downtown District. As depicted in Figure 1, multiple coastal land use designations encompass the property, including Downtown (DT), Coastal Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal General Commercial (C-GC). Corresponding zoning consists of Downtown District: Public Transportation and Railroad (D-14) and High Density Residential (D-5). The remainder of the site is zoned Public Utility and Transportation (PUT), Office Professional, Coastal (OP), and Medium Density Residential, Coastal (R-3). Surrounding land uses consists of a variety of single and multi-family residential and commercial uses. Downtown is located directly north of the transit center.

**Figure 1 – Land Use**



In 2016, the NCTD Board of Directors adopted a policy that would pursue development of some of its real estate holdings, including OTC, with a goal of reducing automobile reliance, increasing transit ridership, and creating jobs and affordable housing. The NCTD Board selected Toll Brothers Apartment Living through a competitive proposal process to develop and implement the vision for OTC as an important regional transit hub.

**Figure 2 – Project Site**



The revitalized OTC is envisioned as a vibrant, mixed-use hub with a modernized and efficient transit center, including bus and train connections and improved bicycle and pedestrian circulation.

Additionally, the NCTD Headquarters would be relocated from their current location at 810 Mission Avenue to a new office building at

OTC. As a result, the Mission Avenue site would also be redeveloped as a mixed-use development with 206 multi-family dwelling units to create additional mixed-income housing opportunities. Fifteen percent of the units, both at the OTC and 810 Mission site, would be reserved as affordable for moderate and lower income households.

## **PROJECT DESCRIPTION**

The proposed project would encompass redevelopment of the approximate 10.15-acre Oceanside Transit Center into a mixed-use, transit-oriented development featuring a

modern intermodal transit facility for travelers by bus and train. To facilitate the project, the applicant is requesting approval of a Specific Plan to serve as the regulating document for the property, including land use regulations, development standards, and design guidelines.

### **Requested Entitlements**

1. **General Plan Amendment:** A request to change land use designations from Downtown (DT), Coastal Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal General Commercial (C-GC) to Specific Plan. The re-designation to Specific Plan would also remove the project site from the Downtown District.
2. **Zone Amendment:** A request to change existing zoning designations from Downtown District: Public Transportation and Railroad (D-14) and High Density Residential (D-5), Public Utility and Transportation (PUT), Office Professional, Coastal (OP), and Medium Density Residential, Coastal (R-3) to Specific Plan and consideration of the OTC Specific Plan to serve as the regulating document.
3. **Local Coastal Program Amendment:** A request to amend the Land Use Plan of the Local Coastal Program concurrent with the GPA and ZA in accordance with the California Coastal Act and establish the OTC Specific Plan as part of the implementing document of the Local Coastal Program.
4. **Vesting Tentative Map:** A request to subdivide the project site into eight parcels to align with the development plan.
5. **Development Plan:** A request for the construction a mixed-use development project consistent with land use regulations, development standards, and design guidelines of the OTC Specific Plan and in compliance with applicable City ordinances. The Development Plan includes the proposed site layout, site improvements, architectural plans, and additional details related to aesthetics, building orientation, circulation, and landscaping.
6. **Regular Coastal Permit:** A request for a Regular Coastal Permit in conjunction with a discretionary project in the Coastal Zone as required by the City's Coastal Permit Handbook.

**Figure 3 – Proposed Zoning**

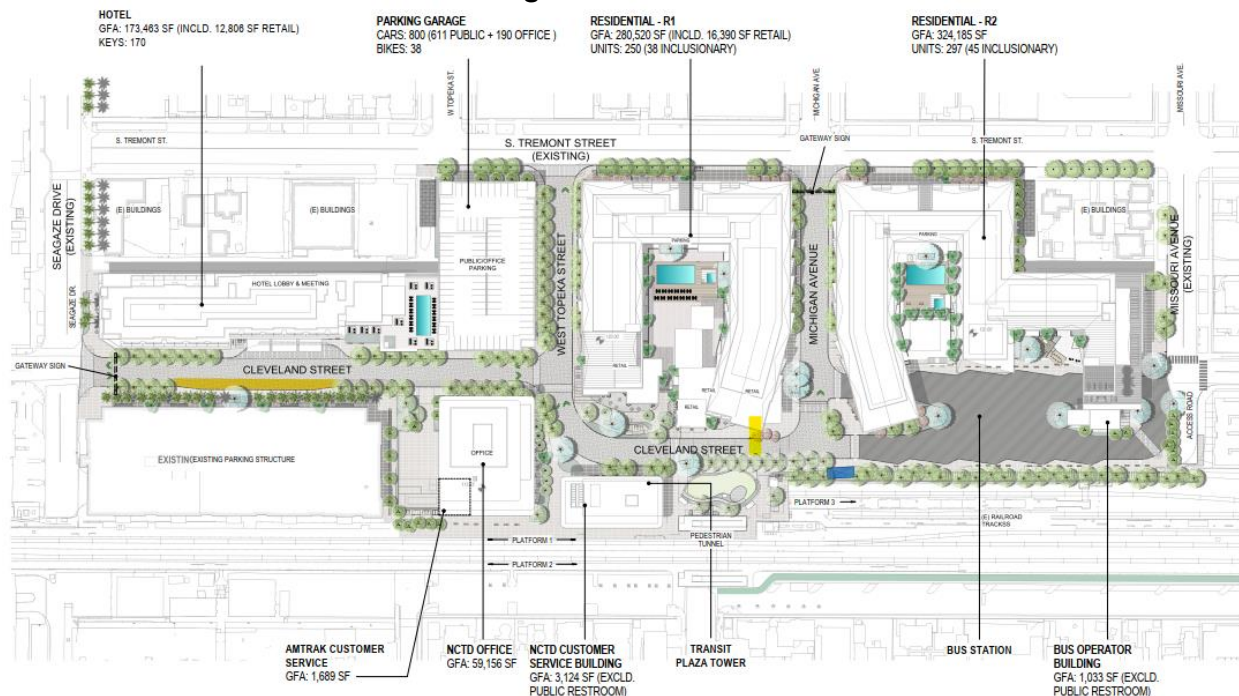


### **Oceanside Transit Center (OTC) Specific Plan**

In accordance with CA Government Code Section 65450 et seq., a Specific Plan is a regulatory tool used for implementing policies of a jurisdiction's adopted general plan and individual development proposals in a defined area. A Specific Plan customizes the development goals and objectives, as well as land use regulations consistent with the jurisdictions' vision for the property as provided in the general plan or local coastal program.

**Purpose:** The purpose of the OTC Specific Plan is to provide for the coordinated development of a new, high quality mixed-use project and intermodal transit facility within the identified boundaries. The OTC Specific Plan (Attachment No. 2) includes a description of the proposed project, and sets forth the land use program, development standards, design guidelines, and primary infrastructure components that will guide development of the project across multiple phases.

**Figure 4 – Site Plan**



**Objectives:** The OTC Specific Plan includes several objectives, including supporting public transit through transit-oriented development (TOD), promoting economic development in the coastal zone, increasing the availability of housing supply and affordable housing opportunities, improving connectivity with surrounding neighborhoods, and improving the character of the surrounding community.

**Key Components:** The proposed development is divided into seven blocks with a focus on the following features:

- **NCTD Headquarters:** The project would include the construction of a four story, 59,156 square foot office building for NCTD Headquarters on Block 7. Located adjacent to the train platform, the building would feature cascading roof decks and terraces at every level. A 1,692 square-foot Amtrak Customer Service Center would be located on the ground floor.
- **Residential apartments:** Development on Blocks 3 and 4 would consist of the construction of two, five-story buildings with a combined total of 547 residential apartment units. The building on Block 3 would include 250 units and 16,930 square feet of commercial space for retail, food and beverage sales. The building on Block 4 would include 297 units. Both buildings would have interior courtyards with common outdoor space and recreational amenities. A combined total of 790 parking

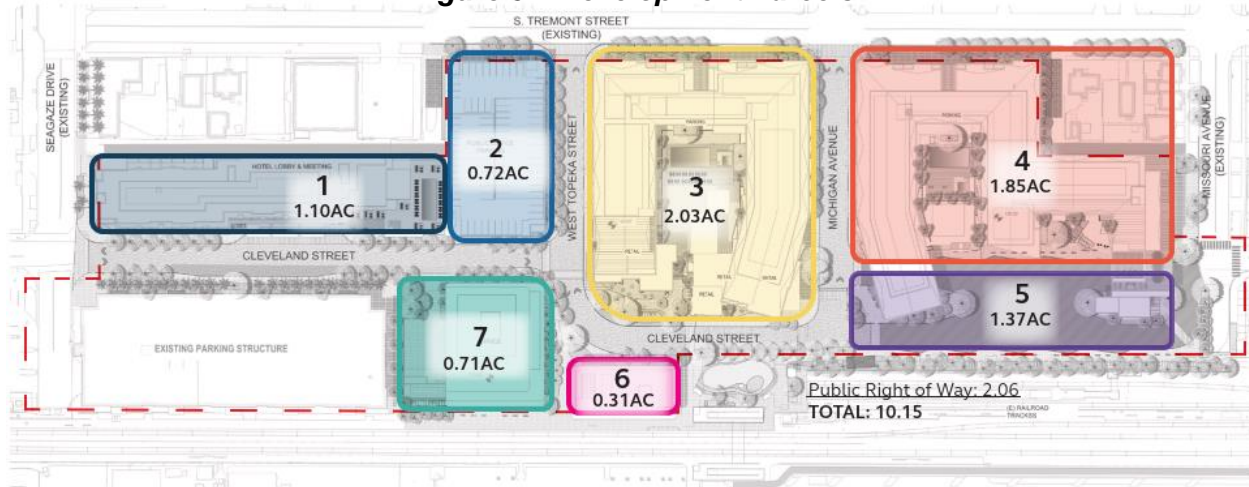
spaces for residents would be located above and below grade of the buildings.

- **Affordable housing:** The project would reserve fifteen percent (approximately 82 units) of the 547 new units as deed restricted affordable units. Ten percent (55 units) would be reserved for low income households and five percent (27 units) would be reserved as moderate income households.
- **Intermodal transportation & support center:** The project would include a series of transit facility improvements to improve on-site bus circulation and promote intermodal connectivity. An NCTD customer service building would be centrally located in the Transit Plaza to provide proximity to both rail and bus boarding. Twelve (12) commuter bus bays and a relocated bus transfer station would be located at the southern end of the site to better facilitate the transfer between bus and rail service.
- **Transit Plaza:** A central Transit Plaza would function as the activity hub of the project designed to accommodate a variety of modestly scaled community activities and events, such as seasonal events, passive art installations, and street musician performances. The plaza would incorporate a green space with canopy trees, shade structures, and interspersed seating to accommodate commuters and other plaza users.
- **Boutique Hotel:** Development on Block 1 would include the construction of a 173,463 square-foot boutique hotel with 170 rooms, associated amenities, and 12,806 square feet of space for retail and food and beverage sales.
- **Retail, food and beverage services:** The project would include a total of 29,196 square feet of commercial space reserved for retail and food and beverage uses dispersed between Blocks 1 and 3.
- **Circulation Improvements:** The project would incorporate a variety of circulation improvements across the site to enhance the experience for bus and rail commuters. Relocation of the bus terminals would improve the connection time for rail commuters. Automobile circulation would be designed to efficiently direct vehicles to parking facilities and pick up and drop off zones. An urban streetscape would enhance pedestrian movement throughout the site.
- **Mobility Hub:** OTC is identified as one of eight (8) prototype sites within the region that is ideal for implementing mobility hub features identified by SANDAG's Regional Mobility Hub strategy. Mobility hubs are transportation centers located in smart growth areas served by high frequency transit service. The project would support near and long-term mobility hub features including enhanced waiting areas, passenger loading areas, bikeshare, on-demand ride share, and wayfinding.
- **Parking Facilities:** The project would include a total of 1,768 parking stalls for public and private use. Parking would be provided throughout the site in above and below grade parking structures. Replacement parking for the two existing public surface parking lots (560 spaces) would be located on Block 2 in a new above and below

grade parking structure with a total of 801 spaces. A total of 611 spaces would be reserved for public use with the remaining spaces reserved for office parking. Additionally, secured bike parking would be provided throughout the transit center.

**Development Program:** Development would total approximately 850,000 square feet on seven (7) separate parcels designated as Blocks 1-7 in the Specific Plan.

**Figure 5 – Development Parcels**



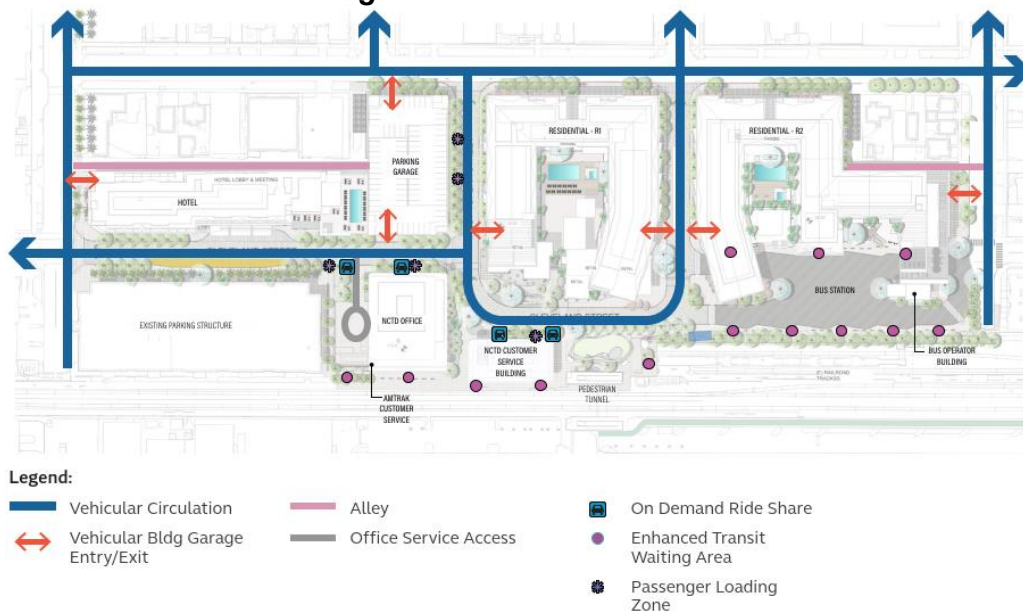
**Table 1 – Development Program**

Block	Use	Features
<b>1</b>	<b>Boutique Hotel</b> 173,463 SF	<ul style="list-style-type: none"> <li>170 rooms with amenities</li> <li>12,806 sf of retail / food and beverage</li> <li><b>Height:</b> Six stories with max height of 81'-0"</li> <li><b>Parking:</b> 177 spaces above &amp; below grade</li> </ul>
<b>2</b>	<b>Parking Structure</b>	<ul style="list-style-type: none"> <li>Above &amp; below grade parking structure with 10 levels</li> <li>1,924 sf community room</li> <li><b>Parking:</b> 801 spaces (611 for public and 190 for office)</li> <li><b>Height:</b> Seven stories with a max height of 90'-0"</li> </ul>
<b>3</b>	<b>Mixed-use Residential Building</b> 280,520 SF	<ul style="list-style-type: none"> <li>250 residential apartments (37 affordable units)</li> <li>16,390 sf pf retail / food and beverage</li> <li><b>Height:</b> Five stories with max height of 68'-0"</li> <li><b>Parking:</b> 381 spaces above &amp; below grade</li> </ul>
<b>4</b>	<b>Residential Building</b> 324,185 SF	<ul style="list-style-type: none"> <li>297 residential apartments (45 affordable units)</li> <li><b>Height:</b> Five stories with max height of 68'-0"</li> <li><b>Parking:</b> 409 spaces above &amp; below grade</li> </ul>
<b>5</b>	<b>Bus Station</b>	<ul style="list-style-type: none"> <li>Twelve (12) commuter bus bays</li> <li>1,033 sf bus operating building</li> <li>Public restrooms</li> </ul>
<b>6</b>	<b>NCTD Customer Service Building</b> 3,124 SF	<ul style="list-style-type: none"> <li>NCTD customer service building</li> <li>Public Restrooms</li> </ul>
<b>7</b>	<b>NCTD Office Building</b> 59,156 SF	<ul style="list-style-type: none"> <li>Headquarters for NCTD</li> <li>1,692 sf Amtrak Customer Service Center</li> <li><b>Height:</b> Four stories with a max height of 60'-0"</li> </ul>

## Development Framework:

1. **Land Use Plan (Section 4.1):** As a regulatory document, the OTC Specific Plan would establish a land use framework and regulations for all districts within the planning area. Each district would include a list of permitted, conditionally permitted, and prohibited land uses. The proposed land use plan would establish the following districts:
  - Mixed-Use/Residential (MU)
  - Hotel/Hospitality (H)
  - Commercial/Office (CO)
  - Parking (PK)
  - Public-Station Plaza (P-TP)
  - Public-NCTD Bus Station (P-ST)
2. **Circulation Plan (Section 4.2):** In response to circulation studies prepared by NCTD, the circulation framework would focus on transit and pedestrian-oriented mobility improvements and enhancements to achieve better commuter connections, walkability, and improved safety and convenience of on-site circulation.

