

City of Oceanside
Development Services Department
Memorandum

DATE: August 20, 2025

TO: Downtown Advisory Committee

FROM: Darlene Nicandro, Development Services Director *DN*

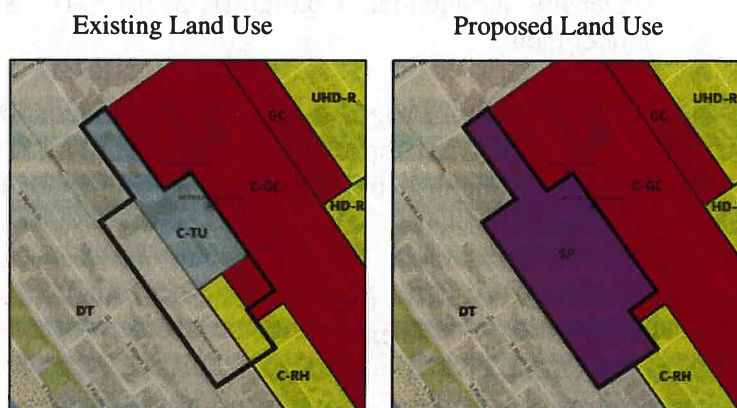
SUBJECT: CONSIDERATION OF THE OCEANSIDE TRANSIT CENTER (OTC) SPECIFIC PLAN AND DEVELOPMENT PLAN FOR THE REDEVELOPMENT OF THE OTC INTO A MIXED-USE PROJECT CONSISTING OF APPROXIMATELY 850,000 SQUARE FEET OF RESIDENTIAL, RETAIL, OFFICE, AND HOTEL USES, AND A MODERN INTERMODAL TRANSIT FACILITY ON THE APPROXIMATE 10.15-ACRE OTC PROPERTY LOCATED AT 235 SOUTH TREMONT STREET – OCEANSIDE TRANSIT CENTER REDEVELOPMENT PROJECT – APPLICANT: TOLL BROTHERS APARTMENT LIVING

Location & Background

The project site is located at the existing Oceanside Transit Center (OTC) at 235 South Tremont. Bordered by Seagaze Drive, South Tremont Street, and Missouri Avenue, the 10.15-acre site is owned and operated by the North County Transit District (NCTD) as an intermodal transit center with both bus and train facilities. OTC serves as a regional hub for NCTD's Coaster and Sprinter rail lines, Breeze bus service, as well as Metrolink and Amtrak interregional rail service and Greyhound bus service. The existing transit facility is comprised of a bus transfer center, train platforms, NCTD offices, and two (2) public parking lots with 560 spaces that primarily serve weekday commuters and weekend beach-goers.

The property is located entirely within the City's Coastal Zone with a portion of the site located within the boundaries of the Downtown District. As depicted in Figure 1, multiple coastal land use designations encompass the property, including Downtown (DT), Coastal Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal General Commercial (C-GC). Corresponding

Figure 1 – Existing and Proposed Land Use Designations



zoning consists of Downtown District: Public Transportation and Railroad (D-14) and High Density Residential (D-5). The remainder of the site is zoned Public Utility and Transportation (PUT), Office Professional, Coastal (OP), and Medium Density Residential, Coastal (R-3). Surrounding land use consists of a variety of single and multi-family residential and commercial uses. Downtown is located directly north of the OTC.

In 2016, the NCTD Board of Directors adopted a policy that would pursue development of some of its real estate holdings, including the OTC, with a goal of reducing automobile reliance, increasing transit ridership, and creating jobs and affordable housing. The NCTD Board selected Toll Brothers Apartment Living through a competitive proposal process to develop and implement the vision for OTC as an important regional transit hub. The revitalized OTC is envisioned as a vibrant, mixed-use hub with a modernized and efficient transit center, including bus and train connections and improved bicycle and pedestrian circulation.

Additionally, the NCTD Headquarters would be relocated from their current location at 810 Mission Avenue to a new office building at the OTC site. As a result, the Mission site would also be redeveloped to create additional mixed-income housing opportunities.

