

OCEANSIDE TRANSIT CENTER (OTC) SPECIFIC PLAN

06. 18. 2025





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INTRODUCTION

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1.1 PROJECT OVERVIEW

Summary Description: The proposed project encompasses redevelopment of the approximately 10.15-acre Oceanside Transit Center (OTC) property owned by the North County Transit District (NCTD) into a vibrant, mixed-use destination. The proposal as described herein is a refinement of the conceptual plan prepared in response to a Request for Proposal (RFP) issued by NCTD in early 2020 seeking a development team with the capacity to deliver a model transit-oriented development that also improves intermodal connectivity. The property will be developed by the project proponent pursuant to a ground lease with NCTD.

Development of the site will extend and further activate Oceanside's downtown core and reinforce transit ridership by introducing approximately 850,000 square feet of residential, retail, office, and hotel use in a mixed-use format, while featuring a modern intermodal transit facility for travelers by bus and train. Subterranean and structured parking facilities accommodating up to 1,768 spaces will serve the transit center and support the various land uses. Public amenities will further enliven and enrich the project and serve the community, including streetscape enhancements and a Transit Plaza with capacity to support small-scaled community activities and events.

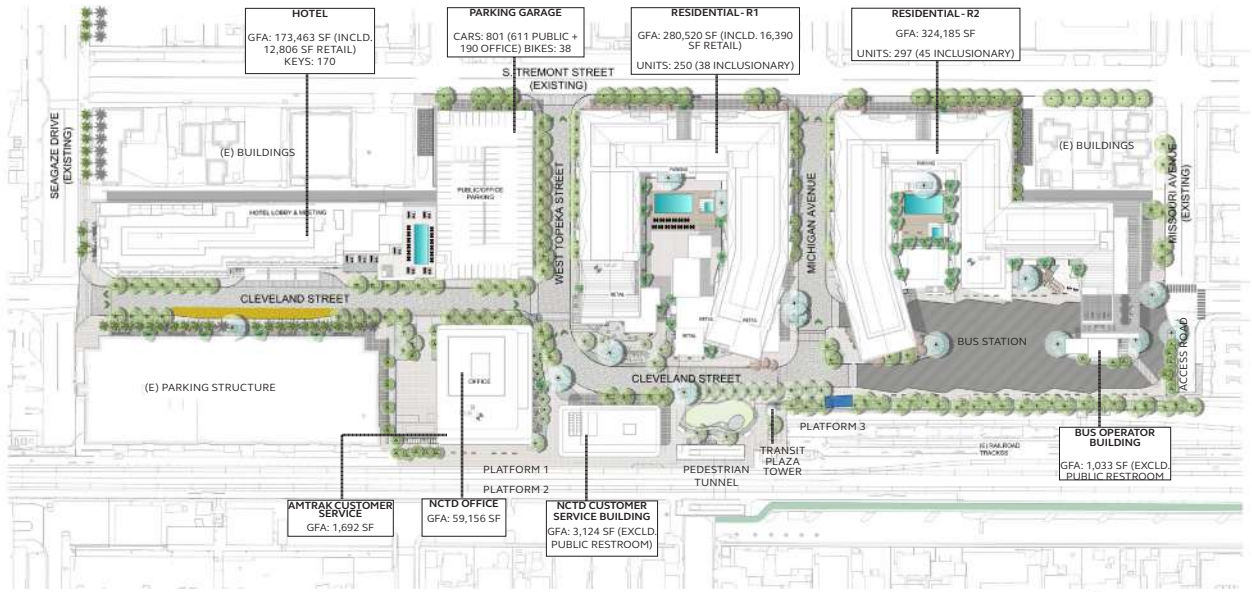
The proposed project will be developed in two (2) phases with an estimated time frame of seven (7) years from entitlement through final delivery. Phased development will ensure that construction does not interrupt operations of the transit facilities. **Exhibit 1.1** provides a conceptual illustration of the project at build out.

Exhibit 1.1: Illustrative View at Buildout



Conceptual Drawing Subject to Change

Exhibit 1.1a : Comprehensive Illustrative Plan



1.2 PLAN SUMMARY

Purpose & Objectives:

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 plan document 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.

The objectives of the Specific Plan are as follows:

- Promote economic development of 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.
- Support public transit through transit-oriented development that integrates updated transit facilities and other mobility improvements that will increase ridership and enhance the user experience.
- Improve connectivity and in particular build stronger linkages between downtown and the residential neighborhoods to the south of the site.
- 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.
- Provide adequate infrastructure and public services to support the proposed development.
- Ensure compatibility with surrounding land uses and improve the character of the surrounding community.

- Achieve a high standard of design through application of development standards and design guidelines that support mixed-use development typologies and promote effective placemaking.
- Accommodate phased development of the project with sufficient flexibility in the plan and accompanying development criteria to afford minor modifications in program and design due to a change in conditions.

Authority & Scope:

A Specific Plan is a regulatory tool used to implement the City's General Plan and direct development within a defined geographic area. While the General Plan is the primary vehicle to guide city-wide growth and development, a specific plan customizes the development goals and objectives, as well as the land use regulations for a defined area, consistent with the City's vision for the property, the surrounding context, and the distinct characteristics of the property.

The Specific Plan has been prepared pursuant to Section 65450 et seq. of the State of California Government Code which sets forth minimum requirements for a Specific Plan, including provisions for a land use plan, infrastructure plan, and inclusion of criteria and standards for development. Nonetheless, the Government Code is generally flexible regarding the content of a Specific Plan, allowing a public agency to tailor the plan to address particular land use issues and project types. The Specific Plan shall be adopted by resolution of the City Council and administered as prescribed by the Council, consistent with the Government Code, Section 65450 et. seq.

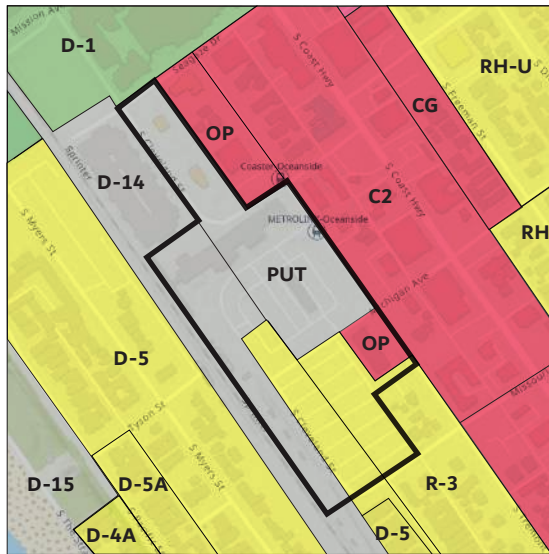
The Specific Plan has been drafted to meet the intent and requirements of the California Government Code and the City of Oceanside's Zoning Ordinance. It customizes the development standards and regulations to achieve the desired vision for the OTC site. In any instance where the Specific Plan conflicts with the requirements of the Zoning Ordinance, the Specific Plan provisions will take precedence. Where the Specific Plan is silent on a topic, the Zoning Ordinance requirements will remain in effect.

1.3 PLAN CONSISTENCY

General Plan: Multiple land use designations apply to the property, including DT Downtown (DT), Coastal Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal General Commercial (C-GC). These designations do not accommodate the proposed development and a General Plan Amendment is required to establish the appropriate land use designation of Specific Plan (SP) across the planning area. The Amendment will also revise the Downtown Redevelopment District to remove that portion of the project site which currently lies within its boundaries. [Exhibit 1.2](#) depicts the existing land use designation for the site and surroundings, as well as the proposed land use designation for the project site.

Zoning: The project site is divided into several zones that do not support the proposed project. That portion of the site generally west of Cleveland Street falls within the 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),

Exhibit 1.2: Zoning Map

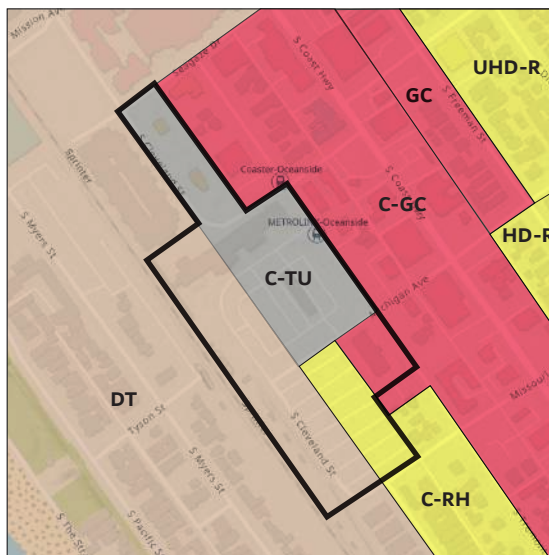


ZONING MAP - EXISTING PLAN

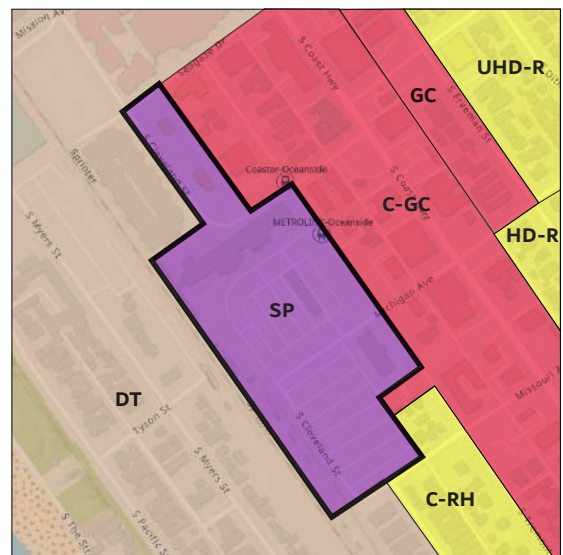


ZONING MAP - PROPOSED

Exhibit 1.3: Land Use Map



LAND USE MAP - EXISTING PLAN



LAND USE MAP - PROPOSED PLAN

and Medium Density Residential, Coastal (R-3). A Zone Amendment will designate the site as SP (Specific Plan) to achieve consistent zoning that will support the envisioned project; additionally, the Specific Plan will serve as the regulating document, including applicable land use regulations, development standards, and design guidelines. **Exhibit 1.3** depicts the existing zoning for the site and surroundings, as well as the proposed zoning for the project site.

Local Coastal Program (LCP): The site lies within the Coastal Zone as defined by the California Coastal Commission (CCC). An LCP has been adopted by the City of Oceanside, including a Land Use Plan (LUP), that regulates development within the City's Coastal Zone. In conjunction with adoption of the Specific Plan and amendment to the General Plan, an amendment to the LCP LUP is also required due to the proposed changes in underlying land use designation and zoning for the project site. These changes will support development that further revitalizes the coastal area and fosters coastal tourism.

Coast Highway Vision & Strategic Plan (CHVSP, dated April 2009): The CHSVP is an advisory document that provides guidance for revitalization of the Coast Highway Corridor. It envisions the Oceanside Transit Center as a transit-oriented development that becomes an extension of the downtown business area. The plan depicts this catalytic site as in-fill mixed use that incorporates a town square and transit facilities and reconnects Cleveland Street. The proposed development is consistent with the CHVSP, except that it alters the program mix based on more current and targeted market analysis, by reducing the retail and commercial component and incorporating a hotel and additional residential density.

Regional Mobility Hub Strategy: SANDAG has developed a Regional Mobility Hub Strategy "to demonstrate how transportation services, amenities, and supporting technologies can work together to make it easier for communities to access transit and other shared mobility choices." The OTC is identified as one of eight (8) prototype sites within the San Diego region demonstrating how various mobility hub features may be tailored to different communities. Mobility hub features recommended for the OTC site include the following: enhanced transit waiting areas; passenger loading areas; bikeshare; on-demand rideshare; micro-transit; smart parking; and wayfinding. Many of these features will be incorporated into the development plan, while others will not be precluded from later implementation.

1.4 PLAN RATIONALE

Consistency with Applicable Plans & Policies: The proposed development will achieve consistency with General Plan based upon concurrent approval of a change in land use designation to Specific Plan (SP) for the entire planning area. The SP designation will support the mixture of uses and density of residential living that are critical to achieving the vision of a model transit-oriented development that extends the activity of downtown and promotes on-going revitalization of the coastal area.

Compatibility with Surroundings: The proposed development will introduce a high-quality infill development that promotes economic development of the coastal area and builds upon the activity of the downtown. In particular, the proposed use complements the adjacent Nine Block Plan, while taking advantage of the presence of the Oceanside Transit Center to create a model transit-oriented development. Additionally, while the proposed scale is compatible with similar development in the Nine Block Plan, suitable transitions in scale will be provided to lower intensity use near the south end of the site.

Superior Urban Design: The proposed development will achieve a superior level of urban design that enhances the visual character of the coastal area and the surrounding neighborhood. Development standards and design guidelines within the Specific Plan have been tailored to support high-quality infill development featuring a compatible mixture of uses, while the accompanying Development Plan depicts the quality of the proposed design and its positive response to the coastal environment. Consideration has also been given to improving the and enhancing the pedestrian experience, for example, through the introduction of active uses and retail at the street level and the provision of various streetscape amenities.

Public Benefits: The proposed development offers numerous public benefits to the City of Oceanside and surrounding neighborhood and are discussed in greater detail in Section 3 (Development Vision) and Section 4 (Development Framework) of the Specific Plan. In summary, the project will expand Oceanside's housing supply, including the provision of affordable housing units, and incorporate a new intermodal transit facility and other significant mobility enhancements that will improve pedestrian access and transit service. Additionally, the project will integrate various amenities to better serve the community, including a highly accessible Station Plaza.

Adequate Infrastructure & Public Services: The demand for public services will not exceed the capacity of planned and existing systems as determined in the EIR analysis. Infrastructure improvements will be constructed to meet the needs of the project and are further described in Section 7 (Infrastructure) of the Specific Plan. Of note, the project will introduce new public and private improvements to create more engaging and efficient circulation patterns across the site, accommodating automobiles, buses, bicyclists, and pedestrians.

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PROJECT BACKGROUND

- 2.1 Project Setting
- 2.2 Site Surroundings
- 2.3 Project Site

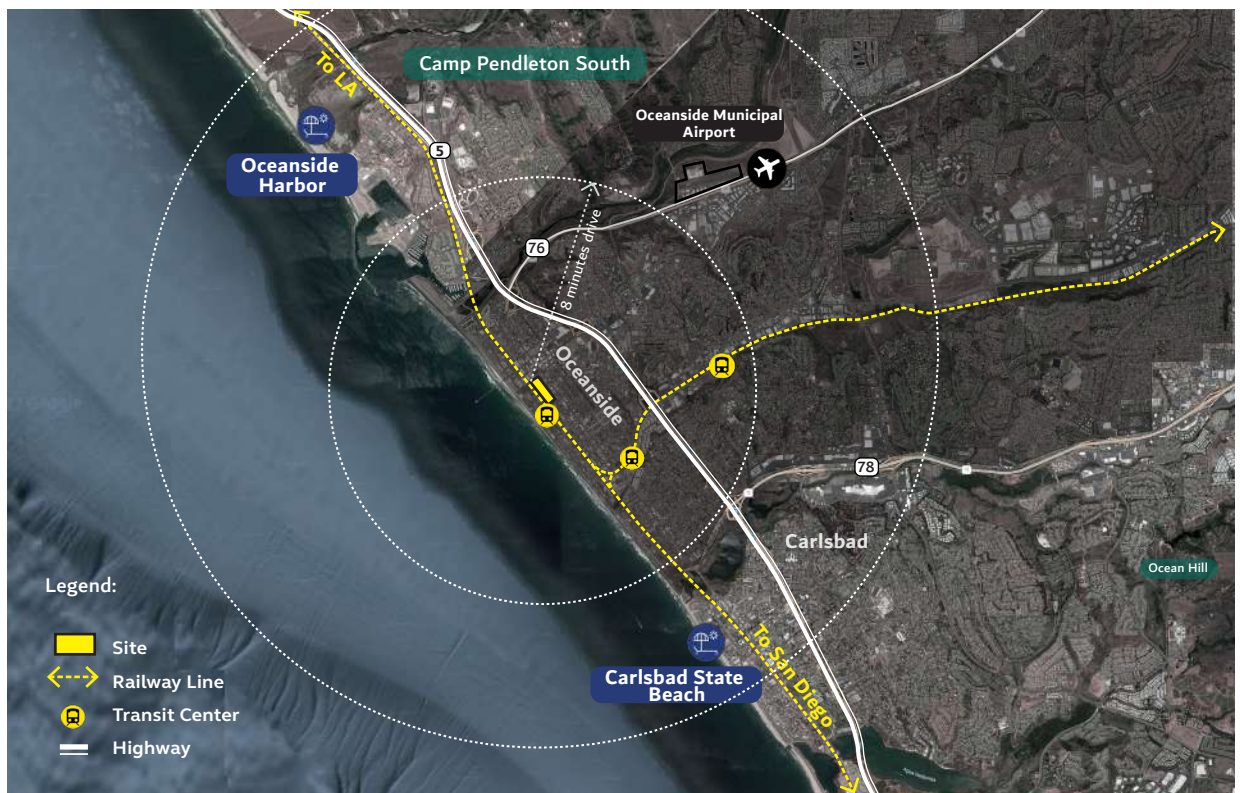
PROJECT BACKGROUND

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2.1 PROJECT SETTING

The project is in the City of Oceanside, a quintessential California coastal community located between San Diego and the population centers of Orange County. More specifically, the project setting is illustrated in [Exhibit 2.1](#), and further described as follows:

Exhibit 2.1: Regional Context Map



Site Vicinity: Situated directly alongside the Pacific Surfliner rail line and currently functioning as an intermodal station for the North County Transit District, the project site occupies a high-profile location at the heart of Oceanside. Locational advantages include the site's position roughly three (3) blocks east of The Strand and Oceanside City Beach, and one (1) block south of Mission Avenue which functions as the City's downtown core. Farther to the north are other nearby attractions, including the Municipal Pier, Oceanside Harbor, and Camp Pendleton Marine Corps base.