**Figure 6 – Circulation Plan**



- **Street realignment:** Roadways within the project boundaries, including S. Cleveland Street, would be reconfigured to improve vehicular circulation and minimize conflicts between pedestrians and vehicles. Personal vehicles would access parking facilities from S. Tremont Street, Topeka Street, and Michigan Avenue for convenient access without impeding bus operations.
- **Transit operations & connections:** The street realignment would also improve on-site bus circulation and promote intermodal connectivity through the relocation of the bus transfer center in closer proximity to rail service.
- **Pedestrian & bicycle connectivity:** The reconfiguration of S. Cleveland Street and associated streetscape amenities would create an improved pedestrian connection throughout the site leading into downtown. Various mobility hub improvements would also accommodate transit users, pedestrians, and

bicyclists.

3. **Open Space Plan:** The open space framework would encourage an outdoor lifestyle appropriate to a coastal environment, offering access to various public, communal, and private outdoor spaces and amenities.

- Conceptual landscape plan: The selected plant palette would emphasize native and drought tolerant species. Extensive streetscape with shade trees would line the primary roadways and pedestrian walkways. A variety of ornamental trees, shrubs, and plants would be located throughout the site and along the perimeter streets.
- Public outdoor space: The proposed Station Plaza would incorporate canopy trees, unique shade structures, and interspersed seating to accommodate transit center users. A variety of design features in public areas would include benches and lighting, decorative paving, special paving at crosswalks, wayfinding features, and wider sidewalks to enhance circulation.
- Private outdoor space: The project would include a variety of private outdoor spaces for the residential buildings, NCTD headquarters, and the proposed hotel, including courtyards, balconies, and roof decks.
- Public art: The Specific Plan would encourage opportunities to integrate public art pieces at activity nodes, such as the Transit Plaza, to serve as a special point of interest and attraction.

#### 4. **Design Guidelines:**

- Architectural character: The Specific Plan describes the architectural design of the project as being influenced by traditional Mediterranean and Spanish styles and the modern architectural legacy of Irving Gill through the use of clean lines and white stucco. The design concept is derived from the site's unique coastal setting, reflecting the character and feel of Oceanside and its beachfront neighborhoods.
- Enhanced public realm: The public realm is highlighted by enhanced streetscapes and the integration of accessible outdoor gathering space. Public spaces incorporate amenities that support pedestrian comfort and help enrich and activate these spaces, including canopy trees, site furnishings, and special paving.
- Compatible scale: The layout and design incorporate proper transitions in scale to nearby residential development, including articulated building facades that break down the building mass. Such features as porches, balconies, and shading devices further reduce scale and mass and communicate a residential character.

- View corridors: The site layout maintains view corridors by establishing a block pattern that would protect public views of the ocean along east-west oriented streets.
5. **Infrastructure**: The Specific Plan details a variety of infrastructure improvements necessary to facilitate future redevelopment of the project site. These improvements would include water, sewer, storm drain improvements, and dry utilities.
  6. **Plan Implementation**: The Specific Plan is envisioned to be constructed in two phases with the development schedule structured to ensure that operations of the transit center are not interrupted during construction.
    - Phase 1: During the initial phase of development all existing uses on Blocks 2, 3, 4, 5, 6, and 7 would be demolished. New construction would encompass the NCTD Headquarters on Block 7; the public parking structure on Block 2; the residential apartment building and related amenities on Blocks 3 and 4; and the new intermodal Transit Center, Station Plaza, bus circulation, and commuter bus bays on Blocks 5 and 6. NCTD's office at 311 Tremont Street and the existing bus terminal on Block 1 would remain open and operating during Phase 1.
    - Phase 2: With completion of the transit improvements during Phase 1, the existing bus terminal and NCTD office located at 311 Tremont Street would be demolished. The second phase of development would include construction of the hotel on Lot 1 and various roadway improvements, including connecting S. Cleveland Street through the site.

## **ANALYSIS**

### **1. Planning Considerations**

**Bus Transfer Center Relocation**: Public comments were received regarding the proposed relocation of the bus transfer center and potential impacts on the neighborhood immediately south of the site, including increased traffic on Missouri Avenue. Requests were made to keep the bus station at its current location. NCTD's decision to relocate the bus transfer station was a result of extensive analysis. In 2008, NCTD completed a "Site Feasibility and Transit Oriented Development Concept Study" that concluded that the transit center did not provide for the ideal site configuration and recommended a clear line of site between rail and bus areas.

In 2019, a "Final Project Study Report" was prepared by NCTD to consider options to relocate the existing bus transfer station in line with industry standards. The study concluded the distance from the current bus transit station to the rail platforms require an approximate 6- to 10-minute walk to connect between rail and bus modes. Anecdotal feedback from transit riders, including those that are mobility impaired, indicated the current configuration has resulted in missed train connections because of the long distance and lack of a line of sight between modes. Patrons who are mobility impaired

and/or traveling with young children may be at an even greater disadvantage for connecting between modes.

The primary purpose of the proposed bus transfer center relocation is to shorten the distance between the bus transit station and the rail platforms to help reduce walking times and improve visibility, so patrons can make their connections without having to increase their normal or comfortable walking speed or engage in running. The EIR for the project fully analyzed potential impacts of the relocated bus transfer on the adjacent neighborhood and concluded impacts associated with transportation, noise, and air quality would be less than significant.

**Bus Circulation:** Public comments were received regarding potential impacts of bus ingress/egress resulting from the relocation of the bus transfer facility, particularly on Michigan Avenue and Missouri Avenue. Requests were made to limit bus circulation to the existing routes utilized by NCTD. In response to these concerns, the North County Transit District prepared a memorandum regarding BREEZE bus circulation at the Oceanside Transit Center (Attachment No. 7).

The City of Oceanside does not have any oversight of NCTD's bus operations. As provided in the memorandum, NCTD's bus route decisions are responsive to the daily operational conditions, in which NCTD operates and takes into account considerations such as ridership, local traffic patterns, temporary obstructions, permanent improvements that impact circulation, and the safety of users within active transportation routes such as walking or biking. Routes are continually evaluated and adjusted to ensure riders can depend upon service that delivers them to their connection points.

NCTD prepared an OTC Supplemental Circulation Analysis to the BREEZE Speed and Reliability Study as a snapshot in time of viable options for bus circulation in and out of the transit center based upon today's roadway conditions. NCTD's operational needs are subject to change as the adjacent environment and other factors impact routing and operational decisions. Future bus routes shall be determined at the discretion of NCTD based on their operational needs in order to provide safe, efficient, and effective transit services. As such, the Specific Plan will not regulate bus routes.

Potential transportation impacts, including bus circulation, were fully analyzed in the EIR and found to be less than significant with recommended mitigation. Furthermore, city staff coordinated with NCTD regarding the Coast Highway Improvement Project to ensure future planned roundabouts can accommodate bus travel, including the intersection of Coast Highway and Michigan Avenue. The circulation exhibit provided in the OTC Specific Plan identifies all planned points of vehicle access. With the relocation of the bus transfer station, bus access may occur on Michigan Avenue, Cleveland Avenue, Topeka Street, and Missouri Avenue in addition to existing routes on Seagaze Drive.

**Traffic Analysis:** A Local Transportation Study (LTS)(Attachment No. 6) was prepared for the project in accordance with the City's Traffic Impact Analysis Guidelines for Vehicle Miles Travelled (VMT) and Level of Service (LOS) Assessments. As noted in the LTS, the project site is located in a mixed-use area with high quality transit service and would have a substantially lower net volume of vehicle trips than would occur in a lower density, less

walkable, and low transit area. The LTS utilized the SANDAG mixed-use (MXD) trip generation calculator to estimate the net volume of vehicle trips to be generated by the project and concluded the walkable mixed-use nature of the site, combined with high-quality transit service, would result in approximately 23 percent fewer vehicle trips overall.

<b>TABLE 2 - Trip Generation Comparison</b>			
<b>Proposed Project</b>			
<b>Trip Generation</b>	<b>ADT</b>	<b>AM Peak</b>	<b>PM Peak</b>
<b>Multi-family Residential</b>	3,282	263	295
<b>Retail, Food &amp; Beverage</b>	3,504	140	350
<b>NCTD Headquarters</b>	697	98	84
<b>Hotel</b>	680	61	54
<b>Gross Trips</b>	8,163	562	783
<b>Total Trip Reduction*</b>	23%		
<b>Total Vehicle Trips</b>	<b>6,261</b>	<b>441</b>	<b>603</b>
*Internal capture trips, walk trips, and transit trips estimated using SANDAG Mixed Use Trip Generation Model v 4.0			

As provided in the level of service (LOS) Tables ES-3 through ES-6 of the LTS, the proposed project is forecasted to exceed the City's specified thresholds for LOS at certain intersections and roadway segments. The LTS includes recommended modifications to roadway segments and intersections where the modifications would not alter or negatively impact the existing multi-modal infrastructure. For locations where roadway modifications to improve vehicular LOS are not appropriate, alternative multi-modal improvements or fair-share contributions have been identified. The identified improvements and fair-share contributions have been incorporated as conditions of approval for the project.

## **2. General Plan Conformance**

Section 65450 et seq. of the California Government Code sets forth minimum requirements for a Specific Plan, including provisions for a land use plan, infrastructure plan, and development standards. The OTC Specific Plan was prepared in accordance with state law and is consistent with the General Plan and Local Coastal Program as follows:

### **A. Land Use Element**

#### **Section 1.32: Coastal Zone**

Objective: To provide for the conservation of the City's coastal resources and fulfill the requirements of the California Coastal Act of 1976.

- Policy 1.32A: The City shall utilize the certified Local Coastal Plan (LCP) and supporting documentation for review of all proposed projects within the Coastal Zone. Specifically, the goals and policies of the LCP Land Use Plan shall be the guiding policy review document.

## **Section 1.1 Community Values**

Objective: To ensure the enhancement of long-term community and neighborhood values through effective land use planning

- Policy 1.1A: Land uses shall be attractively planned and benefit the community.

*The proposed Specific Plan would include development standards and design guidelines that would facilitate a unified and cohesive development that ensures visual compatibility with the character of the surrounding area.*

- Policy 1.1B: Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses.

*The proposed project would introduce a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses that are consistent with the surrounding existing commercial and residential uses. The project would improve connectivity and in particular build stronger linkages between the commercial downtown and residential neighborhoods to the south of the site by introducing a mix of uses while maintaining compatibility with surrounding uses.*

- Policy 1.1C: The City shall analyze the long-term effects of all proposed development to assure both the present and future social, economic, and physical enhancement of the community.

*The mixed-use development would physically enhance the site by promoting economic development within the Coastal Zone, while enhancing livability and walkability by accommodating a compatible mixture of uses that extends the activity of the downtown core into the planning area.*

## **Section 1.11 Balanced Land Use**

Objective: To develop and use lands for the long- term provision of a balanced, self-sufficient, and efficient community.

- Policy 1.11A: The City shall establish and enforce a balanced distribution of land uses to organize the City in a hierarchy of activity centers and land use so as to foster a sense of neighborhood, community, and regional identity.

*The OTC Specific Plan would introduce a mixed-use, transit-oriented, infill development inclusive of residential uses (both market-rate and affordable), a hotel, commercial/retail uses, private and public open space, parking, and a transit hub. The proposed project would improve connectivity and in particular build stronger linkages between downtown and the residential neighborhoods to the south of the site; support public transit through transit-oriented development that integrates updated transit facilities and other mobility improvements that would increase ridership and enhance the user experience; and deliver benefits to the*

*public by increasing the available housing supply, including the provision of affordable units, while providing for amenities that create a destination and enrich the quality of life for on-site occupants and the community-at-large.*

- Policy 1.11B: The City shall analyze proposed land uses for assurance that the land use will contribute to the proper balance of land uses within the community or provide a significant benefit to the community.

*The proposed mixed-use development would be consistent with the surrounding commercial and residential uses and provide a significant benefit to the community by introducing a modern, intermodal transit hub with several public amenities including a transit plaza, public art, and a community room.*

- Policy 1.11C: The City shall continuously monitor the impact and intensity of land use and land use distribution to ensure that the City's circulation system is not overburdened beyond design capacity.

*The project would support public transit through transit-oriented development that integrates updated transit facilities and other mobility improvements that would increase ridership and enhance the user experience.*

## **B. Housing Element (2021-2029)**

By contributing 547 rental dwelling units, including fifteen (15) percent reserved for affordable housing, the proposed project would help to meet the City's projected housing demand and provide an opportunity for housing 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.

### **C. Economic Development Element**

The proposed project would contribute towards the City's economic development strategies by introducing a modern mixed-use transit center supported by residential, commercial, office, and hospitality uses that would increase ridership, enhance walkability, encourage alternative modes of transportation, and promote economic activity and tourism in the City's coastal zone. The project is consistent with the following policies of the Economic Development Element:

- Goal EDE-1B: The City will expand employment, housing, and public amenities by facilitating efficient, transit oriented development within already urbanized areas (i.e. smart growth).
- Policy EDE-1b-1: Encourage efficient, transit-oriented development, walkability, parking efficiency, pedestrian and bicycle facilities, and a strong sense of place within the City's Smart Growth Opportunity Areas (SGOAs), as identified on the Regional Smart Growth Concept Map.
- Policy EDE-1b-2: Encourage efficient use of land for employment and revenue generation.

### **D. Energy/Climate Action Element**

Envisioned as a model transit-oriented development, the proposed project would achieve many of the City's climate action goals of reducing greenhouse gas emissions by creating a destination that reinforces transit use and encourages alternative modes of transportation for residents, employees, commuters, and tourists. The project is consistent with the following policies of the Energy/Climate Action Element:

- Goal ECAE-2a: The City will accommodate future population, employment, and housing growth within already urbanized areas.
- Policy ECAE-2a-1: In areas served by transit, promote land uses intensities that increase transit ridership and, in turn, the quality and frequency of transit services
- Policy ECAE-2a-5: Explore opportunities to implement "mobility hub" features within Smart Growth Opportunity Areas and other areas amenable to active transportation and shared mobility options.
- Policy ECAE-5a-7: Encourage new development to incorporate shade trees, to the extent practical and financially feasible.

## **E. Climate Action Plan**

The adopted Climate Action Plan (CAP) includes reduction measures that the City develop Smart Growth Policies (Measure TL1) that includes a strategy to establish a smart growth development goal of locating the majority of new housing units and employment generating land uses developed between 2017 and 2030 within existing and potential SGOAs. This is being accomplished through the development of the Smart and Sustainable Corridor Plan Specific Plan as part of the Comprehensive General Plan Update.

The adopted CAP includes Implementation Actions that includes aspirational targets for residential development in SGOAs. The target for 2027 is 890 units. The project would add 537 units in an identified SGOA. In conjunction with the recently approved Ocean Creek project, and its 295 units, Modera Melrose project, and its 323 units, and the Olive Park 100% affordable housing project, and its 199 units, the City would exceed the target for 2027 with a total combined unit count of 1,354 units within identified SGOAs.

## **F. Circulation Element**

The proposed project would introduce a modern intermodal transit facility with pedestrian, bicycle, and road improvements to facilitate efficient flow of traffic and the safe and effective passage of pedestrians and cyclists. Transit improvements and mobility hub features would also enhance the user experience and promote an increase in transit usage. The OTC Specific Plan is consistent with the following policies of the Circulation Element:

- Objective: Support mixed use developments in transit focus areas and transit oriented developments.
- Policy 5.1: The City shall collaborate with NCTD to attain a balance of transportation opportunities. This shall include the establishment of criteria to implement transit improvements, corridor improvements, transit centers, and track improvements and maintenance.
- Policy 5.7: The City shall continue to work with NCTD to ensure that transit centers and major stops have adequate bicycle and pedestrian access, including secure bicycle storage. The City shall continue to work with NCTD to encourage more bus services that accommodate bicycles.
- Policy 5.8: The City shall work with NCTD, as applicable, to provide safe and adequate transit facilities that include covered shelters, proper lighting, safe crossings, and locations that are highly visible.
- Policy 5.10: The City shall work with NCTD to encourage additional passenger usage of rail service by providing safe and adequate commuter parking facilities with shuttle service, if appropriate, and enhanced landscaping.