Project Description

The proposed project would encompass redevelopment of the approximate 10.15-acre OTC into a mixed-use, transit-oriented development featuring a modern intermodal transit facility for travelers by bus and train. To facilitate the project, the applicant is requesting approval of a Specific Plan to serve as the regulating document for the property, including land use regulations, development standards, and design guidelines.

The following entitlements are requested to implement the proposed project:

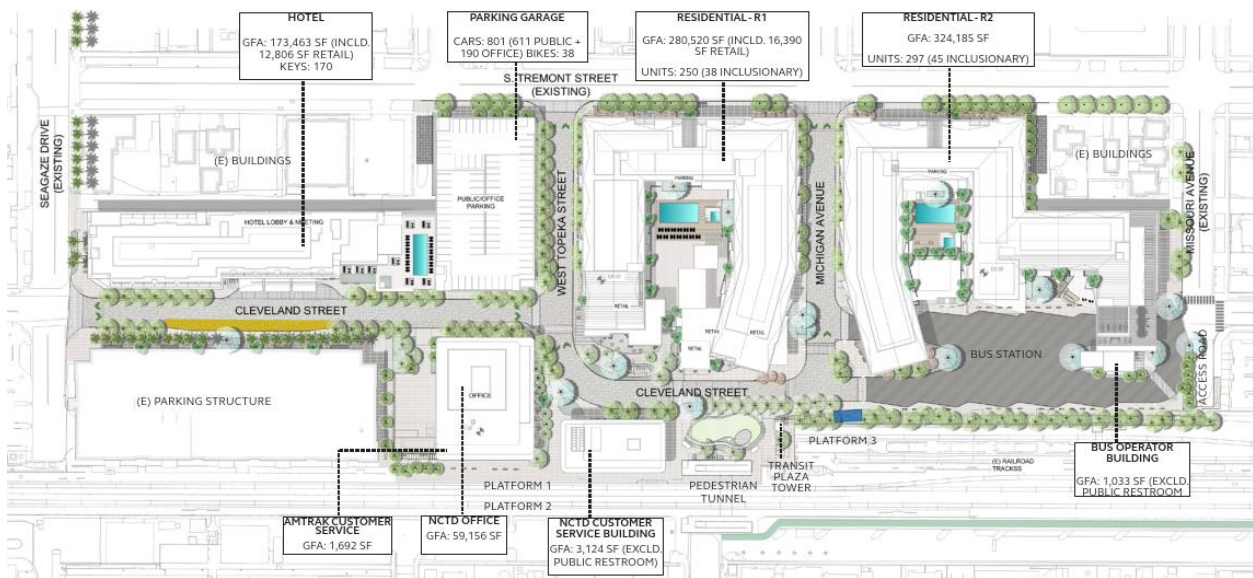
1. **General Plan Amendment:** A request to change land use designations from Downtown (DT), Coastal Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal General Commercial (C-GC) to Specific Plan. The re-designation to Specific Plan would also remove the project site from the Downtown District.
2. **Zone Amendment:** A request to change existing zoning designations from Downtown District: Public Transportation and Railroad (D-14) and High Density Residential (D-5), Public Utility and Transportation (PUT), Office Professional, Coastal (OP), and Medium Density Residential, Coastal (R-3) to OTC Specific Plan to serve as the regulating document.
3. **Local Coastal Program Amendment:** A request to amend the Land Use Plan of the Local Coastal Program concurrent with the GPA and ZA in accordance with the California Coastal Act and establish the Specific Plan as part of the implementing document of the Local Coastal Program.
4. **Vesting Tentative Map:** A request to subdivide the project site into eight parcels to align with the development plan..

5. **Development Plan:** A request for the construction of a mixed-use development project consistent with land use regulations, development standards, and design guidelines outlined in the OTC Specific Plan and in compliance with applicable City ordinances. The Development Plan includes the proposed site layout, site improvements, architectural plans, and additional details related to aesthetics, building orientation, circulation, and landscaping.
6. **Regular Coastal Permit:** A request for a Regular Coastal Permit in conjunction with a discretionary project in the Coastal Zone as required by the City's Coastal Permit Handbook.