Economy & Housing: Oceanside is the third largest city in San Diego County with a population of approximately 176,500. It is a popular tourist destination owing to its harbor, beaches, and various attractions, including Mission San Luis Rey, California Surf Museum, and Oceanside Art Museum. The City's economic development strategy is to build a broad-based economy that features significant public sector employment, while strengthening its presence in

a wide range of economic sectors such as healthcare, biotechnology, information and communications technology, sports and active lifestyle products, hospitality, and agriculture.

Key to Oceanside's economic development strategy is the provision of a diverse supply of quality housing that will meet anticipated population growth. The San Diego Association of Governments (SANDAG) projects a growth in population to about 1,835,000 through 2025, as well as a significant increase in employment through 2035. Accordingly, the Regional Housing Needs Assessment allocates the City of Oceanside over 5,400 dwelling units across various income levels for the next housing cycle (2021-2029). The City is expected to meet its obligation by focusing housing development in smart growth opportunity areas, particularly transit-oriented sites and major commercial corridors.

Land Use: Much of the land area between the beachfront and the I-5 Freeway is devoted to residential land use at varying densities. Within this matrix of residential use, the historic Coast Highway serves as a north-south commercial corridor that is generally auto-oriented and intersects with Mission Avenue, a more pedestrian oriented commercial corridor that runs perpendicular to the coast and is regarded as the active core of the City's downtown. The designated Downtown Redevelopment Area is depicted in [Exhibit 2.2](#); this area occupies about 375 acres across the northwest portion of Oceanside, and is comprised of a mix of commercial, residential, and civic uses, as well as tourist-oriented services in proximity to the coast. A rail-right-of-way serving Amtrak and various transit providers runs north-to-south a few blocks inland from the coast.

Exhibit 2.2: Downtown Context Map



Transportation: The property benefits from outstanding regional highway and roadway connections. Mission Avenue is one (1) block north of the project site; this east-west arterial runs through the downtown core and provides convenient access to the I-5 Freeway about one-half (1/2) mile distance from the project site. Additionally, the Coast Highway is one (1) block east of the project site, with the interchange of I-5, State Highway 76, and Coast Highway less than one (1) mile distance to the north; this heavily traveled north-south arterial is used by local and pass-through traffic. San Diego International Airport (38 miles) and John Wayne Airport (49 miles) in Orange County are both reached via the north-south I-5; McClellan-Palomar Airport (10 miles) in nearby Carlsbad handles small commuter flights to Los Angeles International Airport.

The Oceanside Transit Center located on-site functions as a major regional transit hub, providing a unique combination of rail and bus service that affords convenient connections throughout Southern California. Rail travel is provided by Amtrak and various commuter rail services; the Oceanside Transit Center is the northern terminus of the Coaster, the western terminus of the Sprinter, and southern terminus of Metrolink service. The San Diego and Irvine Stations may be reached in approximately one (1) hour, and Union Station in downtown Los Angeles is about two (2) hours distance. Bus service is provided by Greyhound, NCTD, and local commuter bus services.

Environment: The property is located less than 1/4 mile from the beach and falls within the Coastal Zone as defined by the California Coastal Commission; the Coastal Zone is delineated on [Exhibit 2.2](#). The City of Oceanside has adopted a Local Coastal Program (April 1985), including policies and findings relative to development within the coastal zone and consistent with the State Coastal Act; the current LPC accommodates upland development that will support coastal recreation and tourism.

Because the City has undergone considerable change, including substantial progress toward revitalizing its coastal area, it has engaged in a review and update to the LCP that is anticipated to address emerging issues such as the threat of sea level rise, increasing visitor traffic, water quality and habitat management requirements, and aging infrastructure. Among the priorities that will be incorporated in the LCP and that are most pertinent to the project site are to enhance and improve coastal access; encourage and manage coastal development; and protect and enhance scenic resources and public views.

2.2 SITE SURROUNDINGS

Surrounding properties are generally a mix of commercial, retail, and residential land use, with Oceanside's downtown core advantageously located directly north of the site. More specifically, the site surroundings are depicted in [Exhibit 2.3](#), and are described as follows:

Exhibit 2.3: Site Surroundings

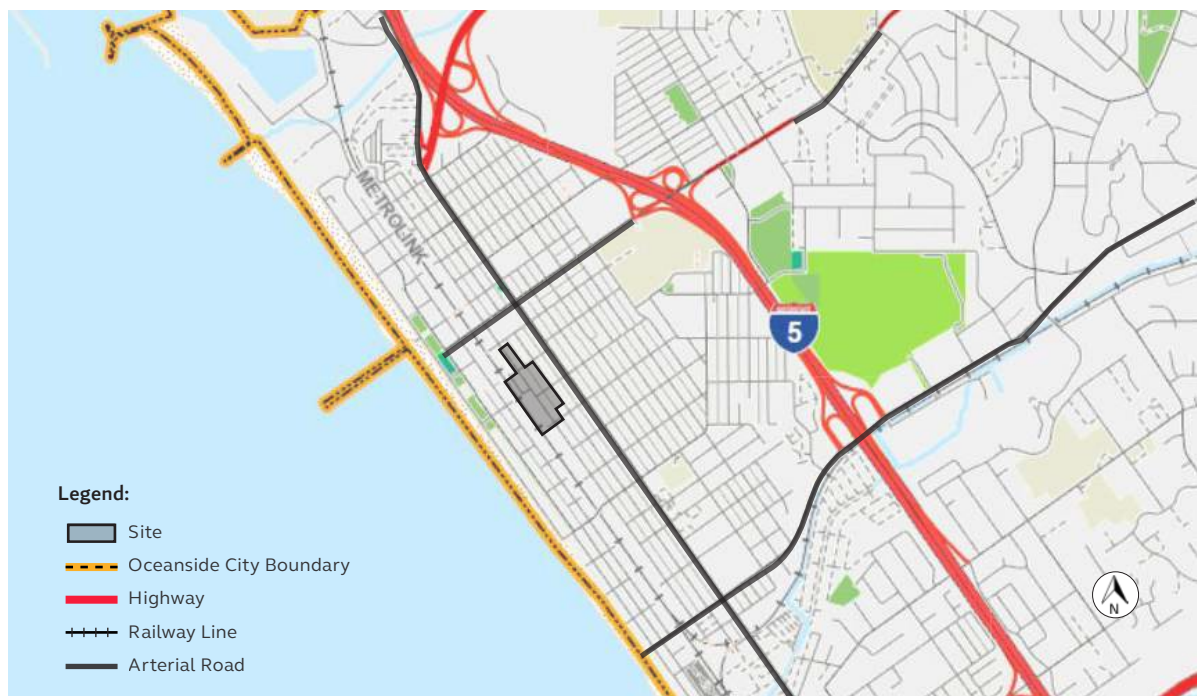


Land Use Adjacencies: Narrow surface parking lots primarily serving beach-goers run along the west side of rail line, providing a separation between the rail and tightly packed residences located farther west toward the beach. Properties directly east of the site fronting Tremont Street are an incongruous mix of low density residential and various commercial activities, with auto-oriented commercial activity concentrated a block east along Coast Highway. To the south of the site are numerous residences, built at low to moderate density. Properties to the north are developed with mixed-use, hospitality, and commercial retail and entertainment uses (including the Regal Oceanside Cinema) that establish Oceanside's downtown core and contribute toward an active environment along Mission Avenue.

Downtown Proximity: Only a block north of the project site, the vibrant and historic downtown core is focused on Mission Avenue. This pedestrian-oriented street features an active mix of retail, entertainment, dining, and visitor serving uses. Another block to the north, several other key downtown attractions are located along Pier View Drive which extends west to the Municipal Pier; these attractions include the California Surf Museum, Oceanside Museum of Art, and the Civic Center and Plaza.

Important to the success of the area is the "Nine-Block Pier Area Master Plan" (dated April 2000) for development of visitor serving commercial facilities and tourist and visitor-oriented accommodations within nine (9) contiguous blocks adjacent to the Municipal Pier and anchoring the west end of Oceanside's downtown core. Most of these blocks are now developed, introducing significant new mixed-use residential and hospitality use, while the proposed OTC project will establish an active link between these developments and regional transit facilities. It is also important to note that the City's General Plan Update is expected to introduce policies that further promote infill development and revitalization of Mission Avenue, as well as other key commercial corridors such as Coast Highway.

Exhibit 2.4: Roadway Connections



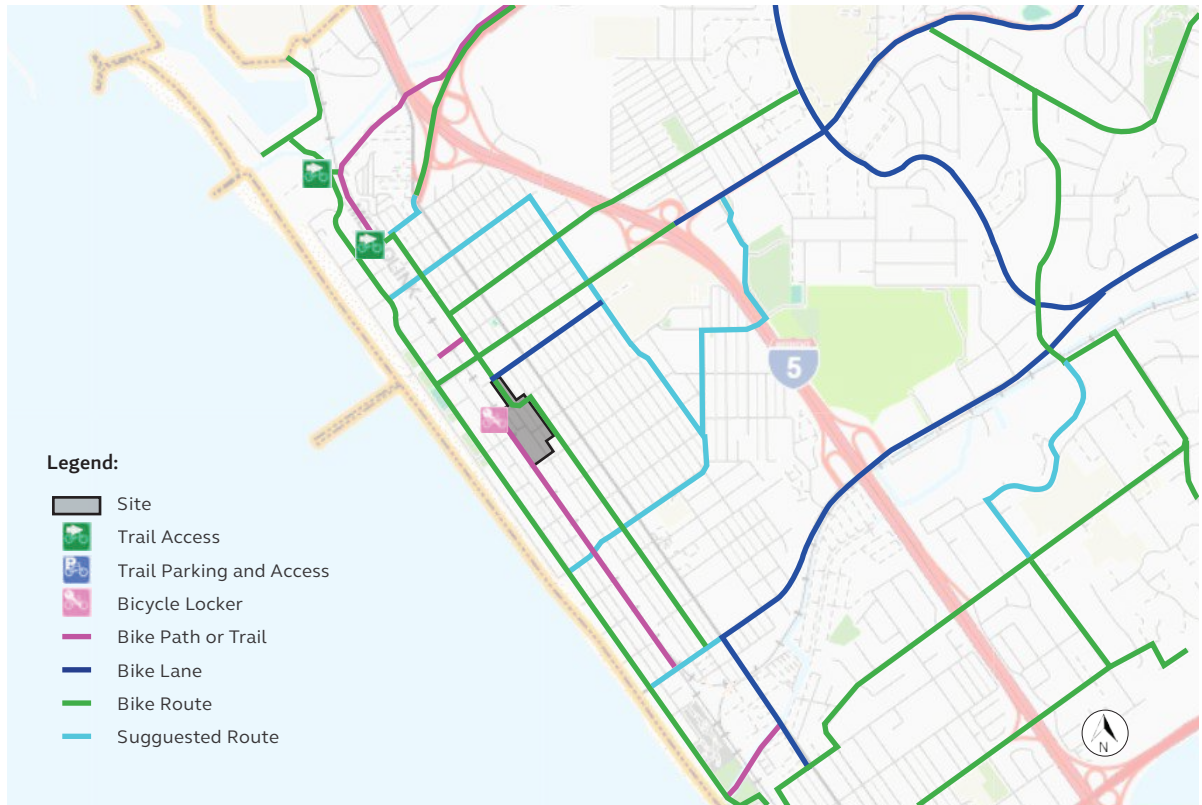
Local Connections: As an existing transit hub, the site affords multiple connections to local and regional road, bus, and bicycle networks.

- As noted above, the Coast Highway is only one (1) block to the east and may be accessed from the project site via Seagaze Drive, and Michigan and Missouri Avenues; Mission Avenue is one (1) block to the north and may be accessed via S. Cleveland and S. Tremont Streets. Both S. Cleveland Street and Michigan Avenue extend directly on to the site, although S. Cleveland is interrupted in the north-south direction by the existing transit facility. **Exhibit 2.4** depict surrounding roadways and hierarchy.
- Numerous NCTD and local commuter bus routes incorporate stops at the Oceanside Transit Center, including Route 303 traveling east along Mission Avenue, Route 101 traveling south along the coast, and Route 392 Flex which connects to Camp Pendleton to the north. **Exhibit 2.5** depicts local transit connections.
- A designated bicycle route runs north-south through the site by way of Cleveland Street to the north and Tremont Street to the south. This route ties into the City-wide bicycle network as depicted in **Exhibit 2.6**; most immediately, it connects with the bicycle lane along Seagaze Drive and the designated bicycle route along Mission Avenue.

Exhibit 2.5: Local Transit Connection



Exhibit 2.6: Bicycle Connections



2.3 PROJECT SITE

The project is located at 235 South Tremont Street, the address for the Oceanside Transit Center, and 311 Tremont Street, the address of the NCTD offices. Altogether, the site encompasses approximately 10.15 acres, with the applicable Specific Plan boundaries illustrated in [Exhibit 2.7](#).

Exhibit 2.7: Site Boundaries



Exhibit 2.8: Site Features

①



②



③



④



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Site Boundaries: The project site is generally bounded by the railroad right-of-way on the west, S. Tremont Street on the east, Missouri Avenue to the south, and Seagaze Drive to the north. However, various properties are excluded: the six (6) parcels fronting S. Tremont Street between Seagaze Drive and W. Topeka Street (103-131 S. Tremont Street), developed with a church, residences, and an office; the three (3) residential properties at the corner of Tremont Street and Missouri Avenue (310-316 Missouri Avenue and 321-327 S. Tremont Street); and the public parking structure located along the rail tracks at Seagaze Drive.

Site Description: The property is currently occupied by the Oceanside Transit Center, comprised of an existing 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. A pedestrian tunnel runs below the train tracks connecting south and north bound platforms and provides access to Tyson Street from which it is a convenient walk to the beach. There is an 11-foot height difference from east to west across the property, with the highest point elevation at Tremont Street and naturally sloping downward toward the oceanfront. [Exhibit 2.8](#) provides a photo survey of existing site conditions.

Site Services: Public roadways (S. Cleveland Street and Michigan Avenue) and a roundabout for the bus terminal extend on to the project site; several public roadways (S Tremont Street, Missouri Avenue, and Seagaze Drive) border the project site. The infrastructure currently serving the site is further described in **Section 7: Infrastructure**.

3

DEVELOPMENT PLAN

- 3.1 Development Vision
- 3.2 Development Principles
- 3.3 Development Program
- 3.4 Public Benefits

DEVELOPMENT PLAN

3

3.1 DEVELOPMENT VISION

A model transit-oriented development is envisioned for the roughly 10.15-acre NCTD site, bringing together transit, residential, retail, office, and hospitality uses in a mixed-use format. Development will total approximately 850,000 square feet on seven (7) separate development parcels, sufficient to generate critical mass and create a destination that reinforces transit use and extends the activity of downtown. Buildings will not exceed seven (7) stories, comparable to nearby downtown buildings and ensuring that they are well integrated with the community fabric.

Urban placemaking and the provision of community benefits are to be given high priority, introducing such features as a public plaza at the heart of the project, while incorporating a boutique hotel and active street level retail along Cleveland Street - the project's north-south spine. Additionally, the development will enhance transit operations and improve the transit user experience, in particular, through provision of an approximately 59,156 square foot NCTD Headquarters and a new intermodal transit pavilion, centrally located within the station plaza.

Two (2) mixed-use buildings will accommodate 547 residential apartment units to further activate the site and surroundings. Market and affordable units will be accommodated, ranging in size from studios to 3-bedrooms, with resident focused amenities to include generous courtyards and upper floor decks. Altogether, up to 1,768 parking stalls will be provided above and below ground, taking advantage of the site's change in grade to minimize parking's visual impact while providing more than adequate space to meet the needs of on-site residents and workers, as well as commuters and visitors.

Illustrative View at Buildout



Conceptual Drawing Subject to Change

3.2 DEVELOPMENT PRINCIPLES

The following principles shall direct the development and design of the project:

- Consider **neighborhood context** and impacts on adjoining properties in determining site layout and building design, including appropriate transitions in use and scale.
- Create a sensible and **orderly site plan** based on a clear and functional site organization, including safe and efficient site access and circulation.
- Design **aesthetically pleasing buildings** that contribute to the character and quality of the surrounding neighborhood and foster a sense of place rooted in the local coastal environment.
- Introduce a **variety of amenities** that enhance quality of life and provide benefits to the community, including active ground floor uses and public realm improvements.
- Promote **pedestrian-friendly design** that will improve connections to transit and support safe and convenient passage within and through the site.
- Incorporate **Mobility Hub features** as recommended by SANDAG's Regional Mobility Hub Strategy in support of alternative modes of transportation.
- Provide **usable outdoor space**, including areas for both community-oriented gatherings and resident focused use and enjoyment.
- Encourage rich and **harmonious landscape design** that complements the buildings and site.
- Incorporate **sustainable design practices** that conserve energy and water resources.