- Policy 5.13: The City shall support policies in the Land Use chapter of the General Plan that encourage the use of transit and mixed use development.

### 3. Local Coastal Program (LCP) Conformance

The OTC Specific Plan requires an amendment to the Land Use Plan of the City's LCP which must be certified by the California Coastal Commission. The proposed amendment would change the land use from Downtown (DT), Coastal Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal General Commercial (C-GC) to Specific Plan, which would establish unique land use designations and regulations for all future land use within the project boundaries.

Staff finds that the proposed Specific Plan and development project would be consistent with the policies of the Local Coastal Program and requirements of the Coastal Act:

#### Land Use Plan Consistency

#### A. II Recreation and Visitor Serving Facilities

Objective: The City shall provide and maintain a wide range of public recreation areas, beach support facilities, and visitor-serving facilities, commensurate with need.

- **Policy 10 (General):** The City shall continue to promote coastal tourism through the revitalization of the coastal area and upgrading of visitor amenities.

*The proposed project would redevelop an existing transit center into a modern transit facility that would serve both residents and coastal visitors. A variety of amenities, including the transit plaza and wayfinding features, would create a destination and provide comfort and convenience for transit users visiting the coastal area.*

- **Policy 17 (Parking):** The City shall require that all new residential development provides adequate on-site parking. In areas where beach parking demand is critical, parking requirements for new residential development shall be strictly enforced. Curb cuts for new development shall be held to a minimum to preserve existing on street parking.

*The project would include two separate residential buildings with a total of 547 apartment units. Each building would include parking structures with a combined total of 790 parking spaces for the exclusive use of residents. A separate public parking structure would provide 611 public parking spaces available for commuters and beach visitors.*

- **Policy 24 (Parking):** The City shall continue to work with the California Department of Transportation, North County Transit District and other affected agencies to improve alternatives to private automobile use, including public transit (bus or other means), bicycle and pedestrian travel, and multi-modal combinations (e . g. park-n-ride-, shuttle service).

*As a transit-oriented development, the project would encourage residents to utilize public transit. A variety of transit center features and amenities would also enhance walkability and promote alternative modes of transportation.*

## **B. VI Visual Resources and Special Communities**

Objective: The City shall protect, enhance, and maximize public enjoyment of Coastal Zone scenic resources; and the City shall, through its land use and public works decisions, seek to protect, enhance, and restore visual quality of the urban environment.

- **Policy 4:** The City shall maintain existing view corridors through public rights-of-way.

*The design of the project would orient buildings in a block pattern that would preserve existing public views along the east-west oriented public-rights-of-way, including Michigan Avenue.*

- **Policy 8:** The City shall ensure that all new development is compatible in height, scale, color and form with the surrounding neighborhood.

*The proposed scale of the development would be compatible with the surrounding downtown environment and designed to incorporate proper transitions in scale to nearby residential development, including articulated building facades that break down the overall building mass. Building materials, colors, and finishes were selected to reflect the coastal setting as detailed in the design guidelines of the OTC Specific Plan.*

- **Policy 11:** The City shall encourage variety, creativity, and site-responsive design for all new development.

*The OTC Specific Plan would facilitate a creative and cohesive mixed-use development that would transform an existing transit center into a modern intermodal transit facility and maximize the redevelopment potential of the site.*

- **Policy 13:** New development shall utilize optimum landscaping to accent and enhance desirable site characteristics and architectural features.

*The project would feature a variety of landscaping and streetscape improvements to highlight architectural features and enhance public and private spaces throughout the entire transit center.*

### Implementation Plan

The amended text of the LUP would establish the Specific Plan as part of the implementing document of the Local Coastal Program. The Specific Plan would regulate all land use within the project boundaries consistent with objectives and policies of the Local Coastal Program.

#### **4. Zoning Ordinance Compliance**

The OTC Specific Plan would establish land use regulations and development standards within the project boundaries. Development standards and design guidelines are provided in Chapter 6 of the Specific Plan and would take precedence over the City's Zoning Ordinance, unless otherwise noted. The proposed development plan for the transit center aligns with all development standards provided in the Specific Plan, including setbacks, height, open space, landscaping, and parking.

#### **ENVIRONMENTAL DETERMINATION**

In accordance with the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) was prepared for the project due to potentially significant impacts to aesthetics, air quality, biological resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, transportation, tribal and cultural resources, and utilities and service systems.

As described in the Draft EIR (DEIR), implementation of mitigation measures would reduce impacts to a less-than-significant level for all identified environmental topic areas. The DEIR was made available for public review between September 4, 2024 and October 18, 2024. A total of 24 comments were received. All comments received on the DEIR during the public review period were evaluated and responded to in the Response to Comments (RTC) section of the Final EIR (FEIR).

In response to a comment received during the public review period, minor revisions were made to the text of the FEIR. The revisions do not constitute "significant new information" as set forth in CEQA Guidelines Section 15088.5 and recirculation of the EIR is not required.

The FEIR, including the RTC and Mitigation, Monitoring, and Reporting Program (MMRP), is provided at Attachment No. 4.

#### **PUBLIC NOTIFICATION**

**Community Outreach:** In accordance with the City's Enhanced Notification Policy (300-14), the applicant conducted extensive community outreach throughout the entitlement process. Outreach efforts included mail notifications, a project website ([www.osidetransit.com](http://www.osidetransit.com)), eight in-person community meetings, and one on one community engagement. As a result of public outreach, a variety of project enhancements were incorporated into the project as documented in the outreach summary. A copy of the community outreach report is provided as Attachment No. 5.

**Hearing Notice:** Legal notice was published in the newspaper and notices were sent to property owners within 1,500 feet and occupants within 100 feet of the subject property,

individuals/organizations requesting notification, the applicant, and interested parties. Public correspondence received is provided as Attachment No. 11.

## **SUMMARY**

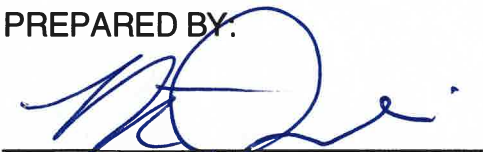
Redevelopment of the Oceanside Transit Center would result in a transit oriented, mixed-use development consistent with the pattern of redevelopment in the adjacent downtown core and other areas of the coastal zone. The OTC Specific Plan would bring forward a modern transit center with high density, vertically-oriented mixed-use development that would improve transit services for commuters and visitors, enhance walkability and connectivity, support the City's housing goals, and support businesses in the downtown area and Coast Highway corridor.

Staff finds that the proposed General Plan Amendment, Zone Amendment, Local Coastal Program Amendment, Vesting Tentative Map, Development Plan, and Regular Coastal Permit for the Oceanside Transit Center (OTC) Specific Plan are consistent with the requirements of the General Plan, Local Coastal Program, and Zoning Ordinance.

Staff recommends that the Planning Commission by motion:

- 1) Adopt Planning Commission Resolution No. 2025-15 recommending City Council certification of an Environmental Impact Report (SCH No. ) and approval of General Plan Amendment (GPA22-00002), Zone Amendment (RZA22-00001), Local Coastal Program Amendment (LCPA22-00004), Vesting Tentative Map (T22-00006), Development Plan (D22-00016), and Regular Coastal Permit (RC22-00011) for approval of the Oceanside Transit Center Specific Plan and redevelopment of the Oceanside Transit Center into a mixed-use development on a 10.15-acre site.

PREPARED BY:



Rob Dmohowski  
Principal Planner

SUBMITTED BY:



Sergio Madera  
City Planner

### **Attachments:**

1. Planning Commission Resolution No. 2025-P15
2. OTC Specific Plan (online)
3. Plans/Site Map (online)
4. FEIR (online)
5. Community Outreach Report (online)
6. Local Transportation Study (LTS)(online)
7. NCTD BREEZE Bus Circulation Memorandum
8. Application, Description and Justification, Legal Description (online)
9. Economic and Fiscal Impact Analysis
10. OTC TDM Plan
11. Public Correspondence

# 4.01 ATTACHMENT 1

## PLANNING COMMISSION RESOLUTION NO. 2025-P15

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA RECOMMENDING CITY COUNCIL CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT AND APPROVAL OF A GENERAL PLAN AMENDMENT, ZONE AMENDMENT, LOCAL COASTAL PROGRAM AMENDMENT, VESTING TENTATIVE MAP, DEVELOPMENT PLAN, AND REGULAR COASTAL PERMIT ON CERTAIN REAL PROPERTY IN THE CITY OF OCEANSIDE

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APPLICATION NO: GPA22-00002, RZA22-00001, LCPA22-00004, T22-00006, D22-00016, RC22-00011  
APPLICANT: TOLL BROTHERS APARTMENT LIVING  
LOCATION: 235 SOUTH TREMONT STREET (APNs 150-046-17-00, -046-01-00 through -046-08-00, -043-01-00 through -043-04-00, -043-05-00, and -043-06-00)

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THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA DOES RESOLVE AS FOLLOWS:

WHEREAS, there was filed with this Commission a verified petition on the forms prescribed by the Commission requesting a General Plan Amendment, Zone Amendment, Local Coastal Program Amendment, Vesting Tentative Map, Development Plan, and Regular Coastal Permit under the provisions of Articles 40, 43, and 45 of the Zoning Ordinance and Article VII of the Subdivision Ordinance of the City of Oceanside to permit the following:

Approval of the Oceanside Transit Specific Plan to allow for the redevelopment of the Oceanside Transit Center into a mixed-use project with a modern intermodal transit facility and associated amenities and site improvements;  
on certain real property described in the project description.

WHEREAS, the Planning Commission, after giving the required notice, did on the 23<sup>rd</sup> day of June, 2025 conduct a duly advertised public hearing as prescribed by law to consider said application; and

WHEREAS, pursuant to the California Environmental Quality Act of 1970, and State Guidelines thereto; an Environmental Impact Report (EIR) was prepared and circulated for this project;

WHEREAS, the documents or other material which constitute the record of proceedings upon which the decision is based will be maintained by the City of Oceanside Planning Division, 300 North Coast Highway, Oceanside, California 92054.

WHEREAS, pursuant to Gov't 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 and Commercial) School District Fee (Hotel – refer to School District)	Ord. No. 91-34 OUSD Res. 13(12-13) CUSD Res. 21-1314
Traffic Signal & Thoroughfare (Multi-Family Residential and Commercial)	Reso. No. 16-R0324-1 Reso. No. 12-R0626-1
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;

1 WHEREAS, unless otherwise provided by this resolution, all impact fees shall be  
2 calculated and collected at the time and in the manner provided in Chapter 32B of the  
3 Oceanside City Code and the City expressly reserves the right to amend the fees and fee  
4 calculations subject to applicable law including Government Code Section 65589.5 (o);  
5 and

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

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

13 WHEREAS, the documents or other material which constitute the record of  
14 proceedings upon which the decision is based will be maintained by the City of Oceanside  
15 Planning Division, 300 North Coast Highway, Oceanside, California 92054.

16 WHEREAS, studies and investigations made by this Commission and in its behalf  
17 reveal the following facts:

18 FINDINGS

19 For the General Plan Amendment (GPA22-00002):

20 To change the existing land designations of the project site from Downtown (DT), Coastal  
21 Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal  
22 General Commercial (C-GC) to Specific Plan and to remove the project site from the  
23 Downtown District:

- 24 1. The re-designation of the project site to Specific Plan will provide for a variety of  
25 land uses consistent with policies of the adopted General Plan, including the Land  
26 Use Element (Policies 1.32A, 1.1A, 1.1B, 1.1C, 1.11A, 1.11B, and 1.11C) , Housing  
27 Element (Policies 1.1, 1.6, 2.1, 3.5, and 3.7), Economic Development Element  
28 (Policies EDE-1b-1 and EDE-1b-2), Energy/Climate Action Element (Policies  
29 ECAE-2A-1, ECAE-2a-5, and ECAE-5A-7), and the Circulation Element (Policies

5.1, 5.7, 5.8, 5.10, and 5.13). The Specific Plan will facilitate a mixed-use, intermodal transit facility compatible with existing land uses in the vicinity of the project site.

2. Removal of the project site from the boundaries of the Downtown District will not impact the long-term viability of Downtown and the Specific Plan will be consistent with the Downtown District's goal of maintaining and enhancing an appropriate mix of uses.

For the Zone Amendment (RZA22-00001):

To re-designate the project site as a Specific Plan and establish the Oceanside Transit Center Specific Plan as a regulatory document in accordance with CA Government Code Section 65450 et seq.:

1. The proposed change in zoning to Specific Plan is consistent with the Land Use Element of the General Plan and other applicable policies and is compatible with surrounding development. The land use regulations and development standards articulated in the OTC Specific Plan will ensure that development and land use on the project site will both enhance the visual quality of, and be compatible with, the surrounding area.
2. The Specific Plan will enhance the potential for superior urban design in comparison with the development under the base district regulations that would apply if the Specific Plan was not approved because the Specific Plan introduces objective design guidelines applicable to all components of development to achieve a creative, high-quality design throughout the entire project boundary.
3. Deviations from the base district regulations that otherwise would apply are justified by compensating benefits of the Specific Plan because site development standards of the Specific Plan are customized and cater towards the development of a high-quality transit-oriented development with a mix of land uses and a modern intermodal transit facility.

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- 1 4. The Specific Plan includes adequate provisions for utilities, services, and emergency  
2 vehicle access; and public service demands will not exceed the capacity of existing  
3 and planned systems.

4 For Local Coastal Program Amendment (LCPA22-00004)

- 5 1. Pursuant to Public Resources Code §30510(a), the Planning Commission hereby  
6 certifies that the Local Coastal Program Amendment (LCPA22-00004) is intended  
7 to be carried out in a manner fully in conformity with the Coastal Act of 1976.  
8 2. Pursuant to Coastal Commission Local Coastal Program Regulations §13551(b), this  
9 amendment shall take effect upon Coastal Commission approval.  
10 3. The proposed Specific Plan conforms to the Local Coastal Program, in that it does  
11 not impact public coastal access, water or marine resources, sensitive habitat, visual  
12 resources, visitor serving uses, or public facilities. The Specific Plan will also be  
13 consistent with policies of the Local Coastal Program, including Recreation and  
14 Visitor Serving Facilities (Policies 10, 17, and 24) and Visual Resources and Special  
15 Communities (Policies 4, 8, 11, and 13). The project will maintain existing view  
16 corridors through public rights-of-way and will introduce a creative, site-responsive  
17 design with desirable site characteristics and architectural features that will be sited  
18 and designed to be visually compatible with the character of surrounding areas. The  
19 project will maintain adequate public access to and along the coast through an  
20 existing pedestrian tunnel under the railroad right-of-way. As a transit hub, the  
21 project will include public outdoor open space and amenities for transit user and  
22 coastal visitors. The existing public parking lot at the transit center with 560 spaces  
23 will be replaced with a parking structure with 801 parking spaces, including 611  
24 parking spaces reserved for public use, to ensure adequate parking is maintained for  
25 transit users and coastal visitors.

26 For the Vesting Tentative Map (T22-00006):

- 27 1. The proposed Vesting Tentative Map is consistent with the General Plan, the  
28 proposed Specific Plan, and provisions of the Subdivision Ordinance of the City.

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2. The site is physically suitable for the type of development in that the site includes approximately 10.15-acres and developed with an existing transit center. Technical studies prepared for the project indicate the site is not significantly constrained by topography, geological or hydrological hazards, protected habitat or other limiting features.
3. The site is physically suitable for the proposed density of development as the site is located within an urbanized area and surrounded by a variety of residential uses, commercial and transit uses. The site is served by existing public services, utilities, and public facilities and all necessary infrastructure improvements will be installed with the project.
4. The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially injure fish or wildlife or their habitat. The subject property is located in an urbanized area and is developed with an existing transit center. An Environmental Impact Report was prepared for the project and analyzed environmental impacts, including potential impacts to wildlife and habitat. The EIR concluded that project impacts, including potential impacts to wildlife and habitat, will be less than significant with recommended mitigation measures.
5. The design of the subdivision or the type of improvements meet City standards and will not conflict with easements, acquired by the public at large, for access through or the use of property within the proposed subdivision. Easements on the property will be improved and maintained in a manner consistent with City standards.
6. The subdivision complies with all other applicable ordinances, regulations and guidelines of the City of Oceanside, including the Local Coastal Program. The proposed vesting tentative map exhibit accords with the form and content requirements of the City's Subdivision Ordinance (Article VII Vesting Tentative Map).