OTC Specific Plan

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

Figure 2 - Site Plan



The purpose of the OTC Specific Plan is to provide for the coordinated development of a new, high quality mixed-use project and intermodal transit facility within the identified boundaries. The OTC Specific Plan 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.

Objectives:

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

Key Components:

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

Affordable housing: The project would reserve fifteen (15) percent (approximately 82 units) of the 547 new units as affordable units. Ten (10) percent would be reserved as low income units and five (5) percent would be reserved as moderate income.

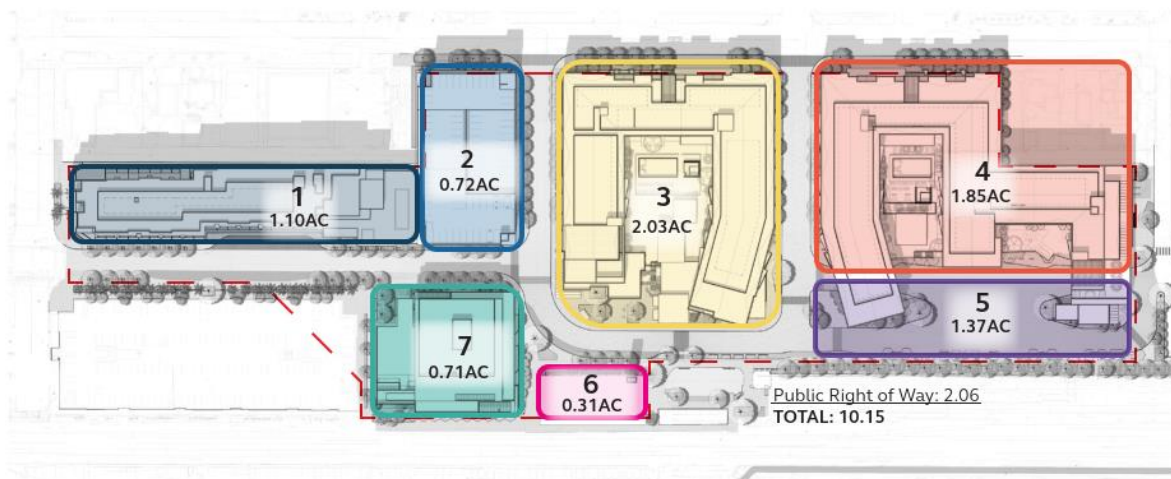
- **Intermodal transportation & support center:** The project would include a series of transit facility improvements to improve on-site bus circulation and promote intermodal connectivity. An NCTD customer service building would be centrally located in the Transit Plaza to provide proximity to both rail and bus boarding. Twelve (12) commuter bus bays and a relocated bus transfer station would be located at the southern end of the site to better facilitate the transfer between bus and rail service.
- **Transit Plaza:** A central Transit Plaza would function as the activity hub of the project designed to accommodate a variety of modestly scaled community activities and events, such as seasonal events, passive art installations, and street musician performances. The plaza would incorporate a green space with canopy trees, shade structures, and interspersed seating to accommodate commuters and other plaza users.
- **Boutique Hotel:** Development on Block 1 would include the construction of a 173,463 square-foot boutique hotel, including 170 rooms and associated amenities. The building would also include 12,806 square feet of space for retail and food and beverage sales.
- **Retail, food and beverage services:** The project would include 29,196 square feet of commercial space reserved for retail and food and beverage uses dispersed between Blocks 1 and 3.

- **Parking Facilities:** The proposed project would include a total of 1,768 parking stalls for public and private use. Parking would be provided throughout the site in above and below grade parking structures. Replacement parking for the two existing public parking lots (560 spaces) would be located on Block 2 in a new above and below grade parking structure with a total of 801 spaces. A total of 611 spaces would be reserved for public use with the remaining spaces reserved for commercial and office parking. Additionally, secured bike parking would be provided throughout the transit center.
- **Circulation Improvements:** The project would incorporate a variety of circulation improvements across the site to enhance the experience for bus and rail commuters. Relocation of the bus terminals would improve the connection time for rail commuters. Automobile circulation would be designed to efficiently direct vehicles to parking facilities and pick up and drop off zones. An urban streetscape would enhance pedestrian movement throughout the site.
- **Mobility Hub:** OTC is identified as one of eight (8) prototype sites within the region that is ideal for implementing mobility hub features identified by SANDAG's Regional Mobility Hub strategy. Mobility hubs are transportation centers located in smart growth areas served by high frequency transit service. The project would support near and long-term mobility hub features including enhanced waiting areas, passenger loading areas, bikeshare, on-demand ride share, and wayfinding.