Aesthetically Pleasing Building



Conceptual Drawing Subject to Change

Usable Outdoor Space

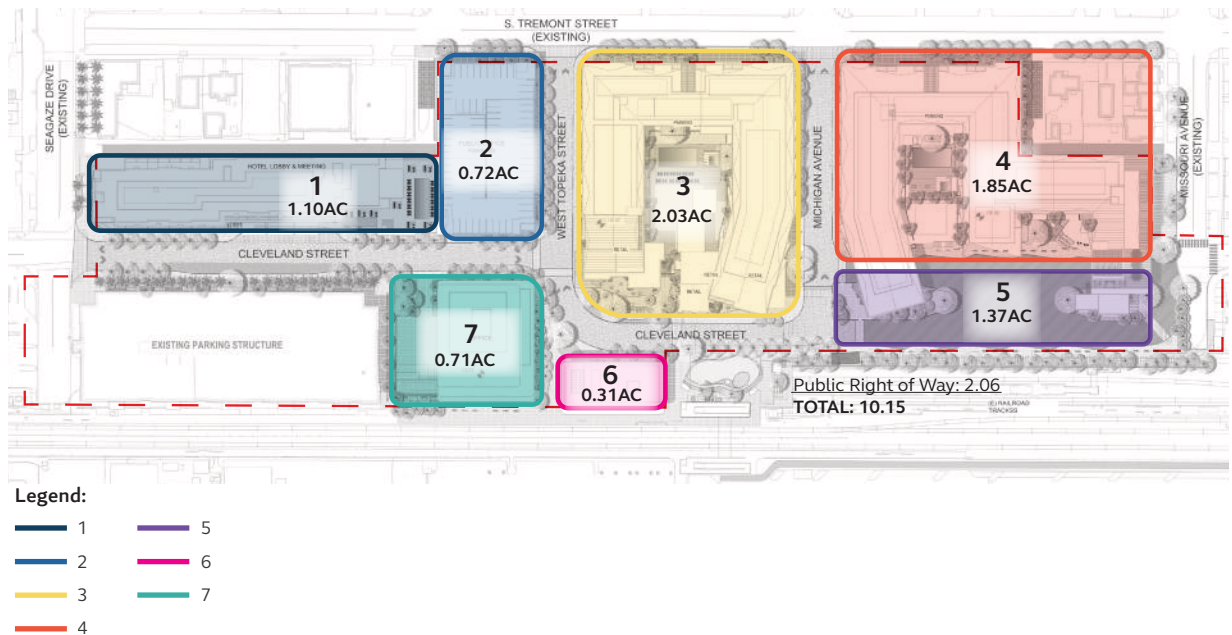


Conceptual Drawing Subject to Change

3.3 DEVELOPMENT PROGRAM

The project will encompass 852,434 square feet of development, with an additional 297,673 square feet devoted to above grade parking and 454,276 square feet for below grade parking, supplying up to 1,868 parking stalls. For phasing and programming purposes the project has been divided the site into three (3) private and four (4) public development parcels as delineated in [Exhibit 3.1](#).

Exhibit 3.1 : Development Parcels



The following provides a summary of the proposed development program, subject to change as the proposed development plan is refined.

Overall Development Program Summary:

- 588,315 sf of residential use, including 547 residential apartment units and amenities
- 160,656 sf boutique hotel, including 170 rooms and amenities.
- 59,156 sf NCTD Headquarters building.
- 7,427 sf modern intermodal transportation & support center.
- 29,196 sf of retail and food and beverage.
- up to 1,768 parking stalls for public and private use.

Block 1 Program Summary:

- 160,656 sf boutique hotel, including 170 rooms and associated amenities.
- 12,806 sf of retail / food and beverage.
- 177 above and below grade parking stalls

Block 2 Program Summary

- 801 stall commercial, office and commuter parking garage.

Block 3 Program Summary:

- 264,130 sf of residential use, including 250 residential apartment units and amenities.
- 16,390 sf of retail and food and beverage.
- 381 above and below grade parking stalls.

Block 4 Program Summary:

- 324,185 sf of residential use, including 297 residential apartment units and amenities.
- 409 above and below grade parking stalls.

Block 5 Program Summary:

- Bus Station
- 1,033 sf of Bus Operator Building.
- Public restrooms

Block 6 Program Summary:

- 3,124 sf of NCTD Customer Service Building.
- Public restrooms.

Block 7 Program Summary:

- 59,156 sf enclosed NCTD Headquarters office building, plus 4,596 sf unenclosed terraces.
- 1,692 sf Amtrak Customer Service Center.

3.4 PUBLIC BENEFITS

A key objective of the project is to deliver numerous benefits to the community with a focus on supporting transit and enhancing quality of life for site occupants and visitors. The major benefits that will be conveyed through the proposed development are described below.

NCTD Headquarters: The project proposes a modern headquarters for NCTD, replacing its general administration office located at 810 S. Mission Avenue and the NCTD offices currently located on-site at 311 Tremont Street. The new approximately 59,156 square foot Headquarters will allow for consolidation of NCTD facilities and operations, while on-site placement of the building will afford the Agency direct oversight of the Oceanside Station operations.

Transit Improvements: In addition, to the NCTD Headquarters building, the project will incorporate a series of transit improvements intended to enhance the user experience and increase transit use, emphasizing improved intermodal connectivity. These improvements will include a modern intermodal transportation center, safe and efficient bus circulation, and twelve (12) commuter bus stalls and bus layover space; moreover, transit facilities and improvements will be located to better facilitate the transfer between bus and train services. Additionally, the plan supports near- and long-term implementation of various mobility hub features as identified by SANDAG's Regional Mobility Hub strategy, such as enhanced transit waiting areas, bike parking and bike share, on-demand rideshare, wayfinding, etc.; these features are further described in Section 4 (Plan Framework) of the Specific Plan.

Circulation Improvements: The project will incorporate circulation improvements across the site for a unique and enhanced urban experience. Bus circulation will be designed to efficiently transfer riders onto the commuter train platforms, improving the connection timing for rail commuters. Automobile circulation will be designed to quickly move residents off local streets into parking facilities, allowing them to walk or use alternate modes of transportation to access the beach or downtown district. Moreover, an inviting urban streetscape will entice pedestrians to move through the project. With the provision of sufficient structured parking, the project's streets will not include surface parallel parking stalls, allowing ample width for pickup and drop off zones, as well as bicycle circulation where appropriate.

Parking Facilities: Proposed parking facilities will provide replacement parking for the two (2) public parking lots currently serving weekday commuters, as well as sufficient parking to meet the needs of all other uses and activities on-site. The above grade garage to be located on Block 2 will provide all of the public parking. To the extent feasible, shared parking will be promoted to reduce the overall parking requirement and support the project's transit orientation. Additionally, the project will provide secured bicycle parking facilities.

Community Programming: A proposed Station Plaza will function as the active hub of the project, providing convenience and comfort for waiting transit riders and commuters, while also accommodating various community-based events of modest scale, such as seasonal events, passive art installations and street musician performances, subject to the terms and conditions as stated in North County Transit District Ordinance 3, Section 2.6, "Commercial Activities, Solicitation, and Expressive Activities". The plaza will feature a high level of amenity, including patterned hardscape, native landscape materials, decorative lighting, seating areas, and public art. A new Community Room to house flexible events and programs will socially connect the project to Downtown Oceanside. Moreover, various streetscape enhancements and pedestrian amenities, will promote walkability and improve pedestrian connections, including embellishment of the pedestrian passage under the rail line that affords access between the project site and the beach.

Affordable Housing: The project will increase the community's housing supply, introducing a total of 547 new units of which fifteen (15) percent (approximately 82 units) will be designated as affordable units. The project will exceed the requirements of the City of Oceanside's Inclusionary Housing Ordinance (Chapter 14C of the Oceanside Municipal Code) that specifies at least ten (10) percent of units shall be reserved for low-income residents as defined by the ordinance.

4

DEVELOPMENT FRAMEWORK

- 4.1 Land Use Plan
- 4.2 Circulation Plan
- 4.3 Open Space Plan
- 4.4 Urban Design Plan

DEVELOPMENT FRAMEWORK

4

4.1 LAND USE PLAN

Land Use Framework:

The land use framework supports transit-oriented development, recognizing the site's function as a regional transit hub, and emphasizing mixed-use development that incorporates a significant residential component to promote transit ridership. Land use distribution and programming respond to site adjacencies, with commercial functions located toward the north in proximity to the downtown core, and an emphasis on residential use occupying the southern portion of the site in response to nearby residences. The land use framework is depicted in [Exhibit 4.1](#), identifying generalized land use, as well as maximum permissible land use intensities and residential densities for each block.

Exhibit 4.1 : Land Use Framework Plan

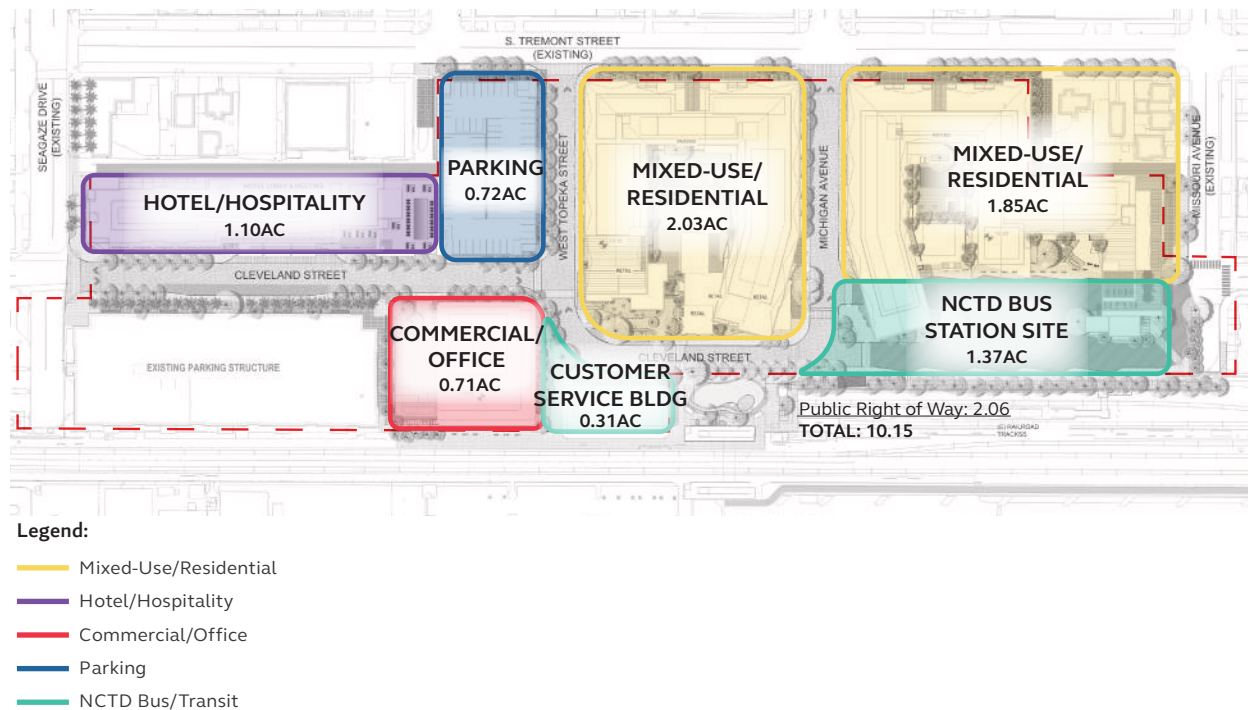


Table 4.1: Land Use Regulations

ALLOWABLE USES		DISTRICT				
P=Permitted A=Administrative Conditional Use Permit Required C=Conditional Use Permit Required NP=Not Permitted / Prohibited	MIXED-USE / RESIDENTIAL (MU)	HOTEL / HOSPITALITY (H)	COMMERCIAL / OFFICE (CO)	PARKING (PK)	PUBLIC - STATION PLAZA (P-TP)	PUBLIC - NCTD BUS STATION (P-ST)
RESIDENTIAL						
Live/Work Quarters	P	P	NP	NP	NP	NP
Multi-Family Residential	P	P	NP	NP	NP	NP(1)
PUBLIC / SEMI-PUBLIC						
Child Care	P	P	P	NP	NP	NP
Cultural Institutions	P	P	P	NP	NP	NP
Government Office	NP	NP	P	P	P	P
Public Parking	NP	NP	P	P	NP	P
Transit Facilities	NP	NP	P	P	P	P
Resource Center	NP	NP	P	P	P	P
COMMERCIAL OFFICE						
Business & Professional Office	P	P	P	NP	NP	NP
COMMERCIAL RETAIL & SERVICES						
Art Studio	P	P	NP	NP	NP	NP
ATM, Self Service	P	P	P	P	P	P
Banks & Savings & Loan	P	P	P	NP	NP	NP
Bar & Cocktail Lounge	C	C	NP	NP	NP	NP
Catering Services	P	P	NP	NP	NP	NP
Food & Beverage Sales, Convenience Market	A	A	A	NP	NP	NP
Food & Beverage Sales, Specialty Market	P	P	P	NP	NP	NP
Personal Improvement Service, Day Spa	P	P	P	NP	NP	NP
Personal Improvement Services, Health & Fitness Club, Studio, or Spa	P	P	P	NP	NP	NP
Personal Services (excluding tattooing establishments)	P	P	P	NP	NP	NP
Restaurant, Fast Food (excluding drive-thru establishments)	P	P	P	NP	NP	NP
Restaurant, Full Service	P	P	P	NP	NP	NP
Restaurant, Full Service with Full Alcohol	P	P	P	NP	NP	NP
Restaurant, Full Service with Live Entertainment	P	P	P	NP	NP	NP
Retail Sales, General	P	P	P	NP	NP	NP
Retail Sales, Antiques and Antique Shop	P	P	P	NP	NP	NP
Retail Sales, Custom	P	P	P	NP	NP	NP
Second-Hand Sales (excluding pawn shops and thrift shops)	P	P	P	NP	NP	NP
VISITOR ACCOMMODATIONS						
Hotel	NP	P	NP	NP	NP	NP
TEMPORARY USE						
Seasonal Festivities	P	NP	P	NP	P	NP
Art Installations	P	NP	P	NP	P	NP

Notes:

- (1) Residential use is permitted as an encroachment upon the NCTD Bus Station site in accordance with an approved development plan and not to exceed 10,000 square feet

Additional Use Restrictions

- Drive-through and drive-up services shall not be permitted on any development parcel within the Specific Plan Area.
- Residential and Visitor Accommodations shall not be permitted on any development parcel within the Specific Plan Area designated as Commercial Office or Public Parking.

Key considerations influencing the land use plan are as follows:

Practical Land Use Distribution:

- The hotel component occupies Block 1, the northernmost development parcel, thereby building on the hospitality and mixed-use development that comprise the nearby Nine Block Plan; it is separated from the rail line by the existing City parking garage.
- NCTD Headquarters is located on Block 7 directly adjacent the City parking garage, affording proximity to the transit facilities on-site and placing non-residential use along the rail line.
- The public parking garage occupies Block 2, providing convenient service for the NCTD Headquarters building and accommodating transit customers; this location also allows for convenient vehicular access via S. Tremont Street, while minimizing conflict with bus operations.
- Residential use is situated on the southern Blocks 3 and 4, where it achieves land use compatibility with existing residential areas and is best positioned to take advantage of desirable ocean views.
- The retail component is primarily integrated at street level along S. Cleveland Street, taking advantage of that street's role as the active spine connecting transit operations on-site and linking the project with the downtown core.

Modern Design Language Through Clean Lines and Deep Eaves



Conceptual Drawing Subject to Change

Viable Land Use Intensity:

- Permissible land use intensities and residential densities support sufficient development to establish critical mass in proximity to commuter and local-serving transit facilities.
- The FAR shall not exceed 4.0 on any individual development block. Parking facilities are not included in FAR calculations and are to be provided as described in the Circulation Plan and according to the parking ratios established in Section 5.
- The total residential density shall not exceed 547 dwelling units within the Specific Plan area.

Station Plaza Accommodates Seasonal Events, Passive Art Installations and Street Musician Performances

Conceptual Drawing Subject to Change

Land Use Regulations:

- **Table 4.1** sets forth permitted and Conditionally Permitted Uses within the Specific Plan area. The overall intent is to support mixed-use development that is compatible with the proposed land use distribution.
- Uses permitted by an Administrative Conditional Use Permit are subject to review and approval by the City Planner, and shall be processed in accordance with Article 41 of the Zoning Ordinance.
- Uses not included, but similar in character to those listed may be permitted or conditionally permitted, subject to review and interpretation by the City Planner. All other uses shall be prohibited.
- Permitted and Conditionally Permitted Uses shall be as described in Article 4(a) of the Zoning Ordinance.

4.2 CIRCULATION PLAN

Circulation Framework: The circulation framework supports the land use concept in achieving a transit and pedestrian-oriented development. Mobility improvements and enhancements to the pedestrian and bicycle networks are designed to increase transit ridership, especially through better commuter connections, promote walkability and livability, and improve the safety and convenience of on-site circulation. The circulation framework is depicted in **Exhibits 4.2 - 4.4**, addressing proposed circulation routes and mobility hub improvements for vehicular, bicycle, and pedestrian networks.