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1 For the Development Plan (D22-00016):

- 2 1. The site plan and physical design of the project as proposed is consistent with the  
3 purposes of the Zoning Ordinance in that the layout and design of the proposed  
4 project is consistent with the Oceanside Transit Center Specific Plan development  
5 standards. The siting and architecture of the proposed mixed-use project has been  
6 designed pursuant to the OTC Specific Plan design guidelines and will avoid  
7 potential adverse visual impacts on adjacent properties through high-quality  
8 architecture, adequate setbacks, abundant landscape, context-appropriate walls and  
9 fencing, and adequate on-site parking for residents, employees, and the general  
10 public.
- 11 2. The Development Plan conforms to the General Plan of the City, in that the proposed  
12 development will be consistent with the land use regulations, development standards  
13 and design guidelines of the OTC Specific Plan.
- 14 3. The area covered by the Development Plan can be adequately, reasonably, and  
15 conveniently served by existing and planned public services, utilities, and public  
16 facilities as detailed in the OTC Specific Plan. The project, as conditioned, will  
17 install public infrastructure including water, sewer, and storm drain improvements  
18 necessary to serve the project.
- 19 4. The project is compatible with existing and potential development on adjoining  
20 properties or in the surrounding neighborhood. The project will redevelop an existing  
21 transit center into a mixed-use intermodal transit facility designed at a scale  
22 compatible with mid-rise mixed-use development to the north in Downtown and  
23 adjacent residential neighborhoods to the south. The project will include high quality  
24 urban design with enhanced landscaping, public spaces, circulation improvements,  
25 and pedestrian connections to ensure compatibility with adjacent uses.
- 26 5. The project will conform with all applicable policies of the certified Land Use Plan  
27 in that the proposed development plan will be consistent with the provisions of the  
28 OTC Specific Plan upon certification.

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6. The Specific Plan and the Development Plan are consistent with the adopted Land Use Element of the General Plan and other applicable policies and are compatible with surrounding development, in that the Specific Plan and the Development Plan will redevelop an existing transit center into a mixed-use project with a modern intermodal transit facility that will provide opportunities for housing, encourage the use of alternative transportation, increase public transit ridership, and reduce greenhouse gas emissions.
7. The Specific Plan and the Development Plan will enhance the potential for superior urban design in comparison with development under the base district regulations that would apply if they were not approved, in that the PD Plan and Development Plan provide a consolidated site plan for a property with unique shape and constraints that might otherwise be developed to the detriment of surrounding neighborhoods.
8. Deviations from the base district regulations that otherwise would apply are justified by compensating benefits of the Specific Plan and the Development Plan, including high-quality architecture and urban design, a public plaza, extensive open space, public and private amenities, and a modern intermodal transit facility.
9. The Specific Plan and the Development Plan includes adequate provisions for utilities, services, and emergency vehicle access; and public service demands will not exceed the capacity of existing and planned systems.

For the Regular Coastal Permit (RC22-00011):

1. The project conforms to the policies of the Local Coastal Program as implemented through the OTC Specific Plan. The placement and design of the proposed project will be visually compatible with the character of surrounding area and will not substantially alter or impact existing public views of the coastline or public view corridors.

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1 NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the  
2 City of Oceanside does hereby recommend City Council approval of General Plan  
3 Amendment (GPA22-00002), Zone Amendment (RZA22-00001), Local Coastal  
4 Program Amendment (LCPA22-00004), Vesting Tentative Map (T22-00006),  
5 Development Plan (D22-000016), and Regular Coastal Permit (RC22-00011) subject to  
6 the following conditions:

7 **Planning:**

- 8 1. The Vesting Tentative Map, Development Plan, and Regular Coastal Permit shall  
9 not become effective until the certification of the Local Coastal Program  
10 Amendment (LCPA22-00004) by the California Coastal Commission. The  
11 effective date shall be used for determining expiration dates for the Vesting  
12 Tentative Map, Development Plan, and Regular Coastal Permit.
- 13 2. This Vesting Tentative Map, Development Plan, and Regular Coastal Permit  
14 approval shall expire 36 months after their effective date, unless this time period  
15 is extended by the provisions of Article 1, Section 150 of the Zoning Ordinance.
- 16 3. The applicant, permittee or any successor-in-interest shall defend, indemnify and  
17 hold harmless the City of Oceanside, its agents, officers or employees from any  
18 claim, action or proceeding against the City, its agents, officers, or employees to  
19 attack, set aside, void or annul the City's approval of this development project.  
20 The City will promptly notify the applicant of any challenge, claim, suit, action or  
21 legal proceeding against the City. The City will cooperate fully with the applicant,  
22 permittee or any successor-in-interest in the legal defense of the City's approving  
23 action.
- 24 4. The approval of this project constitutes the applicant's agreement with all  
25 statements in the project description, OTC Specific Plan, project plans, and other  
26 materials and information submitted with this application, unless specifically  
27 waived by an adopted condition of approval.

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5. A covenant or other recordable document approved by the City Attorney shall be prepared by the property owner and recorded prior to grading permit issuance. The covenant shall provide that the property is subject to this resolution and all listed conditions of approval.
6. Prior to the transfer of ownership and/or operation of the project site, the owner shall provide written copy of the application, staff report and resolution for the project to the new owner and/or operator. This notifications provision shall run with the life of the project.
7. Failure to meet any conditions of approval for this development shall constitute a violation of the Vesting Tentative Map and Development Plan.
8. This resolution includes the following entitlements:
  - a) Vesting Tentative Map to subdivide the project site into eight parcels.
  - b) Development Plan for the construction of a mixed-use development project consistent with the land use regulations, development standards, and design guidelines of the OTC Specific Plan.
  - c) Regular Coastal Permit in conjunction with a discretionary development project in the Coastal Zone as required by the City's Local Coastal Program.
9. All development shall be subject to compliance with land use regulations, development standards, design guidelines, and procedures of the Oceanside Transit Center Specific Plan.
10. The project shall comply with all mitigation measures identified in the Oceanside Transit Center Final EIR (SCH NO. 2023010231) Mitigation, Monitoring, and Reporting Program (MMRP). The applicant shall submit a mitigation compliance binder (digital format) to the Planning Division documenting compliance with all mitigation measures.
11. Building elevations, siding materials, colors, roofing materials and floor plans submitted for building permit plan check shall be in substantial compliance with those plans and exhibits approved by the City Council.

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12. Prior to grading permit or building permit issuance, the applicant shall submit and obtain final approval of a Construction Management Plan from the City Planner or their designee. The Construction Management Plan shall be implemented during the entire duration of the construction of the mixed-use project.
13. The construction of fencing and walls shall conform to the approved Development Plan and/or the Oceanside Transit Center Specific Plan.
14. The project shall comply with the provisions of the City's anti-graffiti (Ordinance No. 93-19/Section 20.25 of the City Code). These requirements, including the obligation to remove or cover with matching paint all graffiti within 24 hours.
15. Building permit plans shall demonstrate that all mechanical (HVAC) rooftop and ground-mounted equipment will be completely screened from public view as required by the Zoning Ordinance and that all mechanical HVAC equipment, screens and/or vents shall be painted with non-reflective paint to match the roof.
16. Project signage was not approved as part of the Development Plan. All proposed signage shall be reviewed and approved in conformance with the OTC Specific Plan Master Sign Program prior to the issuance of any sign permit.
17. Parking spaces shall be kept available and useable for the parking of vehicles at all times.
18. All dwelling units proposed as part of this project shall be rented for no less than 31-days.
19. A letter of clearance from the affected school district in which the property is located shall be provided as required by City policy at the time building permits are issued.
20. Any trash, debris, or waste material found onsite during grading or cleanup operations shall be disposed of off-site in accordance with local, state, and federal regulations. Any buried trash/debris or materials containing petroleum encountered shall be evaluated prior to removal and disposal.
21. Outdoor lighting shall be low emission, shielded, and directed away from neighboring properties.

- 1 22. Renewable Energy Facilities: The project shall comply with requirements of  
2 Article 30, Section 3047 of the Zoning Ordinance. The project applicant shall also  
3 purchase 75% renewable electricity for the common areas.
- 4 23. Electric Vehicle Parking and Charging Facilities: Prior to issuance of building  
5 permits, the project shall comply with residential and non-residential electric  
6 vehicle (EV) parking and charging facility requirements as provided in Article 30,  
7 Section 3048 of the Zoning Ordinance.
- 8 24. Urban Forestry Program: Prior to issuance of building permits, the project shall  
9 comply with the urban forestry standards outlined in Table 1 of Article 30, Section  
10 3049 of the Zoning Ordinance.
- 11 The project must provide a Landscape and Tree Canopy Management Plan  
12 (LTCMP). The LTCMP shall include information regarding regular, seasonal, and  
13 emergency maintenance, trash abatement, irrigation, tree/plant care, tree  
14 replacement, insect and disease infestation prevention, integrated pest  
15 management, and appropriate response process etc. Projects that do not maintain  
16 landscape in a manner consistent with the approved LTCMP shall be subject to  
17 code enforcement action.
- 18 25. Transportation Demand Management (TDM) (Zoning Ordinance Article 30,  
19 Section 3050): The project applicant shall implement the Draft Transportation  
20 Demand Management Plan prepared by Stantec dated April 24, 2025. A Final  
21 TDM shall be submitted to the Planning Division for review and approval prior to  
22 building occupancy. The TDM plan shall be implemented upon first occupancy.
- 23 26. The developer is prohibited from entering into any agreement with a cable  
24 television franchisee of the City, which gives such franchisee exclusive rights to  
25 install, operate, and or maintain its cable television system in the development.
- 26 27. The residential and commercial aspects of this project shall be developed  
27 simultaneously as a Mixed-Use project per the phasing plan outlined in the OTC  
28 Specific Plan. No deferral of the commercial use shall be permitted as the project's  
29 approval was for a Mixed-Use project.

- 1 28. All residential units will be all-electric and will not use natural gas. No fireplaces  
2 shall be permitted inside residential units.
- 3 29. The public community room provided in Block 2 shall be prioritized for use by  
4 the City of Oceanside through a property lease agreement between the City of  
5 Oceanside and the North County Transit District but shall be reserved in perpetuity  
6 as a public use space. The project applicant shall fully furnish the community  
7 room, including the installation of an audio/video system.
- 8 30. Prior to the issuance of any grading permit or building permit, the grading permit  
9 plans and building permit plans shall be reviewed for consistency with the City  
10 Council-approved discretionary application plans and exhibit. No deviation from  
11 the approved plans and exhibits may occur without prior Planning Department  
12 approval. Modifications to the approved plans shall be processed in accordance  
13 with Article 43 of the Zoning Ordinance.
- 14 31. Prior to issuance of a Certificate of Occupancy (C of O), the project shall prepare  
15 a Security and Management Plan (SMP) that shall be subject to the review and  
16 approval of the City Planner. The SMP shall include the following provisions:
- 17 a) Security: The SMP will address on-site security, site management, hours-of-  
18 operation, and specific security measures that will provide appropriate security  
19 for all residents, employees, and visitors.
- 20 b) Maintenance: The SMP shall address, but not be limited to, anti-graffiti  
21 measures for the building exterior, landscaping, parking lots, sidewalks,  
22 walkways, and overall site maintenance measures. The SMP shall ensure that  
23 a high standard of maintenance is maintained on the project site at all times.  
24 Maintenance provisions shall include periodic sweeping/cleaning of parking  
25 lots, sidewalks and other concrete surfaces at sufficient intervals to maintain a  
26 clean appearance. Wastewater, sediment, trash or other pollutants shall be  
27 collected on an as-needed basis and shall be properly disposed, and shall not  
28 be discharged off the property or into the City's storm drain system.

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c) Any graffiti within the project shall be removed within 24 hours of discovery of the occurrence by property management staff. Any new paint used to cover graffiti shall match the existing color.

**Building:**

32. Beginning on January 1, 2023, Oceanside Development Services (ODS) is required by State law to enforce the 2022 Edition of California Building Standards Codes (a.k.a., Title 24 of the California Codes of Regulations).

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

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

- Part 2: The 2022 California Building Code (CBC).
- Part 2.5: The 2022 California Residential Code (CRC).
- Part 3: The 2022 California Electrical Code (CEC).
- Part 4: The 2022 California Mechanical Code (CMC).
- Part 5: The 2022 California Plumbing Code (CPC).
- Part 6: The 2022 California Energy Code
- Part 9: The 2022 California Fire Code (CFC)
- Part 11: The 2022 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.

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- 1 33. Where mixed occupancy buildings contain incidental use areas, the following shall  
2 apply:
- 3 a. Clearly identify on plans whether there are any incidental use areas that are  
4 separated from other portions of the building pursuant to CBC.
- 5 b. The protection used for incidental use areas may include automatic fire sprinklers,  
6 fire-resistance rated construction, or both. Identify such protection in the incidental  
7 use areas on each floor plan.
- 8 34. Where mixed occupancy buildings contain nonseparated uses, the following shall  
9 apply:
- 10 a. Clearly identify on plans whether nonseparated uses will be utilized pursuant to  
11 CBC 508.3.
- 12 b. Clearly acknowledge on the plans that the use of nonseparated occupancies  
13 requires the most restrictive provisions of CBC 403 and Chapter 9 to apply to the  
14 entire building.
- 15 c. The adjoining nonseparated uses must be clearly identified on all floor plans,  
16 including the boundary of such areas
- 17 d. The project must be designed to meet the requirements of the more restrictive  
18 occupancy for the following: (Area) (Height) (Egress) (Fire Sprinklers) (Other)
- 19 e. Per Table 504.4 the Type of construction must be per 2022 CBC for each Building.
- 20 f. Per Table 705.8 Walls 3 to 5 feet from the PL must not have opening of more than  
21 15%, walls 5 to 10 not less than 25%, walls 10 to 15 feet not more than 45%.
- 22 35. Where mixed occupancy buildings contain separated uses, the following shall apply:
- 23 a. Clearly identify on plans the boundary of each adjoining occupancy that will be  
24 separated pursuant to CBC 508.4.
- 25 b. Fire-resistance rated walls used to separate adjoining occupancies shall be  
26 constructed as fire barriers in accordance with Section 707; fire partitions shall not  
27 be allowed. (CBC 508.4.4.1).
- 28 c. Fire-resistance rated floor-ceiling assemblies used to separate adjoining  
29 occupancies shall comply with CBC 711. (CBC 711.2.4.1)

- 1 36. Where mixed occupancy buildings contain accessory areas, the aggregate area of all  
2 accessory areas within a single occupancy shall not exceed 10% of the floor area of  
3 the primary occupancy. (CBC 508.2.3).
- 4 37. Clearly label and identify on plans (fire walls, fire barriers, fire partitions, shafts,  
5 smoke barriers, and smoke partitions), along with their fire-resistance ratings.  
6 Provide a legend.
- 7 38. Submit an exit analysis plan that labels and clearly shows compliance with all  
8 required egress features such as, but not limited to, common path of travel, required  
9 number of exits, occupant load, required width, continuity, travel distance, etc. (CBC  
10 1001.1)
- 11 39. Means of egress doors shall be readily distinguishable from the adjacent construction  
12 and finishes such that the doors are easily recognizable as doors. Mirrors or similar  
13 reflecting materials shall not be used on means of egress doors. Means of egress  
14 doors shall not be concealed by curtains, drapes, decorations or similar materials.  
15 (CFC 1010.1)
- 16 40. The building plans for this project are required by State law to be prepared by a  
17 licensed architect or engineer.
- 18 41. Compliance with the Federal Clean Water Act (BMP's) shall be demonstrated on  
19 the plans.
- 20 42. All outdoor lighting shall meet Chapter 39 of the City Code (Light Pollution  
21 Ordinance) and shall be shielded appropriately.
- 22 43. Separate/unique addresses may be required to facilitate utility releases. Verification  
23 that the addresses have been properly assigned by the City's Planning Division shall  
24 accompany the Building Permit application.
- 25 44. A form or foundation survey shall be required prior to the placement of concrete to  
26 show the location of the new structure in respect to the property lines, known  
27 easements, and known setback lines. By obtaining a form survey the location of the  
28 foundation is checked prior to the placement of concrete, and can save costly  
29 corrective measures in case of an encroachment of a property line

- 1 45. The 2022 California Energy Code requires rooftop solar zones. Solar ready rooftop  
2 required. Low-rise and High-rise Multi-family Buildings, Hotel/Motel Occupancies,  
3 and Nonresidential Buildings. The solar zone shall be located on the roof or overhang  
4 of the building or on the roof or overhang of another structure located within 250  
5 feet of the building or on covered parking installed with the building project and have  
6 a total area no less than 15 percent of the total roof area of the building excluding  
7 any skylight area. The requirements for solar ready buildings are all mandatory, so  
8 there are no prescriptive and performance compliance paths. Since the provisions are  
9 mandatory, there are also no tradeoffs allowed, and applicants must demonstrate  
10 compliance with each measure.
- 11 46. Exterior walls of all buildings shall comply with CBC table 705.2 Projections.  
12 Cornices, eave overhangs, exterior balconies and similar projections extending  
13 beyond the exterior wall shall conform to the requirements of this section and Section  
14 1406. Exterior egress balconies and exterior exit stairways and ramps shall comply  
15 with Sections 1021 and 1027, respectively. Projections shall not extend any closer to  
16 the line used to determine the fire separation distance than shown in Table 705.2.
- 17 47. CBC 1027.5 Location. Exterior exit stairways and ramps shall have a minimum fire  
18 separation distance of 10 feet (3048 mm) measured at right angles from the exterior  
19 edge of the stairway or ramps, including landings, to:  
20 a. Adjacent lot lines.  
21 b. Other portions of the building.  
22 c. Other buildings on the same lot unless the adjacent building exterior walls and  
23 openings are protected in accordance with Section 705 based on fire separation  
24 distance. For the purposes of this section, other portions of the building shall be  
25 treated as separate buildings.
- 26 48. 1023.7 Interior Exit Stairway and Ramp Exterior Walls: Exterior walls of the interior  
27 exit stairway or ramp shall comply with the requirements of Section 705 for exterior  
28 walls. Where nonrated walls or unprotected openings enclose the exterior of the  
29 stairway or ramps and the walls or openings are exposed by other parts of the

1 building at an angle of less than 180 degrees (3.14 rad), the building exterior walls  
2 within 10 feet (3048 mm) horizontally of a nonrated wall or unprotected opening  
3 shall have a fire-resistance rating of not less than 1 hour. Openings within such  
4 exterior walls shall be protected by opening protectives having a fire protection  
5 rating of not less than 3/4 hour. This construction shall extend vertically from the  
6 ground to a point 10 feet (3048 mm) above the topmost landing of the stairway or  
7 ramp, or to the roof line, whichever is lower.