Development Program:

Development would total approximately 852,000 square feet on seven (7) separate parcels designated as Blocks 1-7 in the Specific Plan.

Figure 3 - Development Plan



Block 1:

- 173,463 sf boutique hotel, including 170 rooms and associated amenities. Six stories with a maximum height of 81'-0"
- 12,806 sf of retail / food and beverage.

- 177 above and below grade parking stalls

Block 2:

- 801 stall parking structure with 10 levels
- 1,924 sf community room.

Block 3:

- 280,520 sf of residential use, including 250 residential apartment units (37 affordable units). and amenities. Five stories with a maximum height of 68'-0."
- 16,390 sf of retail and food and beverage.
- 381 above and below grade parking stalls.

Block 4:

- 324,185 sf of residential use, including 297 residential apartment units and amenities. Five stories with a maximum height of 78'-0."
- 409 above and below grade parking stalls.

Block 5:

- Bus Station with twelve (12) commuter bus bays.
- 1,033 sf of Bus Operator Building.
- Public restrooms.

Block 6:

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

Block 7:

- 59,156 sf enclosed NCTD Headquarters office building.
- Four stories with a maximum building height of 60'-0"
- 1,692 sf Amtrak Customer Service Center.

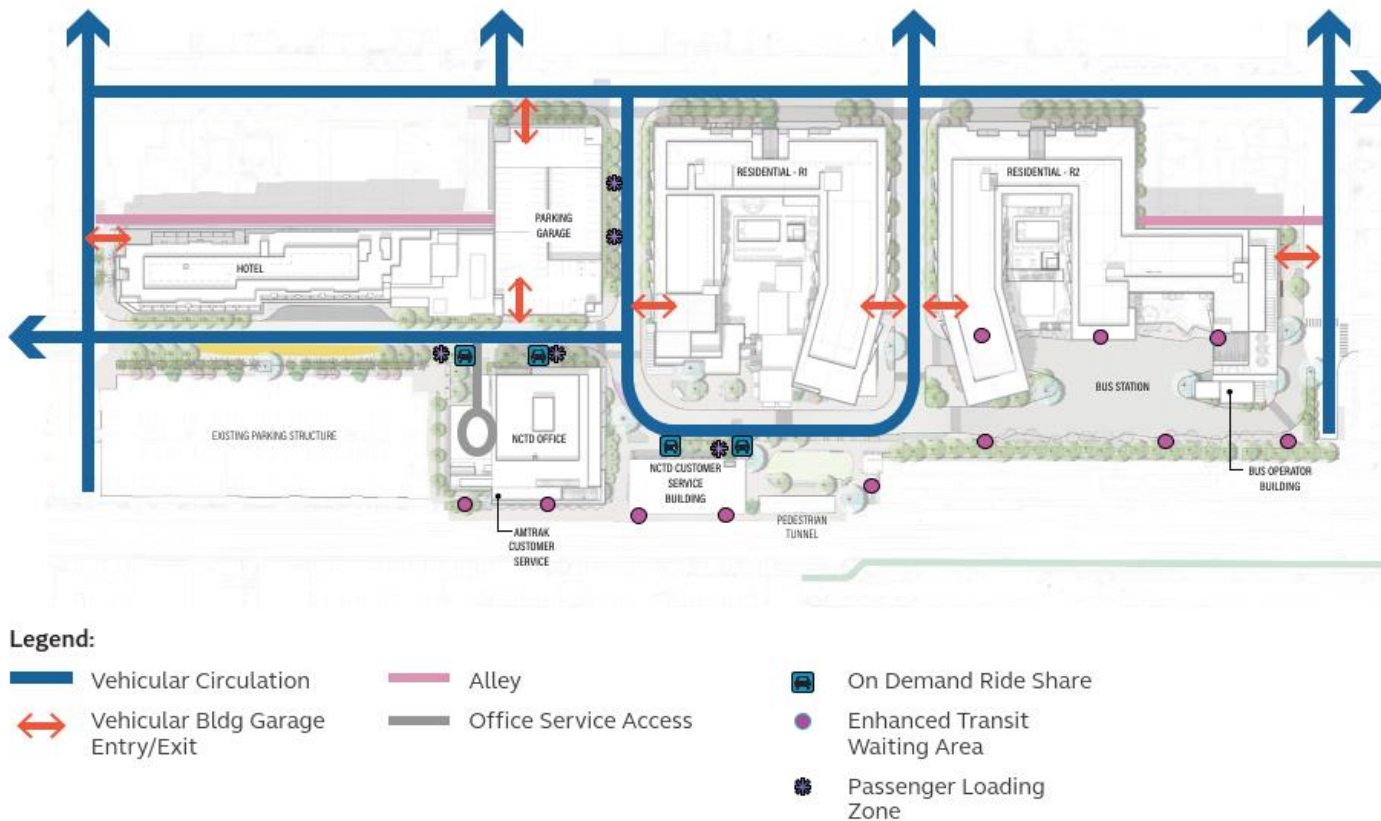
Development Framework:

1. **Land Use Plan (Section 4.1):** As a regulatory document, the Specific Plan would establish a land use framework and regulations for all districts within the planning area. Each district would include a list of permitted, conditionally permitted, and prohibited land uses. The proposed land use plan would establish the following districts:

- | | |
|------------------------------|----------------------------------|
| • Mixed-Use/Residential (MU) | • Parking (PK) |
| • Hotel/Hospitality (H) | • Public-Station Plaza (P-TP) |
| • Commercial/Office (CO) | • Public-NCTD Bus Station (P-ST) |

2. **Circulation Plan (Section 4.2):** In response to circulation studies prepared by NCTD, the circulation framework would focus on transit and pedestrian-oriented mobility improvements and enhancements to achieve better commuter connections, walkability, and improved safety and convenience of on-site circulation.

Figure 4 - Circulation Plan



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

throughout the site leading into downtown. Various mobility hub improvements would also accommodate transit users, pedestrians, and bicyclists.

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

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

4. **Design Guidelines:**

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

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

ANALYSIS

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

1. GENERAL PLAN CONFORMANCE

A. Land Use Element

Section 1.32: Coastal Zone

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

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

B. Housing Element (2021-2029)

By contributing 547 rental dwelling units, including fifteen (15) percent reserved for affordable housing, the proposed project would help to meet the City's projected housing demand and provide an opportunity for housing in proximity to a variety of transit options. The project is consistent with the following policies in the Housing Element:

- Policy 1.1: Promote a high quality urban environment with stable residential neighborhoods and healthy business districts.
- Policy 1.6: Encourage higher-density housing development along transit corridors and smart growth focus areas in order to encourage preservation of natural resources and agricultural land; reduce energy consumption and emissions of greenhouse gasses and other air pollutants; reduce water pollution occasioned by stormwater runoff; and promote active transportation with its associated health benefits.
- Policy 2.1: Designate land for a variety of residential densities sufficient to meet the housing needs for a variety of household sizes and income levels, with higher densities being focused in the vicinity of transit stops, smart growth focus areas, and in proximity to significant concentrations of employment opportunities.
- Policy 3.5: Encourage the development of housing for low and moderate income households in areas with adequate access to employment opportunities, community facilities, and public services.
- Policy 3.7: Encourage the disbursement of lower and moderate income housing opportunities throughout all areas of the City.