Key aspects of the circulation plan are as follows:

Exhibit 4.2 : Vehicular Circulation Framework Plan

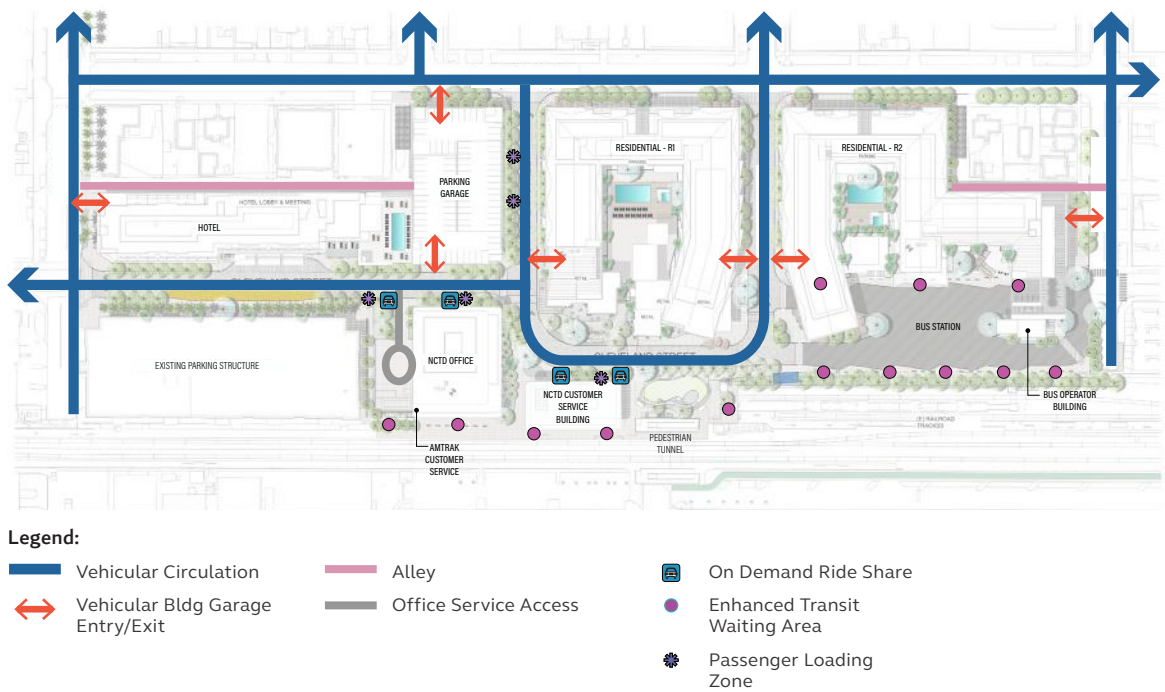
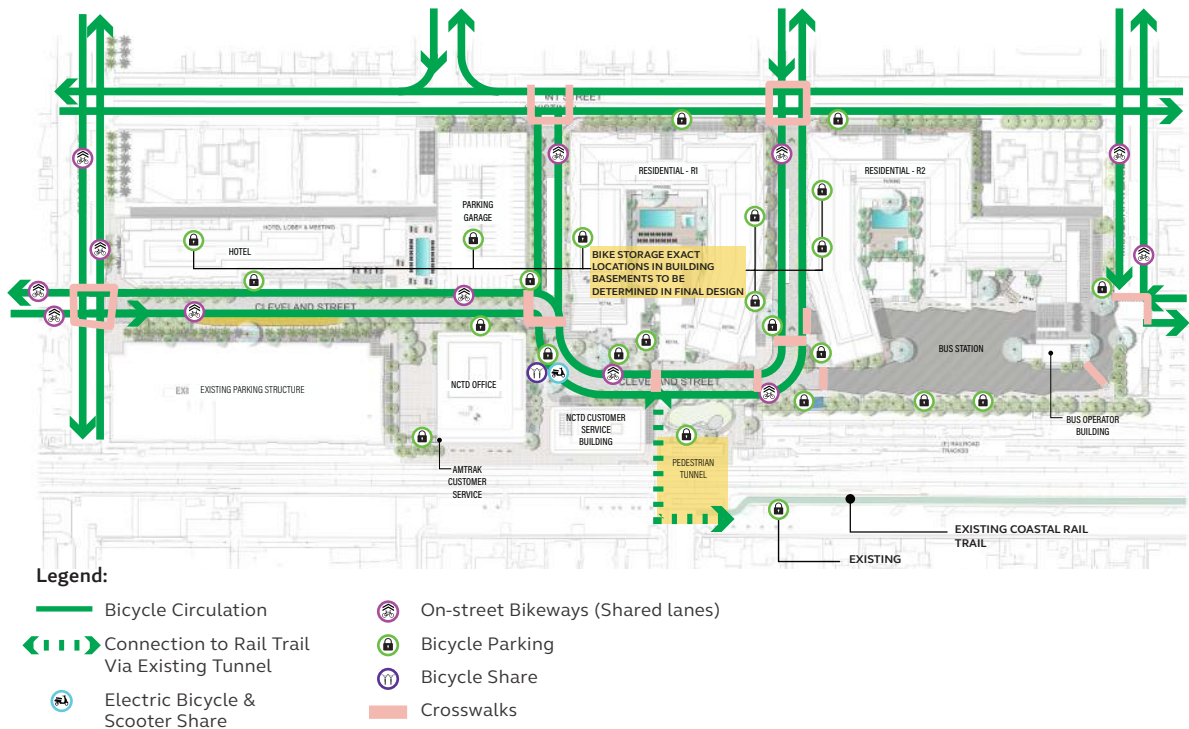


Exhibit 4.3 : Bicycle Circulation Framework Plan



Street Realignment

- Roadways are reconfigured to better control and coordinate the complex vehicular movement patterns on-site, and to minimize conflict between pedestrians and vehicles.
- On-site bus circulation within OTC will be developed to optimize transit operations and may use Michigan Avenue, Cleveland Avenue, Topeka Street and Missouri Avenue.
- Personal vehicles are routed to achieve convenient access to parking facilities and reduce interference with bus operations; access to the parking structure on Parcel 2 is from S. Tremont Street, and parking facilities on Parcels 3 and 4 are accessed from Topeka Street and Michigan and Missouri Avenues.

Convenient Transit Operations & Connections

- Street realignment and a series of transit facility improvements work to improve on-site bus circulation and promote intermodal connectivity.
- Transit facility improvements are highlighted by a modern intermodal transportation & support center located in the central Transit Plaza, providing proximity to both rail and bus boarding.
- At the southern end of the site along S. Cleveland Street, additional transit improvements include twelve (12) commuter bus bays and a relocated bus transfer center; this location will better facilitate the transfer between bus and rail service.

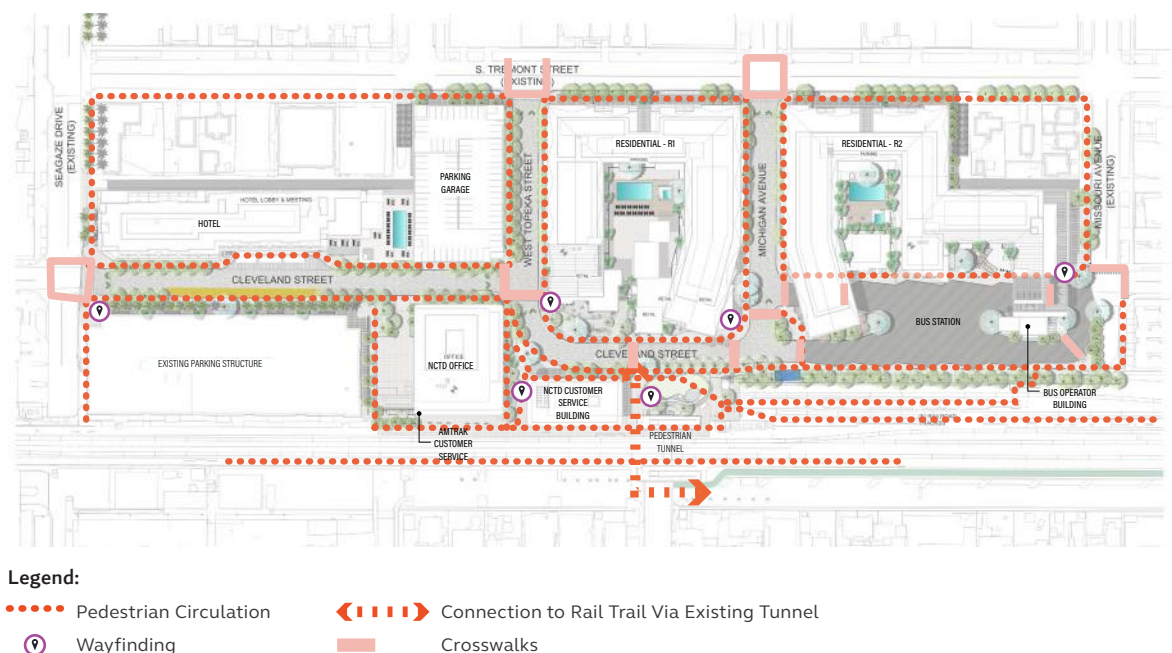
Pedestrian & Bicycle Connectivity

- The plan supports alternative modes of transportation and reduces the need for personal vehicle use by strengthening pedestrian and bicycle connectivity.
- A strong pedestrian connection from south to north through the site leading to the downtown core is accomplished through reconfiguration of S. Cleveland Street, introduction of active ground floor uses, and the provision of streetscape amenities.
- Various mobility hub improvements accommodate transit users, pedestrians, and bicyclists, including enhanced transit waiting areas, passenger loading; pedestrian walkways and crossings; bikeways, bicycle parking and bike share; dedicated transit ways; flexible curb space; and wayfinding.

Readily Accessible Vehicular Parking:

- Parking facilities are located and designed to provide convenient and safe parking for site occupants and visitors, including the parking structure located Parcels 2 and 7 that will serve the NCTD office employees and the public, as well as basement and lower-level parking serving the residents on Parcels 3 and 4.
- The project provides parking sufficient to replace the existing public parking serving the OTC facility, as well as parking to meet the needs of the proposed land uses.
- A combination of subterranean and above ground parking garages is employed to satisfy the total parking demand generated by development on-site.
- Shared parking and reduced parking ratios are encouraged in accordance with the mixed-use and transit orientation of the project; transit-oriented development reduces parking needs by promoting alternative modes of transportation. Additionally, parking facilities include assigned spaces for electric vehicles.

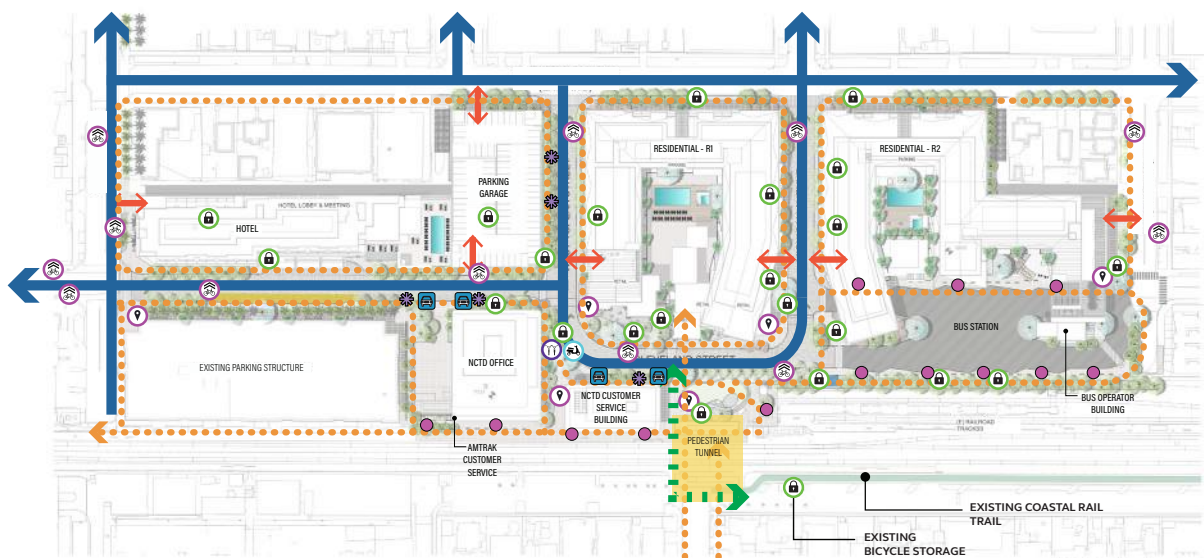
Exhibit 4.4 : Pedestrian Circulation Framework Plan



Mobility Hub by SANDAG

- The OTC is identified as one of eight (8) prototype sites within the San Diego region demonstrating how various mobility hub features may be tailored to different communities.
- Mobility hub features noted OTC site are illustrated in Exhibit 4.4a below, and include the following: enhanced transit waiting areas; passenger loading areas; bikeshare; on-demand rideshare; and wayfinding.

Exhibit 4.4a : Mobility Hub Plan



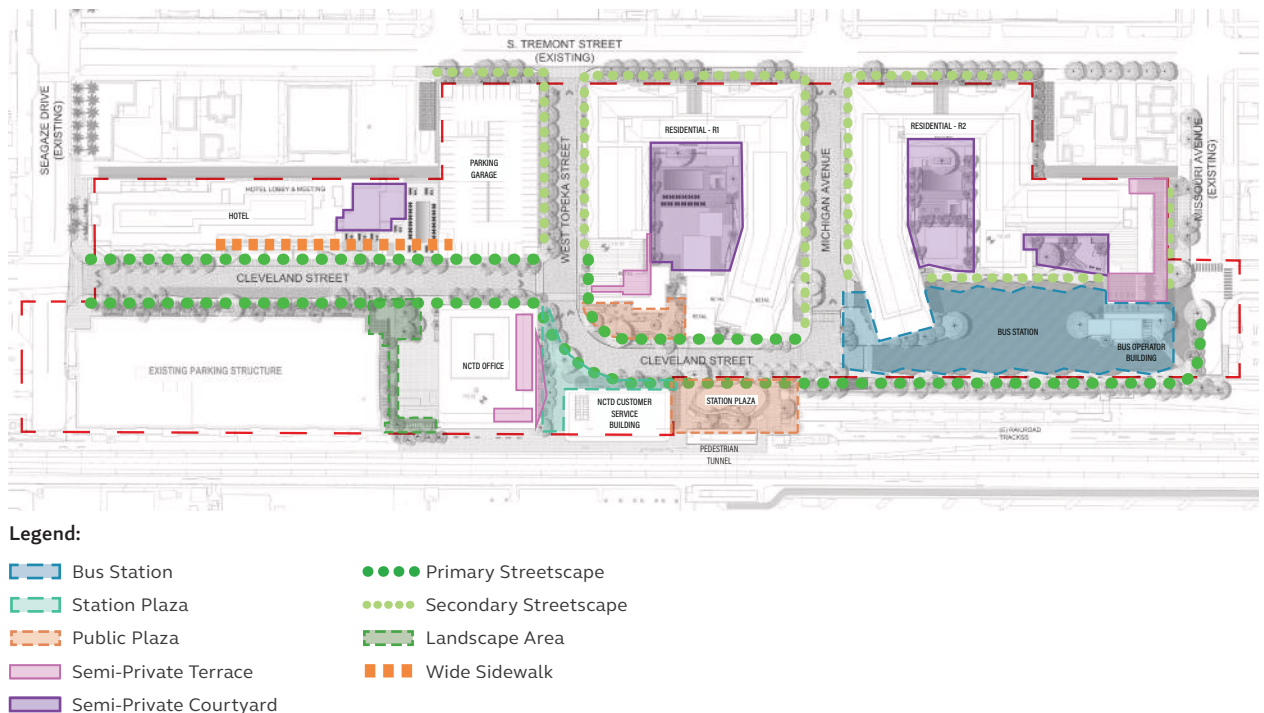
Legend:

Connection to Rail Trail Via Existing Tunnel	On Demand Ride Share	Wayfinding
Electric Bicycle & Scooter Share	Enhanced Transit Waiting Area	Pedestrian Circulation
On-street Bikeways (Shared lanes)	Passenger Loading Zone	Vehicular Bldg Garage Entry/Exit
Bicycle Parking	Shared Bus/Auto/Bicycle	
Bicycle Share		

4.3 OPEN SPACE PLAN

Open Space Framework: The open space framework encourages an outdoor lifestyle appropriate to a coastal environment, offering access to various public, communal, and private outdoor spaces and amenities. Collectively, this range of outdoor spaces will serve the broader community, on-site residents and workers, as well as commuters and visitors. Special consideration is given to enhancing user enjoyment and enlivening the street environment. The open space framework is illustrated in [Exhibit 4.5](#), supported by a conceptual landscape plan depicted in [Exhibit 4.6](#).

Exhibit 4.5 : Open Space Framework Plan



Key aspects of the open space plan are as follows:

Publicly Accessible Outdoor Space

- The Station Plaza will function as the active hub of the project, and is designed to accommodate a variety of modestly scaled community activities and events, such as seasonal events, passive art installations and street musician performances, subject to the terms and conditions as stated in North County Transit District Ordinance 3, Section 2.6, “Commercial Activities, Solicitation, and Expressive Activities”.
- The Station Plaza incorporates canopy trees for shade and an enhanced micro-climate, as well as unique shade structures with interspersed seating to accommodate commuters and other plaza users.
- Special paving within the Station Plaza establishes a decorative pattern, while planter areas and green spaces are designed to add visual appeal and accommodate flexible use.
- The sidewalk environment promotes safety, convenience, and activity through the introduction of sidewalks amenities, including street trees and street furnishing such as benches and lighting.

Generous Amenity Areas & Private Outdoor Space

- The residentially focused buildings on Blocks 3 and 4 incorporate generous amenity courtyards functioning as a social gathering spot for residents, while roof decks afford sweeping ocean views.
- The NCTD Headquarters features cascading roof decks and terraces at every level, providing employees access to outdoors at every level of the building.
- The hotel incorporates amenity decks, including a pool deck, as well as private balconies with ocean views for west facing guestrooms.