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

- 12 • Buildings or portions of buildings and facilities within the scope of this chapter  
13 shall be accessible to persons with disabilities. Each building on a building site  
14 shall be considered separately when determining the requirements contained in  
15 this chapter, except when calculating the number of units which must comply with  
16 Section 1102A.3.1. Dwelling units within a single structure separated by firewalls  
17 do not constitute separate buildings.
- 18 • Newly-constructed covered multifamily dwellings as defined in this chapter,  
19 include, but are not limited to, the following:
- 20 • Apartment buildings with 3 or more dwelling units including timeshare  
21 apartments not considered a place of public accommodation or transient lodging  
22 as defined in Health and Safety Code Section 19955 (a), and Chapter 2 of the  
23 California Building Code.
- 24 • Condominiums with 4 or more dwelling units including timeshare condominiums  
25 not considered a place of public accommodation or transient lodging as defined  
26 in Health and Safety Code Section 19955 (a), and Chapter 2 of the California  
27 Building Code.
- 28 • Lodging houses, as defined in Chapter 2 of the California Building Code, used as  
29 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.
- Shelters for homeless persons, not otherwise subject to the disabled access provisions of the Division of the State Architect-Access Compliance (DSA-AC).
- Dormitories, as defined in Chapter 2 of this code, with 3 or more guest rooms as defined in Chapter 2 of the California Building Code.
- Timeshare dwellings with 3 or more units, not considered a place of public accommodations or transient lodging as defined in Health and Safety Code Section 19955 (a), and Chapter 2 of the California Building 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.

50. 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.

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- 1 51. City of Oceanside Enforces the 2022 California Green Building Standards Code. A  
2 Construction Waste Management Plan shall be required at time of plans submittal to  
3 the Building Division for plan check. 5.408.1 Construction waste diversion. Recycle  
4 and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction  
5 and demolition waste in accordance with Section 5.408.1.1, 5.408.1.2 or  
6 5.408.1.3; or meet a local construction and demolition waste management ordinance,  
7 whichever is more stringent.
- 8 52. 5.408.1.1 Construction waste management plan. Where a local jurisdiction does not  
9 have a construction and demolition waste management ordinance that is more  
10 stringent, submit a construction waste management plan that:  
11 a. Identifies the construction and demolition waste materials to be diverted from  
12 disposal by efficient usage, recycling, reuse on the project or salvage for future use  
13 or sale.  
14 b. Indicates if construction and demolition waste materials will be sorted on-site  
15 (source-separated) or bulk mixed (single stream).  
16 c. Identifies diversion facilities where construction and demolition waste material  
17 collected will be taken.  
18 d. Specifies that the amount of construction waste and demolition materials diverted  
19 shall be calculated by weight or volume, but not by both.
- 20 53. Plans must specify, as applicable, the type of automatic sprinkler system – NFPA  
21 13, NFPA 13R, or NFPA 13D – installed in each building.
- 22 54. San Diego County Department of Environmental Health approval is required for all  
23 new food businesses and public pools.
- 24 55. The construction documents and/or site plan should indicate the location and  
25 required number of designated parking stalls. These parking spaces should be  
26 marked “CLEAN AIR/VANPOOL/EV.” The markings should be visible when a  
27 clean air vehicle is parked. In other words, if the front of the vehicle goes into the  
28 parking stall first, the markings should be visible at the back end of the vehicle.  
29 Lettering should be at least 8 inches high. The CLEAN AIR/VANPOOL/EV parking

stalls may be located anywhere on the site and do not require a preferential location. Refer to Table 5.106.5.2 in CAL Green to ensure that the correct number of designated parking stalls is provided. Include all parking spaces in the calculation. 2019 Cal Green Section 5.106.5.2

56. All electrical, communication, CATV, etc. service lines within the exterior lines of the property shall be underground (City Code Sec. 6.30).

57. Buildings four or more stories in height must comply with City of Oceanside Mid-Rise Ordinance.

58. Elevator car must be sized to accommodate an emergency gurney sized 84 x 24 inches in the horizontal position.

59. An enclosed elevator lobby – separating the elevator shaft enclosure doors from each floor with fire partitions. – shall be provided at each floor where an elevator shaft enclosure connects more than two stories in A, E, H, I, L, R-1, R-2, and R-2.1 occupancies and more than three stories in all other occupancies (CBC 3006.2, CBC 3006.3).

60. Electric vehicle (EV) charging. [N] Construction shall comply with Section 5.106.5.3.1 or 5.106.5.3.2 to facilitate future installation of electric vehicle supply equipment (EVSE) in compliance with California Building Code (CBC) and California Electrical Code (CEC). Multiple charging space requirements. [N] When multiple charging spaces are required per Table 5.106.5.3.3, raceway(s) is/are required to be installed at the time of construction and shall be installed in accordance with CEC. Construction plans and specifications shall comply with CGBSC 5.106.5.3.2

61. Construction Hours: Per City of Oceanside Municipal Code section 6.25: 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) Before 7:00 a.m. and after 7:00 p.m. Monday through Saturday.

(2) All day on Sunday; and

(3) On any federal holiday.

(b) *Exceptions.*

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

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

- a. Emergency work.
- b. Adverse weather conditions.
- c. Compatibility with store business hours.
- d. When the work is less objectionable at night than during daylight hours.
- e. Per the direction of the City Managers office for projects that have been determined that rapid completion is in the best interest of the general public.

62. Area Analysis will be required to show compliance with chapter of 5 of the California Building Codes.

63. Yards Adjacent to Buildings must comply with the distance to Property line per CBC 1205.

64. Buildings must be designed for Fire resistive construction located on the same parcel with assumed Property Lines.

65. Ramps for Public Parking garages must not be greater than 1:15, 6.67 Percent per CBC 406.4.3.

66. Buildings over two stories may not use ABS or PVC piping per CPC.

67. Veneer and Siding must be installed per the Manufacturing instructions.

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68. Address for Meters: The Developer must carefully submit the correct address to SDGE for meter release with addresses that are the same as what has been given for each House.

**Engineering:**

69. Before any demolition of existing structures or surface improvements takes place on-site, a grading plan application must be submitted to the Engineering Division, and an erosion control plan shall be approved by the City Engineer. Demolition will not be allowed without an approved erosion control plan. Additionally, a demolition permit must be obtained by the Building Division.

70. Design and construction of all improvements shall be in accordance with the City of Oceanside's Engineers Design and Processing Manual, City Ordinances, standard engineering practices, and specifications of the City of Oceanside, and shall be subject to approval by the City Engineer.

71. All right-of-way alignments, street dedications, exact geometrics, and widths shall be designed, dedicated, and constructed or replaced in accordance with the City of Oceanside Engineers Design and Processing Manual, and as required by the City Engineer.

72. The owner/developer shall provide an updated Title Report dated within 6 months of the grading plan application submittal.

73. The approval of the tentative map 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.

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- 1 74. The owner/developer shall submit to the City for processing a covenant attesting  
2 to the project's development conditions. The approved covenant shall be recorded  
3 at the County prior to the issuance of a grading permit.
- 4 75. All public improvement requirements shall be covered by a Subdivision  
5 Improvement Agreement and secured with sufficient improvement securities or  
6 bonds guaranteeing performance and payment for labor and materials, setting of  
7 survey monuments, and warranties against defective materials and workmanship  
8 before the approval of the public improvement plans.
- 9 76. Prior to the issuance of any building permits, all access improvements  
10 surrounding the building permit site shall be under construction to the satisfaction  
11 of the City Engineer.
- 12 77. Prior to the issuance of a Certificate of Occupancy permit, all access  
13 improvements and landscape improvements surrounding the building permit site  
14 shall be completed to the satisfaction of the City Engineer.
- 15 78. Prior to approval of the map, provide the City of Oceanside with certification from  
16 each public utility and each public entity owning easements within the proposed  
17 project stating that: (a) they have received from the owner/developer a copy of the  
18 proposed map; (b) they object or do not object to the filing of the map without  
19 their signature; (c) in case of a street dedication affected by their existing  
20 easement, they will sign a "subordination certificate" or "joint-use certificate" on  
21 the map when required by the governing body.
- 22 79. Legal access shall be provided to each subdivided lot on the recorded final map.
- 23 80. Prior to approval of the first final map, a phasing plan for the construction of public  
24 and private improvements, including landscaping, streets, and arterials, shall be  
25 reviewed and approved by the Engineering Division, Water Utilities Department,  
26 and Fire Department prior to the issuance of a grading permit.
- 27 81. Multiple final maps may be filed prior to the expiration of the tentative map. The  
28 City Engineer shall require the dedication and construction of necessary utilities,  
29 streets, and other improvements outside the area of any final map if such is needed

1 for circulation, parking, access, or for the welfare or safety of future occupants of  
2 the development. The boundaries of any multiple final map increment shall be  
3 subject to the approval of the City Engineer. Prior to the City Council's approval  
4 of the first final map, a phasing plan for the construction of public and private  
5 improvements shall be reviewed and approved by the City Engineer. Prior to the  
6 City Council's approval of the first final map, a phasing plan for the construction  
7 of public and private improvements shall be reviewed and approved by the City  
8 Engineer.

9 82. The owner/developer shall process a separate easement dedication application for  
10 all existing or proposed public facilities and infrastructure located on the property.  
11 The application shall be submitted prior to the issuance of a grading permit and  
12 shall be recorded prior to grading plan As-Builts. Additionally, the easement shall  
13 be identified on the map as "To Be Dedicated by Separate Instrument".

14 83. Vehicular access rights to adjacent streets shall be relinquished to the City from  
15 all abutting lots except at the proposed driveway(s). Process an access  
16 relinquishment application with the City prior to the issuance of a grading permit,  
17 and record the approved document prior to the grading plan As-Builts.

18 84. All property corners, survey monuments that control public rights-of-way, and  
19 City benchmarks shall be protected in place or perpetuated in conformance with  
20 Greenbook Standard 400-2 and Business and Professions Code 8771.

21 85. The City of Oceanside Geodetic Control Monument No. 1005 lies within the  
22 boundary of the proposed development and shall be protected in place. If for any  
23 reason this monument cannot be protected in place, the monument shall be  
24 perpetuated in compliance with the Federal Geographic Data Committee (FGDC)  
25 and the Federal Geodetic Control Subcommittee (FGCS) geodetic control  
26 accuracy standards. If the monument requires perpetuation, a record shall be filed  
27 with the County Surveyor in compliance with California Public Resources Code  
28 section 8813.2, and a copy provided to the City of Oceanside Engineering  
29 Department.

1 86. A traffic control plan shall be prepared in accordance with the City's traffic control  
2 guidelines and approved by the City Engineer prior to the start of work within the  
3 public Right-of-Way. Traffic control safety and implementation for construction  
4 or re-construction of streets shall be in accordance with construction signing,  
5 marking, and other protection as required by Caltrans' Traffic Manual and City  
6 Traffic Control Guidelines. Traffic control plan implementation and hours shall  
7 be in accordance with the approved traffic control plans.

8 **STREET IMPROVEMENT CONDITION**

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

12 88. Any existing public or private improvements that are being joined to and that are  
13 already damaged or damaged during construction of the project, shall be repaired  
14 or replaced as necessary by the developer to provide a competent and stable  
15 connection, and to the City Engineer's satisfaction.

16 89. An Encroachment Removal Agreement (ERA) application shall be submitted to  
17 the City for proposed private improvements located within the City's ROW or  
18 over any City easement. The ERA shall be submitted for review prior to the  
19 issuance of a grading permit and recorded at the County prior to improvement plan  
20 As-Builts.

21 90. Seagaze Drive, S. Tremont St., and Missouri Ave. shall be constructed with a new  
22 curb, gutter, and sidewalk along the project frontage. Sidewalk improvements  
23 (construct/replace) shall comply with current ADA requirements.

24 91. An ADA-compliant pedestrian ramp shall be constructed at the street intersection,  
25 and other locations as required by the City Engineer.

26 92. Publicly maintained pedestrian ramps (maintained by the City of Oceanside) must  
27 be located entirely within the public right-of-way (ROW). Pedestrian ramps not  
28 located entirely within the City's ROW shall be provided with a ROW dedication  
29 on the final map and shown on the improvement plans and grading plans. The

ROW dedication shall be submitted prior to the approval of the grading plans and recorded prior to the grading plan As-Builts.

93. The minimum curb return radius at pedestrian ramps and driveway locations must adhere to the standards set forth in the City of Oceanside Engineers Design and Processing Manual.

94. All streets shall be provided with a 10-foot minimum parkway between the face of the curb and the Right-of-Way line, unless depicted otherwise on the street sections provided on the approved Tentative Map contained within the Development Plan package, and the design shall be displayed on the improvement plans.

95. Full-width and depth alley improvements, including the installation of a longitudinal concrete ribbon gutter, shall be shown on separate public improvement plans and designed in accordance with the City of Oceanside Engineers Design and Processing Manual.

96. Sight distance requirements at the project driveway(s) or street shall conform to the sight distance criteria as provided by Caltrans. The owner/developer shall provide a plan and profile of the line of sight for each direction of traffic at each proposed driveway on the grading plans.

97. Proposed vertical improvements adjacent to alley roadways that exceed 30 inches in height and could obstruct a driver's line of sight are not permitted. Existing obstructions, including buildings, hedges, trees, bushes, tall grass, crops, walls, fences, or natural terrain, should be removed or reduced in height, where feasible.

98. A pavement evaluation report must be submitted with the grading plan application for offsite street and alley pavements. The owner/developer shall hire a licensed geotechnical engineering firm to conduct a field investigation of the existing pavement along all streets adjacent to the project boundary. The study area shall cover half the street width along the project's Seagaze Drive, South Tremont Street, Missouri Avenue, and public alley frontage. The investigation must follow a boring plan prepared by a licensed Geotechnical Engineer, which must be

1 approved by the City Engineer prior to the issuance of a grading permit. In the  
2 absence of an approved boring plan, the field investigation shall include a  
3 minimum of one pavement boring per every one hundred (100) linear feet of street  
4 frontage.

5 If the study finds that the existing road pavement does not meet current pavement  
6 thickness requirements outlined in the City of Oceanside Engineers Design and  
7 Processing Manual, the owner/developer shall remove and reconstruct the existing  
8 half street pavement section along the project frontage to meet City requirements.  
9 If the pavement meets the required thickness, the City Engineer will determine the  
10 appropriate actions, which may include: 1) Repairing all failed pavement sections,  
11 2) header cutting and grinding as directed by the City Engineer, or 3) performing  
12 R-value testing and submitting a report to confirm whether the existing pavement  
13 meets current City standards and traffic indices.

14 99. A Street Vacation application shall be processed with the City for the (80)-foot  
15 street vacation of Topeka St., Michigan Ave., and Missouri Ave. Street Vacation  
16 applications shall be reviewed and approved or rejected by the City of Oceanside  
17 per codes, ordinances, and policies in effect at the time of the application. The City  
18 of Oceanside retains its full discretion to consider any application to vacate a  
19 public street or Right-of-Way. A street vacation listed on a map per SMA Section  
20 66445(j) shall be approved by the City Engineer prior to the recordation of the  
21 map.

22 100. Approval and recordation of the street vacation shall occur prior to the approval  
23 of the public improvement plans and the issuance of a grading permit.

24 101. Maintenance responsibilities for the private driveways and roadways, used as  
25 access to the land being divided, shall be clearly identified in the project's CC&Rs.

26 102. A precise grading plan, which includes proposed onsite private improvements,  
27 shall be prepared, reviewed, secured, and approved prior to the issuance of any  
28 building permit. The plan shall reflect all pavement, flatwork, landscaped areas,  
29 special surfaces, curbs, gutters, medians, striping, signage, footprints of all

- 1 structures, walls, drainage devices, and utility services. Parking lot striping and  
2 any on-site traffic calming devices shall be shown on the precise grading plans.
- 3 103. The approval of the development plan shall not mean that proposed grading or  
4 improvements on adjacent properties (including any City properties/right-of-way  
5 or easements) are granted or guaranteed to the owner/developer. The  
6 owner/developer is responsible for obtaining written permission to grade or  
7 construct on adjacent properties prior to the issuance of a grading permit. Should  
8 such permission be denied, the development plan shall be subject to going back to  
9 a public hearing or subject to a substantial conformity review.
- 10 104. Where proposed off-site improvements, including but not limited to slopes, public  
11 utility facilities, and drainage facilities, are to be constructed, the owner/developer  
12 shall, at his own expense, obtain all necessary easements or other interests in real  
13 property and shall dedicate the same to the City of Oceanside as required.  
14 Owner/developer shall provide documentary proof satisfactory to the City of  
15 Oceanside that such easements or other interest in real property have been  
16 obtained prior to the issuance of any grading, building or improvement permit for  
17 this development/project. Additionally, the City of Oceanside, may at its sole  
18 discretion, require that the owner/developer obtain at his sole expense a title policy  
19 insuring the necessary title for the easement or other interest in real property to  
20 have vested with the City of Oceanside or the owner/ developer, as applicable.
- 21 105. Construction activities on adjacent properties are prohibited without written  
22 consent from the property owners. The developer must obtain written  
23 authorization from adjacent property owners to access their properties. No  
24 trespassing, grading, or construction of any kind shall occur on neighboring  
25 properties without explicit permission. Failure to comply will result in the  
26 revocation of the grading permit. The written permission must be submitted to the  
27 City prior to the issuance of a grading permit and must be notarized.
- 28 106. A pavement evaluation report shall be submitted for the proposed onsite pavement  
29 with the grading plan application. Pavement sections for all public and private

1 roadways, driveways, alleyways, and parking areas shall be based upon approved  
2 soil test requirements and traffic indices identified within the City of Oceanside  
3 Engineers Design and Processing Manual. The pavement design is to be prepared  
4 by the owner/developer's geotechnical engineering firm and be approved by the  
5 City Engineer prior to the issuance of a grading permit. Roadway alignments and  
6 geometric layouts shall be in conformance with the City of Oceanside Engineers  
7 Design and Processing Manual.

8 107. Prior to the issuance of a grading permit, a comprehensive soil and geologic  
9 investigation shall be conducted for the project site. All necessary measures shall  
10 be taken and implemented to assure slope stability, erosion control, and soil  
11 integrity; and these measures shall be incorporated as part of the grading plan  
12 design. No grading shall occur at the site without a grading permit.

13 108. Prior to the approval of a grading permit, the owner/developer shall provide a soil  
14 management plan (SMG) that presents the procedures to be used in the event that  
15 unknown structures (i.e., underground storage tanks, sumps, etc.) or soil  
16 contamination is encountered during earthwork.

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

22 110. If contaminated soil is encountered at the site during construction activities, the  
23 project will cease all grading operations and notify both the City and the County  
24 Department of Environmental Health (DEH) of the incident. The developer shall  
25 work directly with DEH to gain all necessary approvals to address the  
26 contaminated soil and provide the City with all DEH-approving documents for the  
27 project file. The developer is responsible for all costs and activities associated  
28 with the soil contamination cleanup. Grading activities for the project may resume  
29 after DEH provides a Case Closure letter for the site.

1 111. The owner/developer shall develop and submit a draft neighborhood notification  
2 flyer to the City for review. The flier shall contain information on the project,  
3 construction schedule, notification of anticipated construction noise and traffic,  
4 and contact information. Prior to the issuance of a grading permit, the approved  
5 flier shall be distributed to area residents, property owners, and business owners  
6 located within a 500-foot radius area of the project.

7 112. The project shall provide and maintain year-round erosion control for the site.  
8 Prior to the issuance of a grading permit, an approved erosion control plan,  
9 designed for all proposed stages of construction, shall be secured by the  
10 owner/developer with cash securities or a letter of credit and approved by the City  
11 Engineer; a Certificate of Deposit will not be accepted for this security.

12 **GRADING CONDITION**

13 113. The owner/developer shall monitor, supervise, and control all construction and  
14 construction-supportive activities, to prevent these activities from causing a public  
15 nuisance, including but not limited to, ensuring strict adherence to the following:

16 a) Dirt, debris, and other construction material shall not be deposited on any  
17 public street or into the City's stormwater conveyance system.

18 b) Grading and related site preparation and/or construction activities shall be  
19 restricted to the hours of 7 AM to 6 PM, Monday through Friday. No engineering-  
20 related construction activities are allowed on Saturdays, Sundays or legal holidays  
21 unless prior written permission is obtained from the City Engineer, specifying any  
22 exceptions to working hours or permitted activities. All on-site construction  
23 staging areas must be located at least 100 feet away from any existing residential  
24 properties, wherever possible. Since construction noise may still be disruptive  
25 during evenings or on holidays, the project must comply with the City of  
26 Oceanside Noise Ordinance, which prohibits any unnecessary, excessive, and  
27 annoying noises that are detrimental to the health and welfare of the citizenry.

28 c) The construction site shall accommodate the parking of all motor vehicles  
29 used by people working at or providing deliveries to the site. An alternative

1 parking site can be considered by the City Engineer if the lot size is too small and  
2 cannot accommodate parking for all motor vehicles.

3 d) The owner/developer shall complete a haul route permit application (if  
4 required for import/export of dirt) and submit it to the City of Oceanside  
5 Transportation Engineering Section forty-eight hours (48) in advance of work.  
6 Hours of hauling operations shall be dictated by the approved haul route permit.

7 114. Landscape and irrigation plans for disturbed areas shall be submitted to the City  
8 Engineer prior to the issuance of a grading permit and approved by the City  
9 Engineer prior to the issuance of building permits. Landscaping plans, including  
10 plans for the construction of walls, fences, or other structures at or near  
11 intersections, must conform to intersection sight distance requirements. Landscape  
12 improvements surrounding any building permit site shall be installed and  
13 established prior to the issuance of any certificates of occupancy. Securities shall  
14 be required only for landscape items in the public right-of-way. Any project  
15 fences, sound or privacy walls, and monument entry walls/signs shall be shown  
16 on, bonded for, and built from the approved landscape plans. These features shall  
17 also be shown on the precise grading plans for purposes of location only.  
18 Plantable, segmental walls shall be designed, reviewed, and constructed from  
19 grading plans and landscape/irrigation design/construction shall be from  
20 landscape plans. All plans must be approved by the City Engineer and a pre-  
21 construction meeting will be held prior to the start of any improvements.

22 115. Unless an appropriate barrier is approved on a landscape plan, a minimum 42-  
23 inch-high barrier, approved by the City Engineer, shall be provided at the top of  
24 all slopes whose height exceeds 20 feet or where the slope exceeds 4 feet and is  
25 adjacent to any streets, an arterial street or state highway.

26 116. The drainage design shown on the conceptual grading/site plan, and the drainage  
27 report for this development plan is conceptual only. The final drainage report and  
28 design shall be based upon a hydrologic/hydraulic study that is in accordance with  
29 the latest San Diego County Hydrology and Drainage Manual and is to be

1 approved by the City Engineer prior to the issuance of a grading permit. All  
2 drainage picked up in an underground system shall remain underground until it is  
3 discharged into an approved channel, or as otherwise approved by the City  
4 Engineer.

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

10 118. The applicant must submit detailed engineering plans for the proposed storm drain  
11 connection to the Wisconsin Ave storm drain as preliminarily shown on the  
12 approved tentative map. The storm drain plans shall be designed in accordance  
13 with the San Diego County Hydrology Manual, San Diego County Hydraulic  
14 Design Manual, the City of Oceanside Engineers Design and Processing Manual,  
15 and to the satisfaction of the City Engineer.

16 119. All public storm drains shall be shown on separate public improvement plans.  
17 Public storm drain easements shall be dedicated to the City where required.

18 120. Drainage facilities shall be designed and installed to adequately accommodate the  
19 local stormwater runoff and shall be in accordance with the San Diego County  
20 Hydrology Manual and the City of Oceanside Engineers Design and Processing  
21 Manual, and to the satisfaction of the City Engineer.

22 121. Prior to issuance of the first grading permit, the owner/developer shall design a  
23 diversion structure (the "Permanent Diversion Structure") capable of diverting  
24 storm flow from two (2) acres of developed area (approximately ten (10) cubic  
25 feet per second ("CFS")) toward the North Cleveland Street public storm drain  
26 system. The Permanent Diversion Structure shall be constructed upon completion  
27 of the city's Capital Improvement Project (CIP) for the North Cleveland Street  
28 Storm Drain Upgrade (the "N. Cleveland St. Storm Drain CIP"). Precise grading  
29 plans detailing the Permanent Diversion Structure shall be provided to the city for

1 approval prior to construction of the system. The system must be operational prior  
2 to issuance of a certificate of occupancy.

3 Until completion of the N. Cleveland St. Storm Drain CIP, the storm water  
4 discharge from the two (2) acres of developed area shown on the Diversion  
5 Assessment Exhibit of the Drainage Report may continue to be conveyed to S.

6 Myers Street through Detention Basin No. 1 to be constructed on Lot 7. The  
7 owner/developer shall own all temporary storm water improvements on Lot 7 and  
8 shall be solely responsible for the operation, maintenance, and repair of such  
9 improvements. Upon completion of the North Cleveland Street Storm Drain  
10 Upgrade CIP, the city will provide written notice to the owner/developer, along  
11 with a set of "As-Built Plans" for the CIP project. The notice will instruct the  
12 owner/developer to construct the Permanent Diversion Structure and to re-route  
13 flows to the North Cleveland St. storm drain system within 30 days. Final  
14 certificates of occupancy for buildings on Lot 7 shall not be issued until the  
15 Permanent Diversion Structure has been completed, approved and accepted by the  
16 city. In the event that the N. Cleveland St. Storm Drain CIP is not completed by  
17 the time the project is otherwise eligible for issuance of certificates of occupancy  
18 for buildings on Lot 7, the owner/developer may post a performance bond or other  
19 securities in an amount sufficient to secure the owner/developer's obligation to  
20 construct the Permanent Diversion Structure. Upon posting of such security to the  
21 city's reasonable satisfaction, and upon verification that all other requirements  
22 have been satisfied, the city shall issue certificates of occupancy for buildings on  
23 Lot 7.

- 24 122. Owner/developer shall place a covenant on the non-title sheet of the grading plan  
25 agreeing to the following: "The present or future owner/developer shall indemnify  
26 and save the City of Oceanside, its officers, agents, and employees harmless from  
27 any and all liabilities, claims arising from any flooding that may occur on this site,  
28 and any flooding that is caused by this site impacting adjacent properties".

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1 123. Storm drain facilities shall be designed and constructed to allow inside travel lanes  
2 of streets classified as a Collector or above to be passable during a 100-year storm  
3 event.

4 124. Sediment, silt, grease, trash, debris, and pollutants shall be collected on-site and  
5 disposed of in accordance with all state and federal requirements, prior to  
6 discharging stormwater into the City drainage system.

7 125. Owner/developer shall comply with the provisions of the National Pollutant  
8 Discharge Elimination System (NPDES) General Permit for Storm Water  
9 Discharges Associated with Construction and Land Disturbance Activities  
10 (General Permit) Water Quality Order 2022-0057-DWQ. The General Permit  
11 continues in force and effect until the effective date of a new General Permit  
12 adopted by the State Water Board, or the State Water Board rescinds this General  
13 Permit. Dischargers that obtain coverage under the expiring General Permit prior  
14 to the effective date of this permit, may continue coverage under the previous  
15 permit up to two years after the effective date of this General Permit (September  
16 1, 2023). Construction activity subject to the General Permit includes, but is not  
17 limited to, clearing, demolition, grading, excavation, and other land disturbance  
18 activities that result in one or more acres of land surface, or that are part of a  
19 common plan of development or sale.

20 The discharger shall obtain a Waste Discharge Identification (WDID) number  
21 prior to the commencement of construction activity by electronically certifying  
22 and submitting the Permit Registration Documents from Section III of the General  
23 Permit through the State Water Board Stormwater Multiple Application and  
24 Report Tracking System (SMARTS). In addition, coverage under the General  
25 Permit shall not occur until an adequate SWPPP is developed for the project as  
26 outlined in Section A of the General Permit. The site-specific SWPPP should be  
27 always maintained on the project site. The SWPPP shall be provided, upon  
28 request, to the United States Environmental Protection Agency (USEPA), State  
29 Water Resources Control Board (SWRCB), Regional Water Quality Control

Board (RWQCB), City of Oceanside, and other applicable governing regulatory agencies. The SWPPP is considered a report that shall be available to the public by the RWQCB under section 308(b) of the Clean Water Act. The provisions of the General Permit and the site-specific SWPPP shall be continuously implemented and enforced until the owner/developer obtains a Notice of Termination (NOT) for the SWRCB.

The owner/developer is required to retain records of all monitoring information, copies of all reports required by this General Permit, and records of all data used to complete the NOT for all construction activities to be covered by the General Permit for a period of at least three years from the date generated. This period may be extended by the request of the SWRCB and/or RWQCB.

126. The project is categorized as a stormwater-Priority Development Project (PDP). A final Storm Water Quality Management Plan (SWQMP) and Operation & Maintenance (O&M) Plan shall be submitted to the City for review at the final engineering phase. Both documents are to be approved prior to the issuance of a grading permit.

127. The O&M Plan shall include an approved and executed Maintenance Mechanism pursuant to the City of Oceanside BMP Design Manual (BDM). At a minimum, the O&M Plan shall include the designated responsible party to manage the stormwater BMP(s), employee training program and duties, operating schedule, maintenance frequency, routine service schedule, specific maintenance activities, copies of resource agency permits, cost estimate for implementation of the O&M Plan, non-refundable cash security to provide maintenance funding in the event of non-compliance to the O&M Plan, and any other necessary elements. The owner/developer shall complete and maintain O&M forms to document all operation, inspection, and maintenance activities. The owner/developer shall retain records for a minimum of 10 years. The records shall be made available to the City upon request.

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- 1 128. The owner/developer shall enter into a City-Standard Stormwater Facilities  
2 Maintenance Agreement (SWFMA) with the City, obliging the owner/developer  
3 to maintain, repair, and replace the Storm Water Best Management Practices  
4 (BMPs) structures identified in the project's approved SWQMP, as detailed in the  
5 O&M Plan, in perpetuity. Furthermore, the SWFMA will allow the City with  
6 access to the site for BMP inspection and maintenance, if necessary. The  
7 Agreement shall be approved by the City Attorney's Office and recorded at the  
8 County Recorder's Office prior to the issuance of a precise grading permit. A non-  
9 refundable Security in the form of cash shall be required prior to the issuance of a  
10 precise grading permit. The amount of the non-refundable security shall be equal  
11 to 10 years of maintenance costs, as identified by the O&M Plan, but not to exceed  
12 a total of \$25,000. The owner/developer's civil engineer shall prepare the O&M  
13 cost estimate.
- 14 129. The BMPs described in the project's approved SWQMP shall not be altered in any  
15 way, unless reviewed and approved by the City Engineer. The determination of  
16 whatever action is required for changes to a project's approved SWQMP shall be  
17 made by the City Engineer.
- 18 130. Prior to receiving a temporary or permanent occupancy permit, the project shall  
19 demonstrate that all structural BMPs, including Storm Water Pollutant Control  
20 BMPs and Hydromodification Management BMPs, are constructed and fully  
21 operational, are consistent with the approved SWQMP and the approved Precise  
22 Grading Plan, and are in accordance with San Diego RWQCB Order No. R9-2013-  
23 0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100.
- 24 131. A phase-specific Final SWQMP shall be prepared and submitted to the City for  
25 review during each project phase proposing to construct permanent post-  
26 construction BMPs. The phase-specific Final SWQMP shall adhere to the  
27 stormwater and drainage concepts presented in the Preliminary Master SWQMP.
- 28 132. All post-construction source control and site design BMPs shall be properly  
29 detailed in the SWQMP and properly detailed on the appropriate plans.