Enriched Landscape Character:

- The landscape design reinforces the site plan layout and function and complements the architectural character.
- The selected plant palette emphasizes native and drought tolerant species to reflect local character, promote sustainability, and minimize long-term site maintenance.
- Canopies are provided to shade the public plaza and train platform; additional shade structures and seating are provided with each bus bay.
- The landscape design is intended to meet or exceed the City of Oceanside's Urban Forestry Ordinance, mandating a 12% tree canopy for the site; the proposed site design anticipates 16% coverage.
- City Ordinance mandates that 22% of the surface area is constructed with a permeable surface type to allow storm water to naturally permeate into the site substrate. The design for this site includes 92,446 SF of permeable planter areas as well as 5,303 SF of permeable pavers. The total permeable surface as designed is 97,749 SF or 22% of the overall site area.

Exhibit 4.6 : Conceptual Landscape Plan

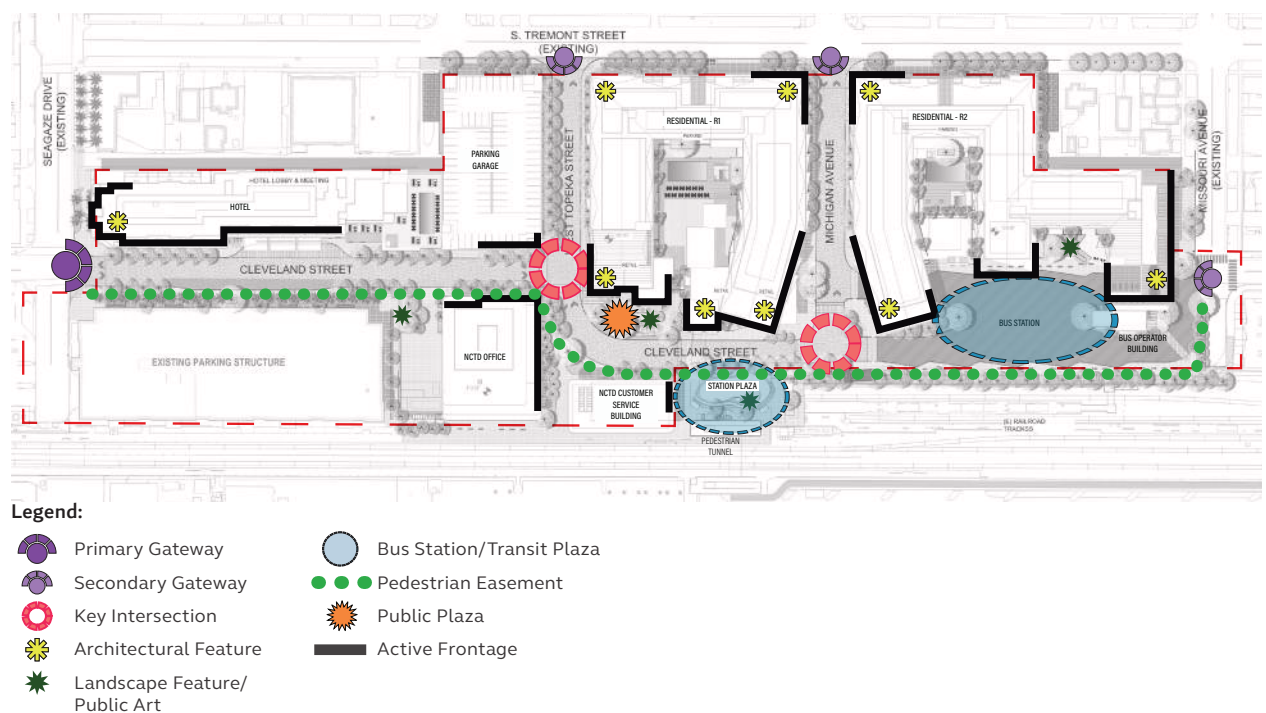


4.4 URBAN DESIGN PLAN

Urban Design Framework: The urban design framework reinforces the sense of place, relying on building intensity and mass to properly contain public outdoor space and frame exceptional ocean views, while responding to surrounding conditions with an appropriately scaled village concept that draws inspiration from the character and identity of the coastal environment. The public realm is of special importance, highlighted by enhanced streetscapes and the integration of accessible outdoor gathering space. The urban design framework is illustrated in [Exhibit 4.7](#).

Key aspects of the urban design plan are as follows:

Exhibit 4.7 : Urban Design Framework Plan



Local Inspiration:

- The design concept derives inspiration from the site's unique coastal setting, reflecting the character and feel of Oceanside and its beachfront neighborhoods.
- A modern design language is employed, inspired by the unique legacy of the Southern California coastal environment and culture.
- The site layout maintains view corridors by establishing a block pattern that protects cherished views of the ocean along east-west oriented streets.
- The residentially focused buildings on Blocks 3 and 4 are designed around amenity courtyards to create a U-shape layout that opens toward the ocean and maximizes views for their occupants.

Enhanced Public Realm

- Buildings are located and massed to contain public outdoor space and to especially create a consistent street edge.
- The design promotes street level activation through integration of retail along S. Cleveland Street. Additionally, the main residential lobbies are located along Tremont Street and feature clearly marked entrances and transparent windows, while there are a select number of residential stoop units along the side streets.
- Neighborhood safety and security are enhanced through activated sidewalks and an “eyes on the street” approach that orients residential porches, balconies, and windows toward public and communal outdoor space.
- Streetscape and outdoor 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 scale of development is compatible with the downtown environment and especially nearby development associated with the Nine Block Plan, with building heights not to exceed seven (7) stories with or without occupied roofs.
- 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.
- The development plan takes advantage of the east-west topographic differential to provide a significant portion of the parking in subterranean facilities, thereby reducing the apparent scale and mass of buildings.

Consistent Character & Identity:

- A consistent architectural language is recommended to ensure that buildings relate to one another, yet accommodating variations according to building program and use.
- A modern design language is expressed in such features clean lines and deep eaves and balconies, creating a dramatic play of light and shadow and accentuating the strong horizontal line of the exterior building architecture.
- High quality materials and finishes are consistently used, appropriate to the coastal setting and the overall character of the project.

4.5 SIGNAGE

Comprehensive Sign Package

The site and buildings located within the specific plan area will require a comprehensive program to ensure consistency throughout. Development of a comprehensive sign package will provide consistent design, materials, and finishes for all signage elements. These package(s) will include provisions for color, size, location, types of signs, lighting, and other safety and aesthetic considerations. All signs included in the package will conform to applicable codes and city ordinances.

Gateway Marker

The project will have a gateway identification marker to mark the entry of the district and provide recognition for the Oceanside Transit Center project. The marker will be located at the southwest corner of South Cleveland Street and Seagaze Avenue. The gateway identification marker will be a cantilevered pole type structural element with a foundation located in the proposed landscape planter on the west side of S. Cleveland Avenue. The cantilevered portion of gateway identification marker structure will include a sign element extending over the roadway. The sign element will be approx. 16'-0" height, with a projection of approximately 10' into the roadway. Clearance to the bottom of the sign element will be designed to meet City of Oceanside engineering and Caltrans standards for vertical clearance on roadways. All internal lighting will be internal with a dimmer to adjust.

5

PUBLIC REALM STANDARDS & GUIDELINES

- 5.1 Purpose & Intent
- 5.2 General Streetscape Design Guidelines
- 5.3 Street Design Standards & Recommendations
- 5.4 General Public Outdoor Space Design Guidelines
- 5.5 Outdoor Space Design Concepts

DEVELOPMENT STANDARDS

5

5.1 PURPOSE & INTENT

The purpose of the Public Realm Standards & Guidelines is to achieve a high standard of quality for streetscapes and public outdoor spaces that realize the Specific Plan's Development & Design Principles and in particular support the Open Space Concept. Emphasis is placed on providing design direction that will lead to an active and engaging public realm that enhances the overall identity and appeal of the project. These criteria apply to all areas of the project located outside of the private development parcels as delineated in [Exhibit 3.1](#), including public street rights-of-way. The design standards, guidelines, and concepts contained herein shall take precedence over any conflicting criteria for the design of public areas adopted by the City of Oceanside, excepting those matters in which the Specific Plan remains silent.

Streetscape Amenities: Decorative Paving, Crosswalks, Street Furniture, Rhythmic Street Trees, etc.



Conceptual Drawing Subject to Change

5.2 GENERAL STREETScape DESIGN GUIDELINES

Streetscape Character & Use

Street Character & Quality: Design streetscapes to enrich and enliven the public realm, with emphasis on promoting pedestrian comfort and providing visual interest and appeal; additionally, streetscape elements should be high quality and selected for low maintenance and efficient use of resources.

Pedestrian Safety: Introduce such features as enhanced crosswalks and consistent street tree planting where pedestrian activity is heaviest; also provide suitable lighting and wayfinding signage to properly direct pedestrian and vehicular flows.

Pedestrian Circulation: Provide sidewalks with sufficient width to accommodate clear pedestrian passage while allowing sufficient room for street trees, streetscape amenities, and commercial activity such as sidewalk dining as appropriate.

Pedestrian Comfort: Introduce pedestrian amenities along streets and sidewalks to support pedestrian safety and comfort, including street trees, outdoor furniture, street lighting, wayfinding signage, special paving, etc., especially where pedestrian activity is anticipated or desired.

Amenity Zone: Locate sidewalk amenities to maintain clear pedestrian movement; they should normally be located in a zone adjacent to or near the curb, acting as a physical and psychological barrier to vehicular traffic.

Sidewalk Activity: Accommodate sidewalk dining and similar commercial activities, such as organized displays of goods and services, where there is sufficient sidewalk width and pedestrian activity is most desired; locate outdoor dining and commercial activities to maintain pedestrian flows, typically in a zone along the building edge. Movable tables and seating, and umbrellas or other overhead cover are encouraged.

Green Streets: Explore opportunities to introduce low-impact design measures, such as curb-side planter areas that aid in the management of stormwater runoff.

Utilities: Coordinate the streetscape design with the siting of utilities to avoid conflict and interference with streetscape amenities and pedestrian flows.



Streetscape Amenities

Streetscape Materials & Fixture: Employ an attractive and coordinated palette of streetscape materials and fixtures. Additionally, streetscape materials and fixtures should be selected for their quality, durability, and ease of maintenance.

Special Paving: Encourage the use of decorative paving to enrich areas of pedestrian activity, distinguish sidewalk amenity zones, enhance pedestrian crosswalks, etc. Provide durable, all-weather surfaces, and consider permeable paving materials for sidewalks and crossings where appropriate, such as brick, and concrete and granite pavers.

Street Tree Provision: Plant street trees along roadways throughout the project, thereby contributing to their spatial definition and beautification, while providing shade and comfort for pedestrians.

Street Tree Selection: Choose tree species and consider their size and spacing based on roadway hierarchy and function; in addition, account for the visibility of building and commercial signage. Street trees should be disease resistant, hold up to urban conditions, and provide shady canopies at maturity.

Sidewalk Furnishings: Place street furniture such as benches and trash receptacles at regular intervals along sidewalks for pedestrian comfort; a high level of amenity is especially important where pedestrian activity is most desired.

Consistent & Quality Furnishings: Select a consistent palette of sidewalk furniture that enhances project identity and reinforces the function of on-site roadways; durable materials and finishes that minimize maintenance are advised.

Sidewalk Plantings: Accommodate sidewalk planting in attractive containers and/or in planting strips; sidewalk planting will normally be placed at or near the sidewalk edge and/or along the building frontage to not impede pedestrian circulation. Favor the use of native, adapted, and drought tolerant species.

Lighting & Fixtures: Provide sufficient lighting for vehicle and pedestrian safety; light fixtures should be compatible with the overall streetscape design. Use of energy efficient lighting is encouraged.

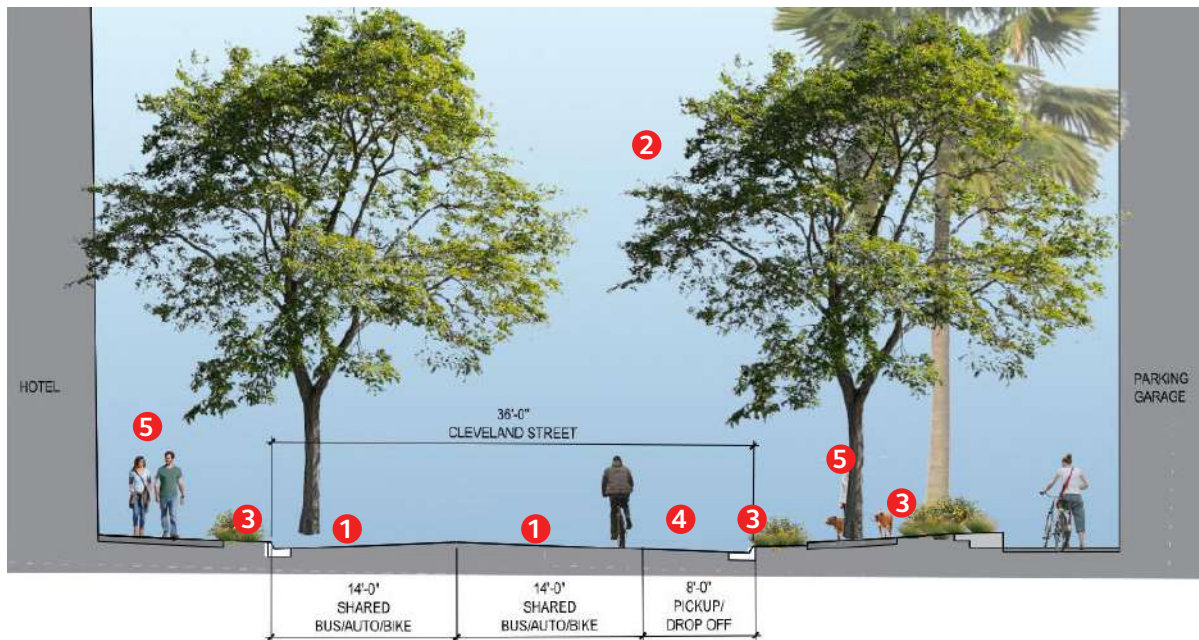
Public Signage & Wayfinding: Introduce public signage and environmental graphic elements such as banners that support vehicular and pedestrian wayfinding, enliven streets and sidewalks, and contribute to the overall project identity. In general, place wayfinding signage to maximize visibility and minimize interference with pedestrian movement.



5.3 STREET DESIGN STANDARDS & RECOMMENDATIONS



Exhibit 5.1 : S. Cleveland Street Cross Section 1

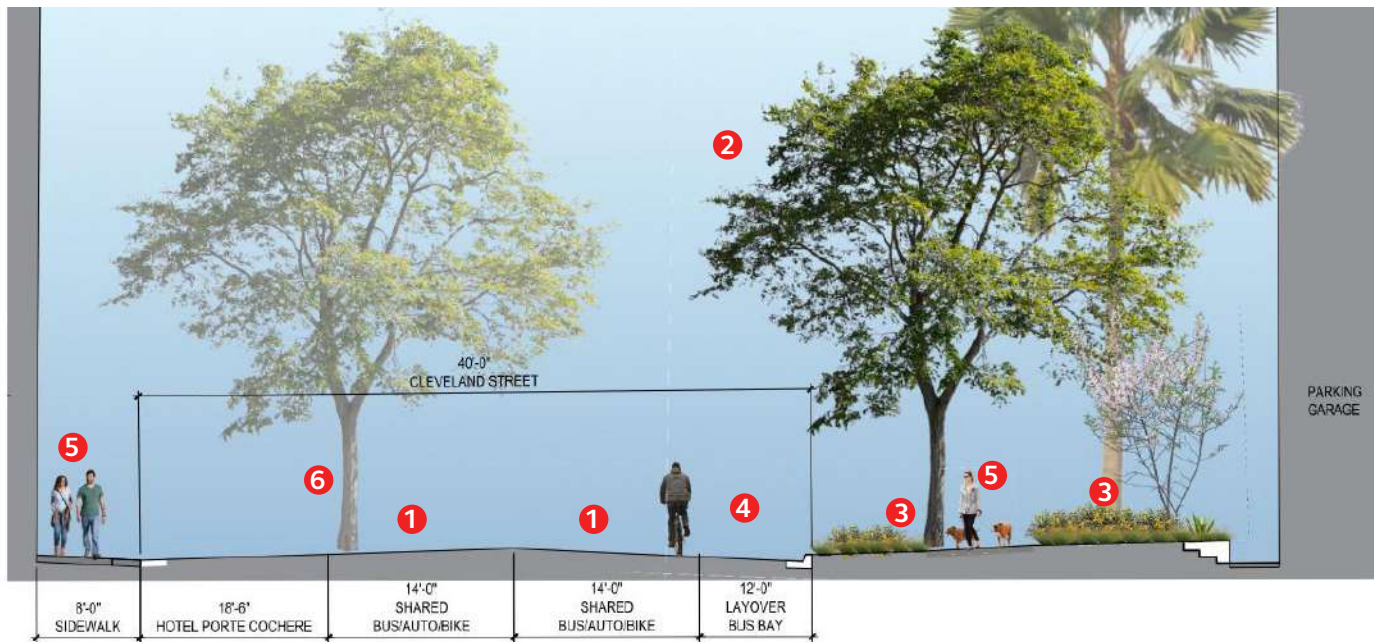


Design Recommendations:

- ① Two (2) 14'-0" shared travel lanes (bus/auto/bike)
- ② Rhythmic planting of canopy trees
- ③ Landscape planting area
- ④ One (1) 8'-0" pick-up/drop-off lane
- ⑤ Sidewalk



Exhibit 5.2 : S. Cleveland Street Cross Section 2

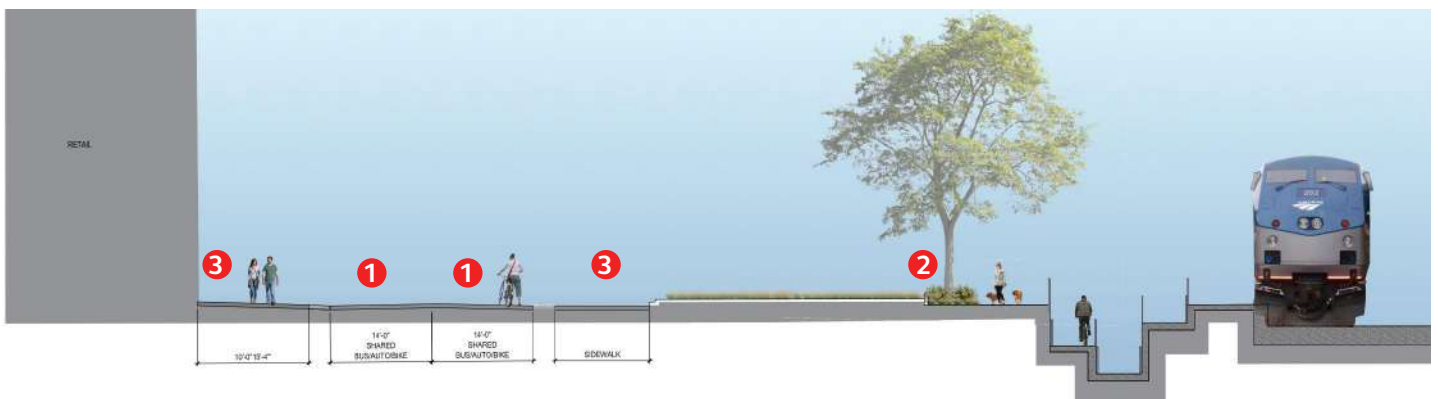


Design Recommendations:

- ① Two (2) 14'-0" shared travel lanes (bus/auto/bike)
- ② Rhythmic planting of canopy trees
- ③ Landscape planting area
- ④ One (1) 12'-0" layover bus bay
- ⑤ Sidewalk



Exhibit 5.4 : S. Cleveland Street Cross Section 4

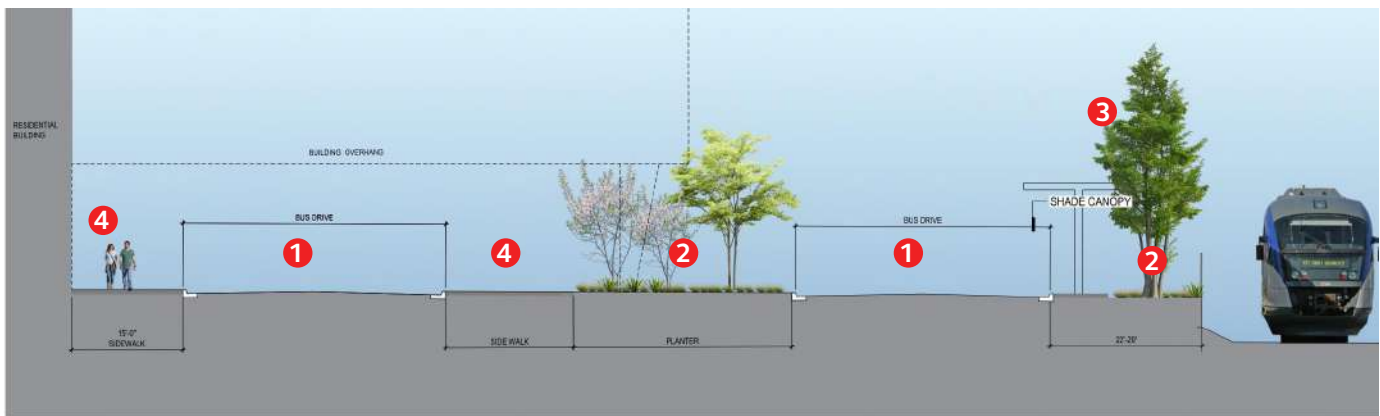


Design Recommendations:

- 1** Two (2) 14'-0" shared travel lanes (bus/auto/bike)
- 2** Landscape planting area
- 3** Sidewalk



Exhibit 5.5 : Bus Transfer Zone Cross Section



Design Recommendations:

- ① Bus drive
- ② Landscape planting area
- ③ Shade canopy
- ④ Sidewalk

5.4 GENERAL PUBLIC OUTDOOR SPACE DESIGN GUIDELINES

Public Outdoor Space Character & Use

Site Character & Quality: Design public outdoor spaces that are highly accessible, invite users, and reinforce project identity. As far as feasible, encourage designs that allow for flexible use; in general, these spaces should be located at or near street grade, and not significantly elevated or depressed.

Convenience & Comfort: Make outdoor spaces comfortable for human occupation and social interaction, utilizing such elements as decorative paving, plants, site furniture, and lighting to shape, embellish, and give purpose to these spaces. Where appropriate, introduce design elements such as canopies and trellises that establish a pleasing transition between indoors and outdoors.

Safety & Surveillance: Design outdoor spaces with safety in mind, allowing for active surveillance from adjacent buildings and the street; in addition, provide sufficient security lighting.

Comfortable Microclimate: Use canopy trees and structures to provide overhead cover, regulate sun and shade, and create a pleasant micro-climate.

Low Maintenance / Sustainable Design: Emphasize low maintenance design, utilizing quality materials that will withstand wear and hold up in an urban setting. Additionally, minimize resource inputs through water-wise landscape design, as well as the use of energy efficient outdoor lighting.

Low Impact Design: Employ low-impact design measures, such as biofiltration planter areas and modular wetland biofiltration BMPs that aid in the management of stormwater runoff.



Public Outdoor Space Amenities

Site Materials & Fixtures: Employ a rich, yet coordinated palette of landscape materials and fixtures to provide scale, texture, and color and reinforce the design character and function of public space. Landscape materials should be selected for their quality, durability, and ease of maintenance.

Special Paving: Encourage the use of special paving and patterns to enhance and distinguish outdoor gathering space and where high levels of pedestrian activity are anticipated. Provide durable, all-weather surfaces such as brick, and concrete and granite pavers.

Site Furnishings: Introduce site furnishings that enhance pedestrian safety, comfort, and use, including shade structures, seating, trash receptacles, bicycle racks, lighting, etc.; consider opportunities for unique, artistic expression in the design and character of site furnishings, while maintaining a consistent look and feel for the project.

Planting Design: Introduce an attractive and coordinated planting design that reinforces outdoor space function and programming, and that enlivens and enriches the space. As far as feasible and in accordance with size and scale of the space, offer a practicable combination of shade trees, shrubs, groundcovers, and accent plants.

Plant Selection: Select plants suited to the soil and climatic conditions of the site, emphasizing native, adapted, and drought tolerant species that reduce water use; water intensive landscapes that rely on turf grass and extensive annual beds should be minimized.

Site Lighting: Provide lighting to both increase nighttime safety and security, and enrich the outdoor setting. Energy efficient and decorative, pedestrian-scaled light fixtures that are compatible with the overall landscape design, and that emit a warm light are recommended; special landscape lighting (e.g., twinkle lights) may also be considered.

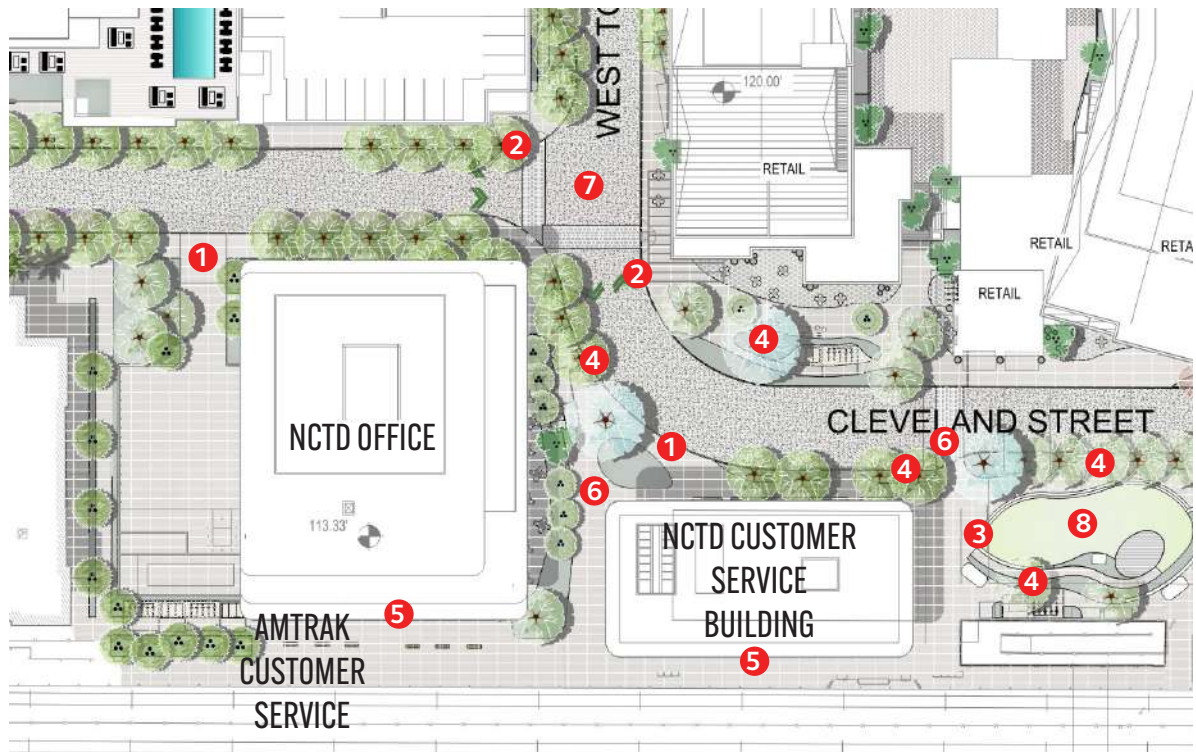
Public Signage: Facilitate visitor orientation and use, and generate interest by introducing wayfinding signs and graphic elements as appropriate; signage and graphic elements should be consistent with an overall program of public signage for the project.

Public Arts: Consider including public art pieces and/or special landscape features within outdoor spaces, especially at activity nodes or as focal points; for example, a sculpture may serve as a special point of interest and attraction.



5.5 OUTDOOR SPACE DESIGN CONCEPTS

Exhibit 5.6 : Station Plaza Design Concept

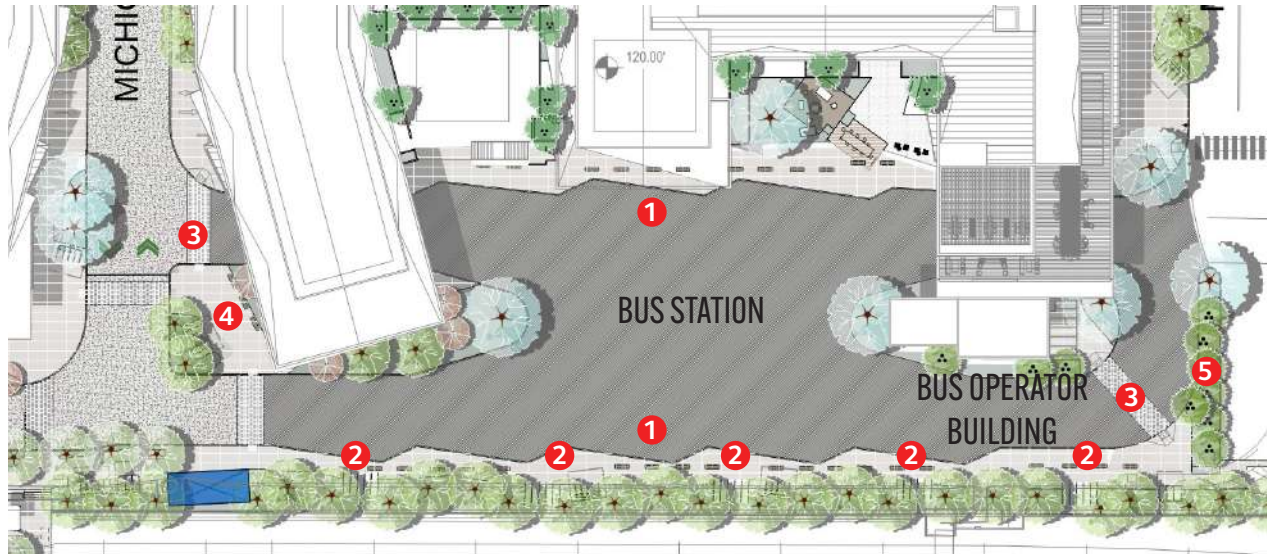


Design Recommendations:

- 1 Wide sidewalks and pedestrian promenades to enhance circulation
- 2 Shared mobility routes and options to support multi-modal transportation
- 3 Vertical iconography to support wayfinding
- 4 Canopy trees to provide shade and enhanced micro-climate
- 5 Unique shade structures with interspersed seating accommodate commuters and other plaza users
- 6 Special paving within plaza establishes decorative pattern
- 7 Special paving within vehicular travel lane slows traffic and supports safe pedestrian crossing
- 8 Planter areas / green spaces add visual appeal and accommodate flexible use



Exhibit 5.7 : Bus Transfer Zone Design Concept



Design Recommendations:

- ① Commuter bus bays
- ② Unique shade structures with interspersed seating accommodates commuters
- ③ Special paving adds visual appeal and facilitates safe pedestrian movement
- ④ Bus transfer island continues decorative paving motif and adds planter areas for enhanced appearance
- ⑤ Plant material screening at neighborhood edge



6

PRIVATE REALM STANDARDS & GUIDELINES

- 6.1 Purpose & Intent
- 6.2 Development Standards
- 6.3 General Design Guidelines
- 6.4 Supplementary Design Guidelines

DESIGN GUIDELINES

6

6.1 PURPOSE & INTENT

The purpose of the Private Realm Standards & Guidelines is to achieve creative, high-quality design that realizes the Specific Plan's Development & Design Principles and supports the Urban Design Concept. These criteria shall apply to all proposed construction within each of the three (3) private and four (4) public development parcels as delineated in [Exhibit 3.1](#). The development standards and design guidelines contained herein shall take precedence over conflicting provisions of the City of Oceanside Zoning Ordinance, unless otherwise noted. Where the Specific Plan is silent, the provisions of the Zoning Ordinance shall apply.

Enrich Outdoor Gathering Spaces with Landscape & Special Paving



Conceptual Drawing Subject to Change

6.2 ARCHITECTURAL CHARACTER



SENSE OF PLACE

Imbuing the sense of place with architecture, from the ocean, beach and surf culture, warmth of the sun, to the distinct silhouettes of the palm trees over the sky, the building resonates with the context it is placed and become part of the memorable fabric.



FUN AND LIFESTYLE

Casual vibes and the Southern California lifestyle that is filled with joy under the sun brings people to Oceanside and the region. The project should embody this sense of happiness and vibrant culture that celebrates people and their lives.





LIGHT SHADOW AND COLOR

From the early traditions of Mediterranean and Spanish influences to the modern architectural legacy of Irving Gill, clean lines and white stucco remains and the most striking material to reveal the forms against the blue sky and portrays the fascinating play of light and shadow on the building surfaces changing throughout the day. Selective introduction of colors become vibrant addition against white backdrops as well.

OF SKY AND HORIZON

Many buildings in Southern California in the tradition of the Mid-century modern architecture sought to dramatically capture the sky and the endless horizons in between the two horizontal planes of floor and ceiling, resulting in the deep eaves and balconies that accentuates the strong horizontal lines on the exterior.





LEARNING FROM NATURE

Similar to how the canopies of palms come together to form a natural pergola that shades outdoor areas for comfort, the trellises and canopies shade the indoor-outdoor rooms bringing nature into the daily lives and at the same time their varying geometries create beautiful patterns to admire.

FORM + FUNCTION

Another frequently seen sun-shading devices are the shutters and screens over the fenestrations that over time developed into an art work that is functional and visually unique representing the craftsmanship and the technology of the times.



6.3 DEVELOPMENT STANDARDS

Table 6.1 : Building Envelope Standards

BUILDING ENVELOPE STANDARDS	
FAR:	4.0 maximum
Residential Density:	maximum 547 dwelling units within the Specific Plan area
Height:	90 feet maximum vertical distance measured from the average level of the highest and lowest point of that portion of the building-site covered by the building to the highest point of the structural roof excluding Vertical Roof Projections: parapets, elevator overruns, stair enclosures, and mechanical screening
Setbacks:	0 feet maximum
Building Encroachments:	<ul style="list-style-type: none"> • Stoops, Porches, Access Ramps & Stairs: 6 feet maximum encroachment into the Public R.O.W • Balconies & Architectural Overhangs: 6 feet maximum encroachment into the Public R.O.W. • Block 4 may allow for encroachments of occupiable building area into the designated NCTD bus station site, provided the encroachment is in accordance with an approved development plan, and the encroachment promotes architectural interest and does not exceed an area coverage of 10,000 square feet. • Maximum Allowable Vertical Roof Projections: 5 feet for parapets, 16 feet elevator overruns, 12 feet stair enclosures, and 20 feet mechanical screening.