- 1 133. All impervious areas and drainage patterns presented within the Final SWQMP  
2 shall be substantiated with supporting grading, architectural, landscape, plumbing,  
3 and/or similar related plans.
- 4 134. No private structural BMPs shall be constructed within the public right-of-way or  
5 public utility easements.
- 6 135. The project shall design and construct Full Capture Systems for all Priority Land  
7 Uses within the project limits in accordance with the San Diego Water Board  
8 Trash Order and City of Oceanside Track 1 Implementation Plan.
- 9 136. The Green Street stormwater design for all public roadway improvements must be  
10 designed and constructed to the satisfaction of the City Engineer.
- 11 137. Prior to the issuance of a grading permit or approval of any public improvement  
12 plans, the applicant shall provide complete hydraulic analyses to demonstrate that  
13 there are no negative impacts to all downstream surface and subsurface drainage  
14 systems and that adequacy of all proposed drainage systems in accordance with  
15 the San Diego County Hydrology Manual, San Diego County Hydraulic Design  
16 Manual, the City of Oceanside Engineers Design and Processing Manual, and to  
17 the satisfaction of the City Engineer.
- 18 138. Open space areas, down-sloped areas visible from a collector-level or above  
19 roadway classification, and improvements within the common areas that are not  
20 maintained by the property owner shall be maintained by a homeowners'  
21 association that will ensure the operation and maintenance of these items in  
22 perpetuity. These areas shall be indicated on the map and reserved for an  
23 association. Future buyers shall be made aware of any estimated monthly  
24 maintenance costs. The CC&Rs shall be submitted and approved by the City prior  
25 to the recordation of the map.
- 26 139. All new extension services for the development of the project, including but not  
27 limited to, electrical, cable, and telephone, shall be placed underground as required  
28 by the City Engineer and current City policies.

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1 140. Prior to the approval of plans and the issuance of a grading permit, the  
2 owner/developer shall obtain all necessary permits and clearances from public  
3 agencies having jurisdiction over the project due to its type, size, location, or  
4 infrastructure impact. The list of public agencies includes, but is not limited to,  
5 Public Utility Companies, the California Department of Transportation (Caltrans),  
6 the City of Carlsbad, the City of Vista, Fallbrook, the County of San Diego, the  
7 U. S. Army Corps of Engineers, the California Department of Fish & Game, the  
8 U. S. Fish and Wildlife Service, the San Diego Regional Water Quality Control  
9 Board, and the San Diego County Health Department.

10 141. The owner/developer shall comply with all the provisions of the City's cable  
11 television ordinances, including those relating to notification as required by the  
12 City Engineer.

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

28 If the sediment to be exported is determined to be suitable beach replenishment  
29 material and is approved by the regulatory agencies, the developer's contractor

will coordinate with the City's Coastal Zone Administrator for further discussion and direction on placement. The City will enter into a contract with the owner/developer for suitable soil removal.

Coordination is required to occur a minimum of eight weeks in advance of the need to place approved excavated material on the beach.

143. If shoring is necessary for the proposed development, the shoring design plans must be included in the grading plan set, and the structural design calculations must be submitted with the grading plan application. Shoring shall not encroach into the City's Right-of-Way.

144. Approval of this development project is conditioned upon payment of all applicable impact fees and connection fees in the manner provided in Chapter 32B of the Oceanside City Code. All traffic signal fees and contributions, highway thoroughfare fees, park fees, reimbursements, and other applicable charges, fees, and deposits shall be paid before the recordation of the map or the issuance of any building permits, in accordance with City Ordinances and policies. Payment of drainage impact fees is required prior to docketing the map for the City Council hearing and the recording of the final map. The owner/developer shall also be required to join in, contribute, or participate in any improvement, lighting, or other special district affecting or affected by this project.

145. Upon acceptance of any fee waiver or reduction by the owner/developer, the entire project will be subject to prevailing wage requirements as specified by Labor Code section 1720(b) (4). The owner/developer shall agree to execute a form acknowledging the prevailing wage requirements prior to the granting of any fee reductions or waivers.

146. If there are discrepancies in information between the conceptual plan and the conditions set forth in the project's entitlement resolution (Conditions of Approval), the project's entitlement resolution shall prevail.

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**Fire:**

147. Project will comply with the 2022 California Fire Code and all applicable and referenced Standards along with the currently adopted City of Oceanside Municipal Code. This includes areas such as but not limited to:

- i. Water Supply (hydrants, hydrant outlets, hydrant spacing, minimum fire flow required for building, fire flow report/test, etc.)
- ii. Fire Apparatus Access Roads (widths, dead end lengths, turn-arounds, etc.)
- iii. Fire Protection Systems (automatic fire sprinkler system requirements, automatic fire alarm requirements, standpipes, FDC location, etc.)

148. In addition to the comments provided by the Building Department, several items will be asked for on the plans to provide detail and analysis of the building including:

- a. Egress plan with occupant load per room or space
- b. Egress and emergency lighting must match between electrical sheets and egress sheet
- c. Detail of the elevator to show it will allow space for a gurney
- d. Location of fire suppression equipment:
  - i. FDC on exterior of the building (on the address side of the building within 40' of a fire hydrant)
  - ii. Standpipe connections/outlets in the stairwells and on roof
  - iii. Fire extinguisher locations throughout the building
- e. Dwelling units will be uniformly numbered to provide continuity on each floor for first responders. (i.e. 100, 101, 102 will be roughly, directly underneath 200, 201, and 202 respectively.
- f. Deferred submittal block will include the following but not limited to:
  - i. Fire Underground Systems per the 2019 ed. NFPA 24
  - ii. Automatic Fire Sprinkler System per the 2022 ed. NFPA 13
    - 1. A standpipe will be required in each stairwell and tied into the sprinkler system

- iii. Automatic Fire Alarm System with Voice Evacuation per the 2022 ed. NFPA 72
- iv. Fire Master Plan in accordance with Oceanside Fire Department
- v. Geo-Reference Building Plan
- vi. Emergency Responder Radio Coverage Systems
- vii. Tennant Improvement (as applicable)

149. If these buildings are not a “High-Rise” as defined by the California Building Code, then it will be considered a “Mid-Rise” by the City of Oceanside. This will result in a number of requirements adopted by the City to provide additional safety measures. See below for a cut and pasted section outlining the specific requirements for Mid-Rise buildings.

150. Mid-Rise Requirements per City of Oceanside Municipal Code Section 11.19: In addition to other applicable provisions of the California Fire Code, the City Code, other laws and regulations, and any policies of the Fire Code Official, the provisions of this article apply to every newly constructed mid-rise building of any type construction, or any mid-rise building which undergoes a complete renovation that requires the complete vacancy of the building to complete the renovation.

Exception: Vehicle parking garages, towers, steeples and other similar occupancies that are not used for continuous human occupancy.

151. Building access. Building access must be provided and approved by the Fire Code Official.

152. Automatic fire sprinklers/standpipes. Every mid-rise building must be protected throughout by an automatic fire sprinkler system 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 interconnected with the fire sprinkler system. The system must consist of two and one-half-inch (2½") hose valves that must be located in each stair enclosure on every floor level. First floor outlets are optional only with approval of the fire code official. Two (2) hose outlets must also be located on the roof, outside of each stair shaft enclosure that penetrates the roof. The standpipe system must be designed, installed, and tested in accordance with the adopted edition of NFPA 14.

153. Smoke detection. Smoke detectors must be provided in accordance with this section. Smoke detectors shall be connected to an automatic fire alarm system installed in accordance with the adopted edition of NFPA 72. The actuation of any detector required by this section shall operate the emergency voice alarm signaling system and shall operate all equipment necessary to prevent the circulation of smoke through air return and exhaust ductwork. Smoke detectors must be located as follows:

1. In every mechanical equipment, electrical, transformer, telephone equipment, unmanned computer equipment, elevator machinery or similar room and in all elevator lobbies. Elevator lobby detectors must be connected to an alarm verification zone or be listed as a releasing device.
2. In the main return-air and exhaust-air plenum of each air-conditioning system having a capacity greater than two thousand (2,000) cubic feet per minute. Such devices must be located in a serviceable area downstream of the last duct inlet.
3. At each connection to a vertical duct or riser serving two (2) or more stories from a return-air duct or plenum of an air conditioning system. In Group R-1 and R-2 occupancies, a smoke detector is allowed to be used in each return-air riser carrying not more than five thousand (5,000) cubic feet per minute and serving not more than ten (10) air inlet openings.
4. In all corridors serving as a means of egress.

- 1 154. Fire alarm system. An approved and listed, automatic and manual, fully  
2 addressable and electronically supervised fire alarm system shall be provided in  
3 conformance with the California Fire Code and California Building Code. Fire  
4 Alarm Control and Emergency Voice Alarm Communication Panel must be  
5 located in either a dedicated Fire Alarm Control Panel room with exterior access  
6 or in the main lobby, or as approved by the fire code official.
- 7 155. Emergency voice alarm communication system. An emergency voice alarm  
8 communication system shall be designed and installed in accordance with NFPA  
9 72 and California Building Code 907.5.2.2 and its subsections, and 11B-215 and  
10 its subsections.
- 11 156. Locking of stairway doors. All stairway doors that are locked to prohibit access  
12 from the interior of the stairway must have the capability of being unlocked  
13 simultaneously, without unlatching, upon a signal from the main fire panel area.  
14 Upon failure of normal electrical service, or activation of any fire alarm, the  
15 locking mechanism must automatically retract to the unlocked position.  
16 (Ord. No. 08-OR0369-1, § 5, 6-11-08; Ord. No. 13-OR0752-1, § 2, 12-4-2013;  
17 Ord. No. 16-OR0848-1 , § 3, 12-21-2016; Ord. No. 19-OR0757-1 , § 2, 12-18-  
18 2019)
- 19 157. Additional Comments and Requirements: In addition to the above notated  
20 requirements for Mid-Rise buildings, the below are items that also pertain to this  
21 project. Please refer to the 2022 California Fire Code, 2022 California Building  
22 Code, Chapter 11 of the City of Oceanside Municipal Code, and all other adopted  
23 and approved codes and standards for further explanation and requirements.  
24 Please note that this project includes but is not limited to the following:
- 25 158. Fire Department Apparatus Access Roadways:  
26 1. Due to the height of all buildings exceeding 35ft, all roadways in this  
27 project shall be a minimum of 35ft in width with no street parking, except  
28 at curb bulb out locations on S. Cleveland Street and Topeka Street, as  
29

1 depicted on the Fire Access Circulation Plan within the Development Plan.

2 All roadways less than 35ft are subject to approval by the Fire Marshal.

3 2. All roadways shall be a minimum of 10ft away from the building(s) they  
4 serve.

5 3. Roadways shall be provided within 150ft of all exterior walls of the first  
6 floor of the building. The 150ft is measured by means of unobstructed  
7 route around the exterior of the building. This measurement will be used  
8 as your hose pull distance.

9 4. A minimum vertical clearance of 13'6" shall be provided and maintained.  
10 This includes overhangs of landscape, buildings, signs, etc.

11 5. Access roadways shall be provided with a 50 foot outside and 30 foot inside  
12 turning radius.

13 6. Grade shall not exceed 12%.

14 7. An approved turnaround as depicted on the Fire Access Circulation Plan  
15 within the Development Plan shall be provided for all access roadways  
16 exceeding 150' in length.

17 8. All fire department access roadways shall be painted/striped as Fire Lanes.

18 159. Fire Underground Systems:

19 1. Fire hydrants shall be within 400' of all exterior walls of all structures. This  
20 is measured by means of unobstructed route around the exterior of the  
21 building.

22 2. All hydrants will need to be identified as Public or Private.

23 3. If private hydrants are to be installed, the fire underground system shall be  
24 looped.

25 4. Each FDC shall be located within 40' of a hydrant and be located on the  
26 same side of the street.

27 /////

28 /////

29 /////

1 160. Building Access:

- 2 1. All buildings shall have their respective address posted on the street side.  
3 Address shall be 12" tall with a 1" stroke, on a contrasting background, and  
4 be internally or externally illuminated.
- 5 2. An address directory board shall be provided at the main entrance of the  
6 project.
- 7 3. All units, business suites, etc, shall have numbered/lettered identification.  
8 These numbers/letters shall be a minimum of 4" tall with a ½" stroke on a  
9 contrasting background.
- 10 4. A Knox Box shall be provided on each building.
- 11 5. Any electronic vehicle gate will require a Knox key switch. Any manual  
12 vehicle gate will require a Knox padlock.
- 13 6. All utility rooms, such as mechanical, electrical, fire sprinkler riser, etc,  
14 shall be labeled accordingly. Keys to these rooms shall be provided inside  
15 of the Knox box on the building.

16 161. General:

- 17 1. Fire extinguishers are required to be installed in accordance with the 2022  
18 California Fire Code.
- 19 2. Each dwelling unit is required to have a Smoke Alarm and Carbon  
20 Monoxide Alarm.
- 21 3. Emergency egress requirements and emergency egress lighting shall be  
22 provided and maintained in accordance with the 2022 California Fire Code  
23 and 2022 California Building Code.
- 24 4. Fire flow report: At time of building plan submittal, a fire flow report shall  
25 be obtained and submitted with the building plan. The fire flow report shall  
26 obtain the minimum required GPM for the largest building of this project.
- 27 5. With the expected increase in fire and medical demand of the proposed  
28 project, an agreement for additional fire department equipment may be  
29 required.

6. Project is conditionally approved. Additional comments, conditions, and corrections for this project may arise on future submittals.

162. Documentation:

1. Any new development, which necessitates updating of emergency response maps by virtue of new structures, hydrants, roadways or similar features, shall be required to provide map updates.

Provide geo-referenced building plan in CAD (.dwg) format using the following coordinate system:

NAD\_1983\_StatePlan\_California\_VI\_FIPS\_0406\_Feet. Produce a fire preplan in (ESRI) GIS format. A completed fire preplan shall include the GIS data and output PDF. Data deliverables (CAD and GIS) shall specifically include a site plan, building plan, all Utility shut-offs, fire sprinkler risers and shut-off valves, the fire department connection for sprinkler and class-I standpipe, all standpipe hose outlets, all stairwells, retail spaces, living units -numbers /locations, fire alarm panels, elevators, fire hydrants and all Knox boxes and key switch locations

2. A “Fire Master Plan” will be required as a deferred submittal. See here for submittal details. (Usually done after grading permit is issued).

163. For the purposes of determining the applicability of the Citywide Public Safety Community Facilities District (CFD) to residential occupancies, any new development or change in occupancy classified as an R occupancy in the most recently adopted California Building and/or California Fire codes with 16 or more dwelling or sleeping units (not intended for use as a hotel or motel where Transient Occupancy Taxes [TOT] will be collected) will be required to annex into the CFD as a condition of development. Additionally, for properties converted from a facility where TOT has been previously collected, the property will be required to annex into the CFD as a condition of development. These projects include residential projects over 16 units in size that meet the following criteria:

- a. Projects which are subject to a General Plan Amendment necessary to accommodate residential uses.
- b. Mixed-Use project proposed on commercially-zone land, including mixed-use project in the Downtown District.
- c. Residential projects exceeding base density allowances.
- d. Assisted living or Skilled Nursing facilities of any size.

**Housing:**

164. Inclusionary Housing Requirements: In order to satisfy the affordable housing requirements for low and moderate-income households under Oceanside City Code (“OCC”) Chapter 14C, the occupancy of a total of 82 of the 547 rental units, specifically 38 of the 250 rental units of Block 3 and 44 of the 297 rental units of Block 4, shall be restricted for occupancy by Lower-Income and Moderate-Income Households, 55 units and 27 units respectively, as defined in California Health and Safety Code Section 50079.5 and 50093, at an Affordable Housing Cost for a household size appropriate for the unit size, as set forth in Sections 50053 and 50052.5 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.
165. In accordance with OCC Section 14C.6(a)(3), 82 dwelling units reserved for rental to Low and Moderate-Income Households units 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 based upon the same terms.
166. To demonstrate compliance with Chapter 14C, 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.

167. Occupancy & Monitoring of Affordability Covenants: 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 for the project and increased annually by one percent (1%). Such fee covers the costs of software, third-party vendors, and for monitoring compliance with the applicable restrictions on an annual basis. The City also reserves the right to periodically inspect the restricted units to ensure compliance with the health and safety standards associated with the restricted units.