Table 6.2 : Open Space Standards

OPEN SPACE STANDARDS	
Open Space Requirement:	<ul style="list-style-type: none"> • Area: 150 square feet for each dwelling unit
Common Open Space:	<ul style="list-style-type: none"> • Dimensions: 10 feet minimum dimension • Location: may be provided at ground level and/or upper-level deck
Private Open Space:	<ul style="list-style-type: none"> • Dimensions: 6 feet minimum dimension • Location: may be provided as patio or balcony
Landscape Area:	<ul style="list-style-type: none"> • Area: 10% minimum landscape area • Location: may be provided at ground level and/or upper-level deck • Permissible Landscape: may include areas devoted to planter areas, common patio areas, and pools and other recreational facilities

Table 6.3 : Parking & Loading Standards

PARKING & LOADING STANDARDS	
Parking Ratios:	<ul style="list-style-type: none"> • Residential: No parking required per Gov. Code § 65863.2 • Commercial: No parking required per Gov. Code § 65863.2 • Government Facilities: 2.9 spaces per 1,000 square feet • Hotel: - 0.8 spaces per hotel room - 10.0 spaces per 1,000 square feet of hotel meeting room
Commuter Parking:	560 replacement parking stalls for the Oceanside Transit Center shall be provided within the Specific Plan area
Parking Location:	Required parking for uses on a given parcel may be provided on another parcel within the Specific Plan Area
Parking Reduction:	A reduction in parking may be approved by the City Planner for shared parking and inclusionary dwelling units, subject to the findings of a parking study

PARKING & LOADING STANDARDS CONT'D

Loading Requirements:	<ul style="list-style-type: none"> • Hotel: 1 loading space per building primarily devoted to hotel use • Commercial & Government Office: 1 loading space per building primarily devoted to office • Commercial - Retail / F&B: none required; street loading permissible • Residential: none required; white curb loading permissible • Size: 10 feet x 20 feet with 10 feet vertical clearance
EV Parking:	40% of required parking spaces shall be dedicated to EV parking / 25% of required EV spaces shall provide a charger
Bicycle Parking:	Bicycle parking shall be provided in the amount of 5% of the total parking requirement; required parking shall be for commercial use (non-public use)

6.4 GENERAL DESIGN GUIDELINES

Site Planning Guidelines

Site Character: Place site elements, including buildings, circulation routes, parking, common outdoor space, and landscape areas to create an orderly site plan and contribute to a positive neighborhood character.

Building Placement: Locate and mass buildings to consistently frame and define outdoor space, including streets and sidewalks and outdoor gathering areas. In particular, buildings should reinforce the street edge especially where a high level of pedestrian activity is desired.

Site Access & Circulation: Design vehicular, bicycle, and pedestrian circulation systems for safe, efficient, and convenient site access and utilization. In particular, provide safe, convenient, and clearly identifiable pedestrian walkways, designed to minimize conflicts with vehicular access and circulation. Shaded pedestrian walkways and connections are encouraged.

Parking: Position and design parking facilities to reduce their visual impact, as well as for safe and efficient ingress and egress. Subterranean parking is encouraged to the extent feasible, while surface parking is generally discouraged, especially expansive parking lots.

Loading Areas: Place required loading areas for non-residential buildings on-site away from active pedestrian areas; curbside loading for residential, retail, food and beverage, and similar uses will be accommodated.

Service & Trash Areas: Locate and screen service areas to minimize their visual impact while permitting suitable access by service providers. Trash areas should be placed in areas of low visibility and screened from street views or areas with high pedestrian traffic; screening should be provided through compatible architectural treatment and plantings.

Outdoor Space: Incorporate appropriated size and usable outdoor space such as on-site plazas, courtyards, and terraces; these spaces should normally be defined and contained through building and landscape to take on the character of an “outdoor room” that accommodates social interaction and passive recreational activity.

Attractive & Orderly Landscape Areas



Shaded Outdoor Rooms



Exhibit 6.1 : Design Guidelines Illustration 1



Design Recommendations:

- ① Buildings located and massed to consistently frame and define outdoor space
- ② Planter areas add visual appeal and create barrier between pedestrian and street traffic
- ③ Safe, convenient, and clearly defined pedestrian walkways designed to minimize conflicts with vehicular and bus access and circulation
- ④ Rooftop screening to minimize visual impact of service areas
- ⑤ Courtyards and plazas defined and contained to take on the character of an “outdoor room” accommodating social interaction and passive recreational activity

Building Design Guidelines

Building Character & Quality: Design visually attractive buildings that improve the aesthetic quality of site and surroundings. Buildings should exhibit a unified composition that achieves a sense of proportion and balance in both exterior form and the placement of such features as windows, doors, and other architectural elements.

Height & Scale: Encourage compatibility in height and scale with the surrounding context while providing a sensitive transition in scale to an adjacent smaller structure.

Building Form & Massing: Employ simple, yet varied massing to create visual interest and emphasize key building elements.

Roof Form & Design: Complement the composition of the building by varying roof form in accordance with the building's massing and design. The building's roof line should be treated in a visually interesting manner, and flat roofs should incorporate a strong and attractively detailed parapet.

Rooftop Screening: Locate and screen rooftop equipment so that it is not visible from streets or active pedestrian areas; rooftop screening should be integral to the building's form.

Façade Articulation: Modulate exterior building walls especially along streets and areas with high pedestrian traffic; articulation may include change of wall plane, door and window treatment, and other compatible architectural treatment that creates an interesting pattern of projections and provides visual relief (e.g., balconies, canopies and overhangs, eaves, etc.).

Simple Varied Massing



Modulated Exterior Building Walls



Exhibit 6.2 : Design Guidelines Illustration 2



Design Recommendations:

- ① Street level retail uses accommodate commuters and other plaza users and activate the street and public outdoor space
- ② Planter areas add visual appeal and create barrier between pedestrian and street traffic
- ③ Simple yet varied massing to create visual interest and emphasis key building elements
- ④ Visually interesting roof line adding to the character of the building

Building Design Guidelines Cont'd

Windows & Doors: Use window and doors to establish scale and give architectural expression to the facade; there should be a clear pattern of fenestration that unifies the building.

Architectural Details: Incorporate architectural details that provide visual interest and introduce a human dimension; for example, pilasters, course lines, window heads, cornices, etc. This guideline is especially important for elevations that are readily visible to the public. Ensure that architectural features are integral and contribute to a harmonious design; ornamentation and features that appear tacked-on or artificially thin are discouraged.

Materials & Finishes: Choose materials, textures, and colors that are consistent with the overall character and enhance the visual quality of the building; the use of compatible materials should extend to all sides of the building. Select high quality building materials and finishes that convey a sense of permanence and that withstand weather and wear.

Screening: Locate and screen mechanical and rooftop equipment to minimize its visibility from streets or active pedestrian areas; rooftop screening should be integral to the building's form.

High Quality Building Materials



Clear Pattern of Fenestration



Windows Unify Building



Human Scale Architectural Details



Exhibit 6.3 : Design Guidelines Illustration 3



Design Recommendations:

- ① Street level retail uses accommodate commuters and other plaza users
- ② Special street paving enhances pedestrian experience and slows lane traffic for safe pedestrian crossing
- ③ Streetscape banners paired with vehicular lighting enhance the public realm and highlight the rhythmic planting
- ④ Planter areas add visual appeal
- ⑤ Shade structures providing pedestrian respite and attractive streetscape environment
- ⑥ Balconies and terraces create interesting pattern of projections and provides visual relief

Landscape Design Guidelines

Landscape Character & Quality: Provide a landscape setting that is compatible with the building architecture, enhances the overall aesthetic character and function of the site, and creates a pleasing environment for pedestrian circulation and gathering. Consider special landscape treatment at entryways and for outdoor gathering areas, for example, through accent planting, decorative hardscape, etc.; nonetheless, ease of maintenance should be considered in the overall design and selection of landscape materials.

Outdoor Space Design: Furnish and enrich outdoor gathering spaces with amenities such as attractive plantings, benches and seating, pedestrian-scaled light fixtures, decorative paving, etc.; outdoor seating areas should be shaded by trees and structures such as trellises, pergolas, canopies, etc.

Plant Materials: Introduce a rich, coordinated palette of planting materials within landscape areas, including a practicable combination of shade trees, shrubs, groundcovers, and accent plants. Drought tolerant species and plants adapted to the local environment are encouraged; turf areas and other water intensive plantings should be kept to a minimum.

Hardscape Materials: Utilize durable all weather hardscape materials that will accommodate pedestrian activity, are compatible with their surroundings, and enhance the overall site design; decorative paving should highlight active pedestrian areas.

Benches & Special Landscape Treatment



Coordinated Modern Planters



Exhibit 6.4 : Design Guidelines Illustration 4



Design Recommendations:

- ① Sizeable communal landscaped flex space that enhances the overall aesthetic character and function of the site
- ② Enlarged building overhang to provide shade and shelter
- ③ Attractive mix of shade trees, shrubs, groundcover, and accent plants
- ④ Ample pedestrian amenities including bike racks and benches to accommodate pedestrian activity
- ⑤ Decorative paving to highlight active pedestrian zone
- ⑥ Various types of outdoor seating providing pedestrian comfort for active transit area

Signage & Lighting Guidelines

Lighting Character: Select a complementary family of fixtures with a similar aesthetic, emphasizing efficiency and good light control; direct glare should not spill onto adjacent properties and streets. Additionally, exterior lighting fixtures should be compatible with the building design and complement the landscape character.

Signage Character: Design and place signage in a manner consistent with the character and quality of the building and landscape; on-site signage should be treated as a family that incorporates similar “language” in terms of materials, colors, etc. High-quality and creative signage is encouraged; however, signs should not create visual clutter and flashing or moving signs are normally discouraged.

Public Art & Graphics: Explore opportunities to integrate compatible graphic elements and works of community and public art into the building and site design, for example, to highlight visual focal points and enrich outdoor gathering spaces.

Creative Signage



High Quality Signage



Complimentary Sign Family



Unique Public Art



6.4 SUPPLEMENTARY DESIGN GUIDELINES

Sustainability Guidelines

Water-wise Landscape: Emphasize efficient use of water resources through the selection of native and drought tolerant plants and the installation of efficient irrigation systems; water intensive landscapes are generally discouraged.

Site Shading & Cooling: Utilize landscape to create comfortable micro-climates and reduce the heat island effect. Select and place canopy trees and provide structures to shade pedestrian areas.

Sustainable Building Measures: Explore opportunities to utilize green building practices; for example, introduce cross ventilation and shading along south facing facades.

Native Landscapes



Canopies for Shaded Pedestrian Areas



Efficient Irrigation



Drought Tolerant Planting



Street-Level Activation Guidelines

Active Use: Encourage ground floor uses that support commercial activity and social gathering, such as retail shops, food and beverage establishments, or community space that will activate streets and public outdoor space. As far as feasible, minimize the amount of street frontage devoted to access, parking, and servicing.

Street Frontage: Emphasize human scale design and introduce visual interest at street level to animate the building edge. The ground floor should be differentiated from upper levels, for example, through changes in massing, architectural relief, materials, etc., and storefront entrances should be distinct from main building entrances.

Transparency: Provide a high degree of ground floor transparency at street level, especially for storefront windows and where there is a high degree of pedestrian traffic. Ground floor commercial uses should be free of reflective coatings, exterior mounted gates, and security grills.

Storefront Signage: Place storefront signage in accordance with façade rhythm, scale, and proportions; signs should be appropriately scaled to fit the storefront and shall not obscure architectural features such as vertical piers, trim work, ornamental features, etc.

Creative Signage



Ground Floor Commercial Uses



Street Level Transparency



Structured Parking Guidelines

Structured Parking Character & Quality: Design parking structures to architecturally complement adjacent buildings; the use of quality materials is expected.

Vehicular & Pedestrian Access: Vehicular and pedestrian entrances should be readily identifiable, for example through articulation, change of material and color, signage and lighting, etc. Vehicular entrances should be located to minimize conflicts with pedestrians.

Active Uses: Laminate parking facilities with active uses such as retail or community space, where feasible, especially in areas of high pedestrian activity.

Screening: Shield parked vehicles from view as much as possible, for example, with artistic screen walls and panels, latticework, landscape buffers, or other suitable screening device. Landscape plantings and features such as trees, shrubbery, vines, green walls, or berms along the street level of parking structures may be used to screen or buffer views from the public right-of-way and active pedestrian areas.

Convenience & Safety: Use wayfinding graphics and lighting within and surrounding parking structures to promote safe pedestrian and vehicular entry and exit movement patterns. Lighting should be provided at the minimum levels necessary to provide safety and security, and should be shielded to minimize glare and intrusion on adjacent uses and properties.

Shielded Vehicles



Landscape Screening



Creative Parking Lamination



Sustainable Design Solutions



7

INFRASTRUCTURE

- 7.1 Grading
- 7.2 Drainage
- 7.3 Water
- 7.4 Sanitary Sewer
- 7.5 Dry Utilities

INFRASTRUCTURE

7

7.1 GRADING

The existing terrain at the site is characterized by mild to moderate sloping pavement areas that generally drain westerly across the site. The existing railroad right-of-way is the lowest westerly point immediately adjacent to the development area. Generally proposed grades across the site will mimic the existing conditions. Vehicular and pedestrian access points will be designed for the new building structures to connect with Tremont St. and the new roadways proposed within the development. Surface grades will be designed to coordinate with drainage and water quality BMP features required to service the prospect. Accessible paths of travel will be provided throughout the new development area to meet the current Accessibility Code requirements.

7.2 DRAINAGE

Existing Drainage: The project site currently drains offsite in three (3) separate watershed tributaries, named the north tributary, the central tributary, and the south tributary, for ease of reference.

The north tributary includes the existing bus terminal roundabout drains to the north towards the intersection of Cleveland Street and Seagaze Drive where runoff is captured by two (2) curb inlets that are tied to a traditional 24" reinforced concrete pipe (RCP) municipal underground storm drain system draining to the north in S. Cleveland Street to Surfride Way, then west into the Pacific Ocean.

The central tributary includes the transit center, parking lot, and train station platform drains to an existing 15" RCP underneath the railroad that discharges into Meyers Street via a curb outlet drain. The existing curb outlet drain in Meyers St. is a drainage device that does not meet current city standards. A traditional municipal underground storm drain system does not exist in Meyers Street. The nearest municipal storm drain system to the Meyers Street curb outlet is located at the intersection of Tyson Street and Pacific Street, several blocks away. The central tributary also receives upstream offsite flow from the east from a catch basin on Topeka Street, conveying flow from Coast Highway, Topeka Street, and the private properties adjacent to Topeka Street, to the 15" RCP under the railroad tracks. Due to the lack of a traditional municipal underground storm drain facilities downstream, the central drainage area includes an existing underground peak reduction detention system on the upstream, or east, side of the railroad tracks consisting of dual 36" RCP pipes in the existing transit center parking lot tied to an orifice plate that reduces the peak discharge from this drainage area through the

15" RCP and curb outlet on Meyers Street. The peak reduction system is in place because the 15" CSP and curb outlet do not provide adequate capacity to convey the peak storm events from the central tributary through this segment of the system. Due to the limited capacity of the system the central tributary middle area experiences some localized ponding during peak storm events around the drainage area's low point at an inlet on the east side of the railroad tracks.

The southerly tributary includes the transit center parking lot and existing NCTD office building on Tremont Street. The southerly tributary also receives upstream offsite flow from the east, from Coast Highway, Michigan Ave, and the private developments adjacent to Michigan Ave, through a catch basin at the Michigan Ave and Tremont St. intersection that discharges into sheet flow on the west side of Tremont Street, inside NCTD's property. The surface drainage in the central tributary is picked up on the NCTD property by an existing box culvert that discharges via surface flow and a squash box RCB culvert into Cleveland Street at the Missouri Avenue intersection via a curb outlet structure. A traditional municipal underground storm drain system does not exist in South Cleveland Ave at the Missouri Avenue intersection. Therefore, the storm flow from the south tributary drains via surface flows south in S. Cleveland St. to Wisconsin Avenue where is intercepted by a municipal underground storm drain system located at the intersection of South Cleveland Avenue and Wisconsin Ave. Storm flow continues west in Wisconsin Ave. in an underground municipal storm drain system to the Pacific Ocean.

Conceptual Drainage Analysis & Alternatives: The project would replace the existing on-site storm drain system with a new municipal storm drain system that captures the upstream offsite flows on the east side of Tremont Street. The new storm drain system constructed with the project would respect the drainage boundaries, discharge points, and peak flow rates the of the predeveloped condition of the project site.

The north tributary area would connect to an existing 24" inch reinforced concrete pipe (RCP) municipal storm drain S. Cleveland Street.

The central tributary area would construct a new municipal storm drain system to connect to the existing 15-inch reinforced concrete pipe (RCP) pipe under the railroad track and will improve a parkway drain on Meyers Street the 15" RCP discharges into. The project would utilize three underground detention chambers within the NCTD property to attenuate peak flow rates to not exceed the existing capacity conditions of the 15-inch RCP under the railroad tracks. The Meyers Avenue curb outlet would be reconstructed to improve hydraulic performance. The flows discharged into Meyers Street would not exceed the maximum permitted flow depths permitted by engineering standards in the street cross section p with the proposed parkway drain improvements.