168. Affirmatively Furthering Fair Housing: An Affirmative Fair Housing Marketing Plan (AFHMP) shall be submitted for review and acceptance by the Housing and Neighborhood Services Department at least 6 months before issuance of the Certificate of Occupancy for the first dwelling unit of the Project utilizing Form HUD-935.2A -Affirmative Fair Housing Marketing Plan (Multifamily Housing) or HUD-935.2B -Affirmative Fair Housing Marketing Plan (Single Family Housing). The purpose of this affirmative fair housing marketing program is to target and outreach to specific groups who may need differing efforts in order to be made aware of and apply for the available affordable housing opportunities. The affirmative fair housing marketing program should Identify the demographic groups within the housing market area which are least likely to apply for housing without special outreach efforts and an outreach program which includes special measures designed to attract those groups, in addition to other efforts designed to attract persons from the total population. All marketing materials must include the

1 applicable fair housing logos, including the Equal Housing Opportunity and  
2 Accessibility logos.

3 169. Inclusionary Housing Fees: Prior to the approval and/or issuance of a grading  
4 permit, building permit or final or parcel map for the residential project, whichever  
5 comes first, the Project applicant shall make payment of the applicable  
6 Inclusionary Housing Administrative fees (\$1,000 per development and \$100 per  
7 unit for all units) related to the administration and implementation OCC Chapter  
8 14C-Inclusionary Housing and to ensure the residential project's compliance with  
9 all requirements and provisions thereof.

10 **Landscaping:**

11 170. Landscape plans, shall meet the criteria of the City of Oceanside Landscape  
12 Guidelines and Specifications for Landscape Development (latest revision), Water  
13 Conservation Ordinance No.(s) 91-15 and 10-Ordinance 0412, Engineering  
14 criteria, City code and ordinances, including the maintenance of such landscaping  
15 shall be submitted, reviewed and approved by the City Engineer prior to the  
16 issuance of building permits. Landscaping shall not be installed until bonds have  
17 been posted, fees paid, and plans signed for final approval. In addition, a  
18 refundable cash deposit for the preparation of the final As-built/Maintenance  
19 Guarantee shall be secured with the City prior to the final approval of the  
20 landscape construction plan. A landscape pre-construction meeting shall be  
21 conducted by the landscape architect of record, Public Works Inspector, developer  
22 or owner's representative and landscape contractor prior to commencement of the  
23 landscape and irrigation installation. The following landscaping items shall be  
24 required prior to plan approval and certificate of occupancy:

- 25 a) Final landscape plans shall accurately show placement of all plant material  
26 such as but not limited to trees, shrubs, and groundcovers.  
27  
28 b) Landscape Architect shall be aware of all utility, sewer, water, gas and  
29 storm drain lines and utility easements and place planting locations  
accordingly to meet City of Oceanside requirements.

- 1 c) Final landscape plans shall be prepared under the direct supervision of a  
2 Registered Landscape Architect (State of California), with all drawings  
3 bearing their professional stamp and signature.
- 4 d) All required landscape areas both public and private (including trees and  
5 palms in the public rights-of-way) shall be maintained by owner, project  
6 association or successor of the project (including public rights-of-way  
7 along S. Cleveland St., W. Topeka St., Michigan Ave., Missouri Ave., and  
8 S. Tremont St.). The landscape areas shall be maintained per City of  
9 Oceanside requirements.
- 10 e) The As-built/ Maintenance Guarantee (refundable cash deposit) shall not  
11 be released until the as-built drawings have been approved on the original  
12 approved Mylar landscape plan and the required maintenance period has  
13 been successfully terminated.
- 14 f) Proposed landscape species shall fit the site and meet climate changes  
15 indicative to their planting location. The selection of plant material shall  
16 also be based on cultural, aesthetic, and maintenance considerations. In  
17 addition, proposed landscape species shall be low water users as well as  
18 meet all fire department requirements.
- 19 g) All planting areas shall be prepared and implemented to the required depth  
20 with appropriate soil amendments, fertilizers, and appropriate supplements  
21 based upon a soils report from an agricultural suitability soil sample taken  
22 from the site.
- 23 h) Ground covers or bark mulch shall fill in between the shrubs to shield the  
24 soil from the sun, evapotranspiration and run-off. All the flower and shrub  
25 beds shall be mulched to a 3" depth to help conserve water, lower the soil  
26 temperature and reduce weed growth.
- 27 i) The shrubs shall be allowed to grow in their natural forms. All landscape  
28 improvements shall follow the City of Oceanside Guidelines.
- 29

- 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.

171. 2. 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.
172. In the event that the conceptual landscape plan (CLP) does not match the conditions of approval, the resolution of approval shall govern.

**Solid Waste:**

173. The project must demonstrate adequate solid waste service and storage for all three streams (solid waste, recycling and organics). Plans must reflect details for service and storage for all three streams included within each enclosure. It is recommended that plans indicate separate areas for commercial tenants vs. the residential/rental tenants to ensure services are properly secured for each use type/customer.
174. The City of Oceanside Enclosure Guidelines establish a minimum number of enclosures required based on the amount of dwelling units and commercial square

footage. The plans need to demonstrate separate enclosure/storage areas for each building at least. Adjustments to the amount of enclosures required may be permitted if the applicant can indicate adequate servicing (same cubic yard requirements) through increased frequency of service.

175. For planned trash chutes ,a trash chute for each stream (recycling, organics, and landfill) will need to be demonstrated on the plans for each floor.

176. Enclosure location(s) cannot block the alleyway, public right of way, or create public nuisance. Refer to the City of Oceanside Enclosure Guidelines for enclosure location and hauler access requirements.

177. The City of Oceanside reserves the right to review program and services levels and request increases if deemed necessary. The City of Oceanside Municipal Code Chapter 13 requires that Oceanside residents, businesses and multifamily projects are to separate all recyclable material from other solid waste. Additionally, the State of California regulations requires all California businesses participate in Mandatory Recycling (AB 341) and Mandatory Commercial Organics Recycling (AB 1826 & SB 1383) as outlined in the Oceanside Solid Waste code.

**Transportation:**

178. The project shall be responsible for the fair share payment to the City, which shall be \$385,811.73 to 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. The \$385,811.73 shall be paid in full prior to issuance of any permit (precise grading, building or otherwise) for any phase or any component of the project. The \$385,811.73 fair share payment only satisfies the offsite improvement obligations. All other onsite improvements such as roadway, sidewalk, bike trail/lane, etc, that is contiguous to the project, or needed to provide access to the project shall be done at the project developer's cost.

179. The project shall construct enhanced high-visibility crosswalks at Topeka Street and Tremont (Existing), Topeka Street and Tremont Avenue (New), and Michigan Avenue and Tremont Street intersections, and provide all-way-stop control at the

project's reconfigured Topeka Street and Tremont Street (New) intersection. The project shall also provide curb extensions at both Topeka Street and Tremont Street intersections (segments are in a Transit Priority and Smart Growth Opportunity Area). This improvement shall be completed prior to the issuance of occupancy and to the satisfaction of the City Traffic Engineer.

180. The project shall construct enhanced high-visibility crosswalks at the Missouri Avenue and Cleveland Street intersection (segment is in a Transit Priority and Smart Growth Opportunity Area). This improvement shall be completed prior to the issuance of occupancy and to the satisfaction of the City Traffic Engineer.

181. The project shall provide all-way-stop control at the Project's reconfigured Michigan Avenue and Tremont Street intersection (segment is in a Transit Priority and Smart Growth Opportunity Area). The project shall also provide curb extensions at Michigan Avenue and Tremont Street, and Missouri Avenue and Tremont Street intersections. This improvement shall be completed prior to the issuance of occupancy and to the satisfaction of the City Traffic Engineer.

182. The uncontrolled midblock Cleveland Street crosswalk shall be supplemented with a rectangular rapid flashing beacon. Crosswalk shall have legend, signs, and ADA ramps that will meet CAMUTCD. This improvement shall be completed prior to the issuance of occupancy and to the satisfaction of the City Traffic Engineer.

183. All crosswalk marking shall be thermoplastic continental marking. This improvement shall be completed prior to the issuance of occupancy and to the satisfaction of the City Traffic Engineer.

### **Water Utilities**

#### **General Conditions**

184. 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.

/////

- 1 185. All Water and Wastewater construction shall conform to the most recent edition of  
2 the Water, Sewer, and Recycled Water Design and Construction Manual or as  
3 approved by the Water Utilities Director.
- 4 186. The property owner shall maintain private water and wastewater utilities located on  
5 private property.
- 6 187. Water services and sewer laterals constructed in existing right-of-way locations are  
7 to be constructed by an approved and licensed contractor at developer's expense.
- 8 188. Minimum separation between water services is 3 feet and water and sewer lateral  
9 separation shall be 10 feet minimum.
- 10 189. Water facilities, backflows or meters, shall have a minimum 10' separation from  
11 trees. Palm tree minimum separation is lowered to 5' from water facilities.
- 12 190. Each new residential dwelling unit or commercial suite shall be metered  
13 individually.
- 14 191. For new buildings with multiple residential dwelling units; the City has accepted, as  
15 an alternative, a public master meter for each building provided there is a private  
16 sub-meter for each individual dwelling unit. The Property Owner would be  
17 responsible for the ownership, maintenance, reading, and replacement of the private  
18 sub-meters. There shall be a shared agreement for the shared water supply line and  
19 private water and sewer facilities among the owners. This should be addressed in the  
20 CC&Rs or a maintenance agreement.
- 21 192. Provide a separate irrigation water meter for each development parcel. Meter shall  
22 be managed and paid for by the Property Owner. Meter shall be located such that a  
23 connection can be made to the City's future recycled water main in Seagaze Dr. and  
24 S. Tremont St.
- 25 193. Per the latest approved California Fire Code, all new residential units shall be  
26 equipped with fire sprinkler system. Water services that feed the fire sprinkler system  
27 along with the domestic water system shall be equipped with a dual check valve  
28 device.

29 /////

1 194. Buildings requiring an NFPA 13 or NFPA 13R automatic sprinkler system for fire  
2 protection shall have a dedicated fire service connection to a public water main with  
3 a double check detector backflow assembly. Location of the backflow assembly  
4 must be approved by Fire Department.

5 195. Hot tap connections will not be allowed for size on size connections, and connections  
6 that are one (1) pipe size smaller than the water main. These connections shall be  
7 cut-in tees with three valves for each end of the tee. Provide a connection detail on  
8 the improvement plans for all cut-in tee connections.

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

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

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

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

20 199. All lots with a finish pad elevation located below the elevation of the next upstream  
21 manhole cover of the public sewer shall be protected from backflow of sewage by  
22 installing and maintaining an approved type backwater valve, per the latest adopted  
23 California Plumbing Code.

24 200. Recycled water is anticipated to be supplied through the 16-inch Fallbrook outfall  
25 line in the near future. When recycled water becomes available, this property shall  
26 be required to convert its irrigation supply to recycled water. The irrigation system  
27 shall be designed in anticipation of a future recycled water services and meters off  
28 S. Tremont Street or Seagaze Drive.

29 /////

- 1 201. The Developer shall extend the City's Recycled Water System into the site, at the  
2 Developer's expense, to serve any landscape meters that are not adjacent to S.  
3 Tremont Street or Seagaze Drive.
- 4 202. Developer shall prepare and submit recycled water irrigation plans to the Water  
5 Utilities Department for an independent review and pay a separate recycled water  
6 review fee. The review shall include the processing, plan submittal, permitting,  
7 inspection, and testing of the proposed irrigation system for approval by the State  
8 Water Resources Control Board / San Diego County Department of Environmental  
9 Health and Quality for on-site recycled water use. If Development is responsible for  
10 the irrigation or maintenance of any landscaping in the right-of-way, then a  
11 separate/dedicated recycled irrigation meter and service shall be required for this  
12 irrigation system. Local regulations do not permit a single irrigation meter to service  
13 landscaping areas across property lines.
- 14 203. A water study and sewer study must be prepared by the developer at the developer's  
15 expense and approved by the Water Utilities Department. The water study shall  
16 demonstrate that adequate fire flows and pressures can be delivered to the  
17 development. The sewer study shall demonstrate that the collection system on-site  
18 and off-site has adequate capacity for the development. Sewer flow monitoring  
19 downstream of the proposed development may be required by a City approved flow  
20 monitoring company for at least a one-week period to confirm existing sewer  
21 capacity. Off-site improvements may be required as a result of the studies and flow  
22 monitoring. Off-site improvements may include replacing sewer infrastructure that  
23 is in poor condition that would be exacerbated by the development.
- 24 204. All water and sewer mains not meeting the minimum main diameter and material  
25 requirements shall be replaced by the Developer, and at the Developer's expense, to  
26 meet current design standards for all new commercial and residential developments  
27 of four (4) units or more. Water and sewer improvements shall be required as part of  
28 engineering plan submittal.

29 /////

- 1 205. An inspection manhole for commercial waste as described by the Water, Sewer, and  
2 Recycled Water Design and Construction Manual, shall be on each building sewer  
3 lateral and the location shall be called out on the approved engineering plans.
- 4 206. An Oil and Sand Interceptor, as described by the latest adopted California Plumbing  
5 Code Chapter 10, relating to garages, gasoline stations, wash racks or when deemed  
6 necessary shall be shown on building plans at each building sewer in an appropriate  
7 location and shall be maintained in accordance with the Fats, Oil, and Grease permit.  
8 The location shall be shown on the approved Engineering Plans with reference to  
9 Building Plans for design and detail.
- 10 207. A Grease Interceptor, as required per City of Oceanside Ordinance 07-OR0021-1 &  
11 18-OR0021-1 relating to food service establishments shall be on each building sewer  
12 when deemed necessary in an appropriate outside location and shall be maintained  
13 by the property owner. The grease interceptor shall be shown on Engineering Plans  
14 with reference to Building Plans for design and detail.
- 15 208. Connections to a public sewer main with a 6-inch or larger sewer lateral will require  
16 a new sewer manhole for connection to main per Section 3.3 of Water, Sewer, and  
17 Recycled Water Design and Construction Manual.
- 18 209. Connection to an existing sewer manhole will require rehabilitation of the manhole  
19 per City standards. Rehabilitation may include, but not be limited to, re-channeling  
20 of the manhole base, surface preparation and coating the interior of the manhole, and  
21 replacing the manhole cone with a 36" opening and double ring manhole frame and  
22 lid.
- 23 210. Provide peak irrigation flows per zone or control valve to verify size of irrigation  
24 meter and reduced pressure principle backflow device on Landscape Plans.
- 25 211. All existing and proposed on-site sewer manholes shall be accessible by an access  
26 road, turf block, or pavement that can support H-20 loading for sewer vector truck.  
27 Access road or pavement must allow a minimum turning radius of 46-feet (outer  
28 wheel) for curb clearance and a wall clearance of 46'-11". Truck length is 41'-6".

29 /////

212. Provide stationing and offsets for existing and proposed water service connections and sewer laterals on plans.

213. Subterranean parking structures shall be designed with a drainage system that conveys runoff to the City's Storm Drain System and shall comply with the California Regional Water Quality Control Board Order No. 2013-0001.

214. Any unused water services or sewer laterals by the proposed development or redevelopment, shall be abandoned in accordance with Water Utilities requirements. If an existing water meter is abandoned then a credit will be applied towards future buy-in fees in the amount of the current buy-in fee of the existing meter.

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

215. Show location and size of existing and proposed water meter(s) on site plan of building plans. Show waterline from proposed meter to connection point to buildings.

216. Show location and size of existing and proposed sewer lateral(s) from property line or connection to sewer main to connection point at building.

217. Provide a fixture unit count table and supply demand estimate per the latest adopted California Plumbing Code (Appendix A) to size the water meter(s) and service line(s).

218. Provide drainage fixture unit count per the latest adopted California Plumbing Code to size sewer lateral for property.

219. If a Grease Interceptor is required per City of Oceanside Ordinance 07-OR0021-1, then building plans must show sizing calculations per the latest California Plumbing Code, the location, the make and model, and plumbing schematic showing the required appurtenances at each building sewer lateral.

220. If a Sand and Oil Separator is required, then building plans must show drainage fixture unit count and calculations per the latest California Plumbing Code to size oil and sand separator and show on plans the location, make and model of separator, inlet/outlet piping, and a plumbing schematic of the separator along with the required appurtenances at each building sewer lateral.

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

4 PASSED AND ADOPTED Resolution No. 2025-P15 on June 23, 2025 by the  
5 following vote, to wit:

6 AYES:

7 NAYS:

8 ABSENT:

9 ABSTAIN:

10  
11 \_\_\_\_\_  
Tom Morrissey, Chairperson  
12 Oceanside Planning Commission

13 ATTEST:

14  
15 \_\_\_\_\_  
Sergio Madera, Secretary

16  
17 I, SERGIO MADERA, Secretary of the Oceanside Planning Commission, hereby certify  
18 that this is a true and correct copy of Resolution No. 2025-P15.

19 Dated: June 23, 2025  
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25  
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