In the south tributary a new municipal storm drain system would be constructed in Cleveland Street from Missouri Ave. to Wisconsin Ave. to convey flow from the project site, and public and private areas upstream of the project site. In the current existing condition stormwater flows in the south tributary are conveyed via Cleveland Street as surface discharge southerly into two existing catch basins at the Cleveland Street and Wisconsin Avenue intersection. Due to this existing condition, Cleveland Street experiences localized flooding conditions during heavy rainfall events. The project would construct a new 36-inch RCP underground municipal storm drain, approximately 1,400 feet in length, in Cleveland Street to the existing 42-inch RCP lateral at the Cleveland Street and Wisconsin St. intersection. The 36-inch RCP would be designed to convey the 100 year peak storm event to comply with the City of Oceanside engineering design criteria. The new storm drain system in Cleveland Street would be constructed using conventional open trench construction to meet city construction standards for acceptance by the City of Oceanside for long term maintenance. The new 36-inch RCP in S. Cleveland is a proposed project design feature that would provide benefit to the area by significantly reducing flooding events in S. Cleveland St. by conveying most peak storm event flows in an underground municipal storm drain system. Additionally, the new 36-inch RCP storm drain in Cleveland Street would provide additional community by providing a municipal storm drain that would reduce long term maintenance of S. Cleveland St. without the damaging scour effects of surface street flow, and would provide underground storm drain capacity for new development along Cleveland Street.

Water Quality: The project would be designed to comply with the City of Oceanside's water quality ordinance and model storm water management plan template and would incorporate low impact design (LID) best management practices (BMPs) to improve the quality of the stormwater discharged from the site. The project LID approach would use biofiltration BMPs incorporated into landscape areas adjacent to buildings and within the new the transit plaza. Public streets would also use biofiltration LID BMPs installed within the street tree wells regularly spaced along all public streets.

7.3 WATER

Domestic Water System Analysis: A hydraulic analysis evaluated the capacity of the existing offsite domestic water system and size of pipelines required to support the proposed land use. The hydraulic analysis revealed the need to upsize one off-site domestic water line in Missouri Ave from 6" ACP to 8" PVC. All other offsite pipelines are of sufficient size to support the proposed uses. All on site pipelines will be 8" PVC to meet the City of Oceanside engineering standards.

It is expected for the City of Oceanside to provide recycled water service to the site in the future using existing brine discharge lines in the Seagaze Ave. and Tremont Street rights of way. The project will provide recycled water lines within the new development area to support the landscape improvements for the site. Initially the recycled water lines will be dry and landscape irrigation meters will be connected to the domestic water system. Once the city converts the brine lines to recycled water supply the project's recycled water pipe network will be connected to the new recycled water supply lines. At this time the city will disconnect the irrigation meters from the domestic water lines and connect the meters to the recycled water pipe network.

7.4 SANITARY SEWER

Sewer System Analysis: A sewer system capacity analysis evaluated the capacity of the existing sewer system to accept developed flows from the project site. The results do not require upsize of any portion of the offsite existing sewer system. All proposed sanitary sewer systems will be required to be 8" PVC to meet City standards. Existing sanitary sewer manhole connections are available to provide service to the project at the Seagaze Ave. and S. Cleveland Street intersection and at the S. Cleveland Street and Missouri Ave. intersection.

7.5 DRY UTILITIES

Electric: SDG&E has two Transformers serving the existing NCTD Transit Center. The transformer serving the existing Oceanside Transit Center building will need to be removed. The transformer serving the Transit Rail at the end of Michigan Avenue will need to be protected in place. The 12KV line serving this transformer will need to be relocated because it will conflict with the proposed development. There are existing overhead electric lines along Michigan Ave that may need to be relocated or undergrounded. There are existing overhead electric lines running along the alley south of Michigan Avenue that serve the existing buildings that will remain. These overhead lines will need to be protected in place. The existing overhead electric 12KV lines along the east side of Tremont Street and the Underground 12 KV electric facilities along Seagaze Drive are possible sources for the new development.

Gas: There is an existing SDG&E Gas main running along the south side of Michigan Avenue that turns north and serves several gas meters for the existing Transit Center Building. The gas meters will be removed along with the services to the meters. There may need to be a relocation of the Gas main line to maintain the SDG&E crossing under the tracks. The existing Gas lines along Tremont Street and Michigan Avenue are possible sources for the new development.

Communications: AT&T has a system running down Cleveland Street that serves the Transit Center and runs under the tracks at the same location as the SDG&E Gas Main. This line will need to be relocated to clear the conflict with the proposed development and maintain the feed under the tracks. The AT&T Maps show Fiber Facilities along Topeka serving the existing site. There are existing overhead AT&T lines along Michigan Ave that may need to be relocated or undergrounded. There are existing overhead AT&T lines running along the alley south of Michigan Avenue that serve the existing buildings that will remain. These overhead lines will need to be protected in place. The existing AT&T facilities along Tremont Street, Michigan Avenue and Topeka are possible sources for the new development.

COX Communications has existing Overhead lines along Michigan Avenue that may need to be relocated or undergrounded. These lines are a possible source for the new development. There are existing overhead COX lines running along the alley south of Michigan Avenue that serve the existing buildings that will remain. These overhead lines will need to be protected in place. There are other fiber/communication lines that serve the existing Transit Center. There will need to be a USA Mark Out done in order to verify the locations of these lines as well as confirming the locations of the other dry utilities.

8

PLAN IMPLEMENTATION

- 8.1 Plan Adoption
- 8.2 Applications
- 8.3 Development Phasing
- 8.4 Plan Changes

PLAN IMPLEMENTATION

8

8.1 PLAN ADOPTION

The OTC Specific Plan and corresponding Zoning Amendment (ZA) shall be adopted by City Council ordinance, accompanied by concurrent City Council resolutions approving a General Plan Amendment (GPA), amendment to the Land Use Plan of the Local Coastal Program, and certification of the Environmental Impact Report (EIR). Adoption of the Specific Plan establishes land use regulations, development standards, and design guidelines applicable to the planning area.

Wherever this Specific Plan contains provisions which differ from those provisions contained in other adopted City codes and regulations, the Specific Plan shall prevail and supersede the contrary provisions of that code or regulation. Where the Specific Plan is silent on a particular issue, other City codes and regulations shall apply, provided that the application of such code or regulation does not frustrate or impede the implementation of the Specific Plan.

8.2 SEVERABILITY

If any section, subsection, sentence, clause, phrase, or portion of this title, or any future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this title, or any future amendments or additions hereto. The City Council hereby declares that it would have adopted these titles and each sentence, subsection, sentence, clause, phrase, or portion or any future amendments or additions thereto, irrespective of the fact that any one or more sections, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

8.3 DEVELOPMENT APPLICATIONS

Several applications shall be submitted and approved in support of the proposed development, many of which shall proceed concurrently with the Specific Plan:

General Plan Amendment General Plan: To maintain consistency between the General Plan and the Specific Plan, a General Plan Amendment (GPA) is required to change the land use designation for the project site from various designations (reference Section 1: Introduction) to Specific Plan (SP). The GPA will also revise the Downtown Redevelopment District to remove that portion of the project site which currently lies within its boundaries. Review and recommendation shall be provided by the Planning Commission prior to final review and approval by the City Council.

Zoning Amendment: A Zone Amendment (ZA) is required to change the zoning designation for the project site from various designations (reference Section 1: Introduction) to Specific

Plan (SP). The application for reclassification to the SP Zone shall be processed in accordance with Article 45 (Amendments) of the Zoning Ordinance; review and recommendation shall be provided by the Planning Commission prior to final review and approval by the City Council. The Specific Plan shall serve as the regulating document, including applicable land use regulations, development standards, and design guidelines.

Development Plan: A Development Plan shall be processed concurrently with the ZA and Specific Plan, and in accordance with the processes and procedures as described in Article 43 of the Zoning Ordinance. The Development Plan shall comply with the permitted uses and development criteria as set forth in the Specific Plan and other applicable regulations contained within the City of Oceanside Zoning Ordinance. It shall be reviewed by the Planning Division and other appropriate City Departments, with final review and approval by the Planning Commission; the Planning Commission has authority to impose conditions of approval on the Development Plan. The intent is to ensure architectural compliance with City Ordinances, and to ensure that the proposal does not create public service and facility demands that exceed the capacity of existing and planned infrastructure.

LCP Amendment: The site lies within the Coastal Zone, and therefore, adoption of the Specific Plan and GPA requires concurrent amendment to the LCP Land Use Plan; as noted in Section 1: Introduction, an LCP has been adopted by the City of Oceanside, including a Land Use Plan (LUP), that regulates development within the City's Coastal Zone. The amendment will require approval by the City Council, with subsequent review and certification by the California Coastal Commission. City review of the LCP Amendment is subject to additional noticing and processing requirements as set forth in Section 4509 of the Zoning Ordinance.

Coastal Development Permit: The proposed project will require a Coastal Development Permit due to its location in the Coastal Zone. A Regular Coastal Permit (per the City's Coastal Permit Handbook) shall be processed concurrently with all other required approvals, although issuance of the Coastal Development Permit is subject to the Coastal Commission's certification of the corresponding LCP amendment. To approve the Coastal Development Permit, the City must find that the project is in conformance with the LCP and its policies.

Subdivision Map: A subdivision map will need to be processed through Tentative and Final Maps to create at least eight (8) parcels, consistent with the proposed Development Plan. The Tentative Map shall be processed concurrently with the above-described applications, with review and approval by the Planning Commission; the City Council shall have final jurisdiction over the Final Map.

CEQA Compliance: In accordance with the California Environmental Quality Act (CEQA) an Environmental Impact Report (EIR) has been provided to the public and decision-makers with information concerning the potential impacts associated with development of the project. The EIR has been prepared in accordance with State CEQA guidelines by the City of Oceanside acting as Lead Agency, with NCTD functioning as a Responsible Agency. The City Council as decision-making body for the various applications for entitlement shall certify that the final EIR has been completed in compliance with CEQA; the final EIR was presented to the decision-making body of the Lead Agency and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and the final EIR reflects the Lead Agency's independent judgment and analysis.

Additional Approvals: Applications related to development of the proposed project such as precise grading, infrastructure / utility improvement plans, building permits, etc. shall be reviewed according to established City of Oceanside policies and procedures. Conditional Use Permits shall be processed in accordance with Article 41 of the Zoning Code.

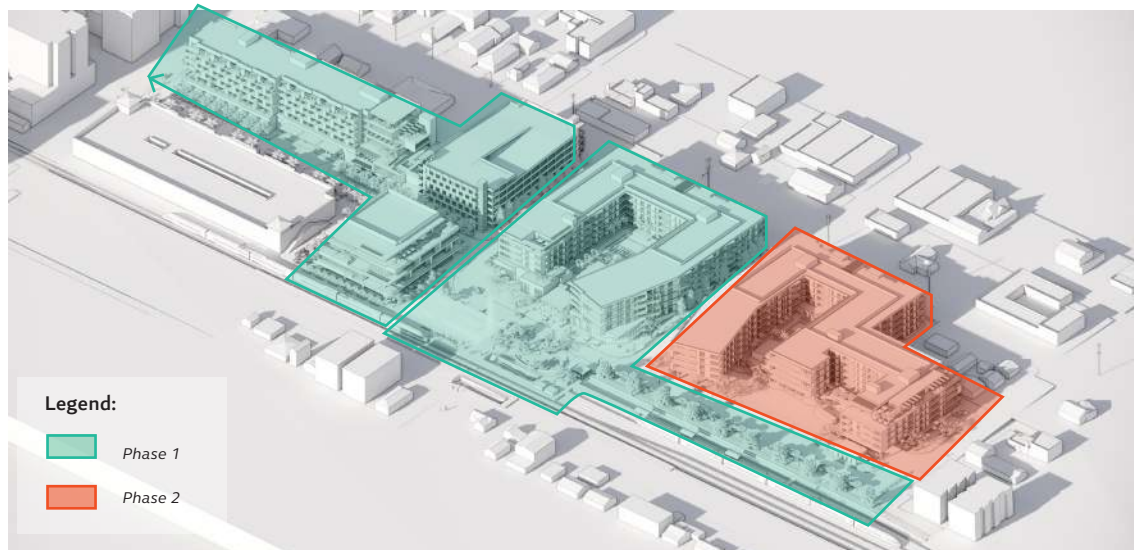
NCTD Jurisdiction: NCTD was created by the California State Legislature's approval of the North County Transit District Act. (Pub. Util. Code § 125000.) While local agencies of the State are subject to local land use regulations, regional State agencies are not subject to these local regulations. (Gov. Code § 53090(a); *Rapid Transit Advocates, Inc. v. Southern Cal. Rapid Transit Dist.* (1986) 185 Cal. App. 3d 996 (Rapid Transit Advocates).) Transit districts are regional State agencies that are exempt from local land use regulations, even if the proposed activity is wholly located within the boundaries of one city or county. (*Rapid Transit Advocates*, 185 Cal. App. 3d at pp. 1000-1002.) On-going coordination between the project developer, the City and NCTD during the entitlement process is advised to determine which NCTD facilities will and won't require City review and approval.

8.4 DEVELOPMENT PHASING

Phased Delivery: It is anticipated that the proposed project will be constructed in two (2) phases with an estimated time frame of about seven (7) years from entitlement through final delivery. The Conceptual Phasing Plan for on-site development is depicted in [Exhibit 8.1](#). Phasing of the development has been structured to ensure that operations of the transit facilities are not interrupted during construction of the project. Time limits on approval of the Development Plan shall be in accordance with Section 43 of the Zoning Ordinance.

Phase 1: During the initial phase of development all existing uses on Blocks 2, 3, 4, 5, 6, and 7 will be demolished. New construction will encompass the NCTD Headquarters on Block 7, the public parking structure on Block 2; the residential apartment buildings and related amenities on Blocks 3 and 4, and a 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 existing bus terminal on Block 1 will remain open and operating during Phase 1.

Exhibit 8.1 Development Phasing Concept



Phase 2: With the completion of the transit improvements during Phase 1, the existing bus terminal and the existing NCTD office located at 311 Tremont Street will be demolished. The second phase of development will include construction of the hotel on Lot 1 and various roadway improvements, including connecting S. Cleveland St through the site.

8.5 PUBLIC IMPROVEMENTS & FINANCING

Required Public Improvements: Various public improvements will be constructed as described in Section 4: Development Framework, and further detailed and illustrated in Section 5: Public Realm Standards & Guidelines. These improvements will encompass public roadways and circulation, public outdoor space, and public infrastructure, including water, sewer and storm drain improvements.

Public Improvement Financing: The size and scope of the project suggest that a variety of measures may be required to finance the construction of required public improvements. Financing programs may include, but are not limited to, Special Assessment Districts, State and Federal grants and loans, and various types of impact fees and exactions.

Operations & Maintenance: Maintenance responsibilities for public and common area improvements may be addressed in Operations and Maintenance Development Agreement and/or other agreement(s) between the landowner, project developer, and the City of Oceanside. Those responsibilities will, to the extent they may be different, take precedence over the concepts described in this Specific Plan.

8.6 PLAN CHANGES

Plan Flexibility: During project development and construction, revisions to the Specific Plan may become necessary due to changing conditions that could not be envisioned at the time of review and approval. Therefore, the Specific Plan establishes mechanisms that will allow the City and project proponent the flexibility to respond to changes in circumstances, new information, or other relevant factors, including but not limited to changes in design preferences and market conditions. In particular, the Specific Plan accommodates minor modifications through administrative review, while a process of Plan Amendment is required for more substantive changes. Changes to the Development Plan shall be processed in accordance with Article 43 of the Zoning Ordinance.

Plan Amendment: Proposed changes to the Specific Plan shall be reviewed by the City Planner to determine the extent to which those modifications differ from the intent and requirements of the plan, including established land use regulations, development standards, and design guidelines. Substantial modifications as determined by the City Planner shall require an application to amend the Specific Plan in accordance with the processes and procedures set forth in Article 45 of the Zoning Ordinance.

Minor Modifications: The City Planner may waive the requirement for an application to amend the Specific Plan if the requested changes are minor, do not involve substantial alterations or additions to the plan, and are in substantial conformance with the intent of the plan. Such modifications may be requested and approved through the Planning Division's Substantial Conformity Application, and shall follow the guidance contained within the application form. Nonetheless, for the purposes of the OTC Specific Plan, the following shall also be considered minor modification; in any instance where the Specific Plan conflicts with the guidance presented in the application form, the Specific Plan provisions will take precedence.

- Minor adjustments to the gross square footage, dwelling unit count, parking count, and similar program elements as described in Section 3: Development Plan, not to exceed 10% within any development block and provided the overall intent and plan objectives are achieved.
- Minor revisions to the plan layout as described in Section 4: Development Framework, provided the overall intent and plan objectives are achieved.
- Minor revisions and alternative design solutions from those described and illustrated in Section 5: Public Realm Standards & Guidelines, provided the overall intent and purpose of the Development & Design Principles are achieved.
- Minor deviations from any quantified development standard as set forth in Section 6: Private Realm Standards & Guidelines, including Floor Area Ratio, not to exceed 10% and provided the overall intent and Development Principles are achieved.
- Minor deviations and alternative design solutions from those described in Section 6: Private Realm Standards & Guidelines, provided the overall intent and purpose of the Development & Design Principles are achieved.
- Revisions to the location of infrastructure and/or service providers as described in Section 7: Infrastructure, provided that the agency or jurisdiction that regulates such infrastructure and/or service has reviewed and approved the revisions.
- Adjustments to the Development Phasing as described in Section 8: Implementation, provided the overall intent and plan objectives are achieved.
- The addition of new information to the Specific Plan, in the form of maps and/or text, for the purpose of clarification that does not change the effect or intent of any regulation.
- Clarification, including determination of meaning and intent, of any unclear or vague section, portion of a section, phrase, or word contained within the Specific Plan, including typographical and grammatical errors.