C. Economic Development Element

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

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

D. Energy/Climate Action Element

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

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

2. LOCAL COASTAL PROGRAM (LCP) CONFORMANCE

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

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

Land Use Plan Consistency

A. II Recreation and Visitor Serving Facilities

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

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

The proposed project would redevelop an existing transit center into a modern transit facility that would serve both residents and coastal visitors. A variety of amenities, including the

transit plaza and wayfinding features, would create a destination and provide comfort and convenience for transit users visiting the coastal area.

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

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

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

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

B. VI Visual Resources and Special Communities

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

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

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

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

The proposed scale of the development would be compatible with the surrounding downtown environment and designed to incorporate proper transitions in scale to nearby residential development, including articulated building facades that break down the overall building

mass. Building materials, colors, and finishes were selected to reflect the coastal setting as detailed in the design guidelines of the OTC Specific Plan.

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

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

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

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

Implementation Plan

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

3. ZONING ORDINANCE COMPLIANCE

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

Environmental Review

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

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

period were evaluated and responded to in the Response to Comments (RTC) section of the Final EIR (FEIR).

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

The EIR and proposed mitigation measures are available for review at the following link:

<https://www.ci.oceanside.ca.us/government/development-services/planning/ceqa/oceanside-transit-center-eir>

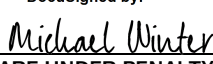
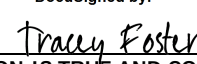
Recommendation

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

Staff recommends that the Downtown Advisory Committee (DAC) recommend to the Community Development Commission (CDC) approval of a General Plan Amendment, Zone Amendment, Local Coastal Program Amendment, Vesting Tentative Map, Development Plan, and Regular Coastal Permit for the OTC Specific Plan to allow the redevelopment of the OTC into a mixed-use project consisting of approximately 850,000 square feet of residential, retail, office, and hotel uses, as well as an intermodal transit facility on a 10.15-acre site at 235 South Tremont Street.

Attachments:

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

 Application for Discretionary Permit Development Services Department / Planning Division (760) 435-3520 Oceanside Civic Center 300 North Coast Highway Oceanside, California 92054-2885		STAFF USE ONLY	
		ACCEPTED	BY
Please Print or Type All Information		HEARING	
PART I – APPLICANT INFORMATION		X	GPA
1. APPLICANT Toll Brothers Apartment Living	2. STATUS Developer	X	MASTER/SP.PLAN
		X	ZONE CH. TO SPECIFIC PLAN
3. ADDRESS 1140 Virginia Drive Fort Washington, PA 19034	4. PHONE/FAX/E-mail 949-503-7703 mwinter2@tollbrothers.com	X	TENT. MAP
			PAR. MAP
5. APPLICANT'S REPRESENTATIVE (or person to be contacted for information during processing) Michael Winter		X	DEV. PL.
			C.U.P.
6. ADDRESS 23422 Mill Creek Drive, Suite 105 Laguna Hills, CA 92653	7. PHONE/FAX/E-mail 949-293-8500 mwinter2@tollbrothers.com		VARIANCE
		X	COASTAL
PART II – PROPERTY DESCRIPTION			O.H.P.A.C.
8. LOCATION 235 South Tremont Street, Oceanside, CA 92054		9. SIZE 11.81 AC (Environmental Impact Boundary for EIR & subdivision map) 10.06 AC (Specific Plan)	
10. GENERAL PLAN DT, C-TU, C-RH, C-GC	11. ZONING D-5, D-14, OP, PUT, R-3	12. LAND USE Transit Facility & Parking	13. ASSESSOR'S PARCEL NUMBER TRACT II: PARCEL 1: APN 150-046-17-00, PARCEL 2: APN 150-046-01-00 THROUGH 150-046-08-00, TRACT III: PARCEL 1: APN 150-043-01-00 THROUGH 150-043-04-00, PARCEL 2: APN 150-043-05-00 AND 150-043-06-00. Also refer to attached Title Report Legal Description.
14. LATITUDE N033°11'33.51"		15. LONGITUDE W117°22'43.48"	
PART III – PROJECT DESCRIPTION			
16. GENERAL PROJECT DESCRIPTION THE SITE CONSISTS OF MULTIPLE LOTS TOTALING APPROX. 10.06 ACRES. CURRENTLY OCCUPIED BY THE OCEANSIDE TRANSIT CENTER AND THE ADJACENT SURFACE PARKING LOTS. A TRANSIT-ORIENTED DEVELOPMENT IS PROPOSED AND WILL BE A MIXED-USE PROGRAM CONSISTING OF FIVE NEW BUILDINGS INCLUDING TWO FIVE-STORY MIXED-USE RESIDENTIAL BUILDINGS, ONE FOUR-STORY OFFICE BUILDING, ONE SIX-STORY HOTEL, AND ONE STANDALONE PARKING BUILDING. IN ADDITION TO THE STANDALONE PARKING BUILDING, PARKING SPACES WILL BE PROVIDED ON LEVELS BELOW GRADE AND AN ABOVE-GRADE PARKING STRUCTURE UNDER EACH BUILDING. THE PROPOSED PROJECT ALSO INCLUDES A NEW TRANSIT CENTER, A BUS STATION, A PUBLIC PLAZA, AND VARIOUS PUBLIC AND PRIVATE OPEN SPACES AROUND THE BUILDINGS.			
17. PROPOSED GENERAL PLAN SP (Specific Plan)	18. PROPOSED ZONING PD (Planned Development)	19. PROPOSED LAND USE Mixed-use & intermodal transit	20. NO. UNITS 547
			21. DENSITY 55 DU/AC (547 UNITS / 10.06 ACRES)
22. BUILDING SIZE 1,497,410 SF incl. above & below grade parking	23. PARKING SPACES 1,769	24. % LANDSCAPE 10%	25. % LOT COVERAGE or FAR 1.88 FAR (824,622 SF / 438,912 SF)
PART IV – ATTACHMENTS			
26. DESCRIPTION/JUSTIFICATION	27. LEGAL DESCRIPTION	28. TITLE REPORT	
29. NOTIFICATION MAP & LABELS	30. ENVIRONMENTAL INFO FORM	31. PLOT PLANS	
32. FLOOR PLANS AND ELEVATIONS	33. CERTIFICATION OF POSTING	34. OTHER (See attachment for required reports)	
PART V – SIGNATURES			
SIGNATURES FROM ALL OWNERS OF THE SUBJECT PROPERTY ARE NECESSARY BEFORE THE APPLICATION CAN BE ACCEPTED. IN THE CASE OF PARTNERSHIPS OR CORPORATIONS, THE GENERAL PARTNER OR CORPORATION OFFICER SO AUTHORIZED MAY SIGN. (ATTACH ADDITIONAL PAGES AS NECESSARY).			
35. APPLICANT OR REPRESENTATIVE (Print): Toll Brothers Apartment Living: Michael Winter Sr. Development Manager	36. DATE 08-19-2022	37. OWNER (Print) North County Transit District Tracey Foster Chief Development Officer	38. DATE 08-19-2022
Sign: 		Sign: 	
• I DECLARE UNDER PENALTY OF PERJURY THAT THE ABOVE INFORMATION IS TRUE AND CORRECT. FURTHER, I UNDERSTANDING THAT SUBMITTING FALSE STATEMENTS OR INFORMATION IN THIS APPLICATION MAY CONSTITUTE FRAUD, PUNISHABLE IN CIVIL AND CRIMINAL PROCEEDINGS. • I HAVE READ AND AGREE TO ABIDE BY THE CITY OF OCEANSIDE DEVELOPMENT SERVICES DEPARTMENT AND ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT POLICY NO. 2011-01/POLICY AND PROCEDURE FOR DEVELOPMENT DEPOSIT ACCOUNT ADMINISTRATION.			

PART I – APPLICANT INFORMATION

1. Applicant: Please indicate the first, middle and last name of the person making the application.
2. Status: Indicate the applicant's status of involvement with the property. Is he/she the owner, developer, lessee or agent?
3. Address: Indicate the applicant's full address.
4. Phone: Number where the applicant can be reached from 8:00 a.m. to 5:00 p.m. on weekdays.
5. Applicant's Representative: If the applicant is being represented by an attorney, engineer, development corporation, etc., please indicate the representative's name here. The staff will deal mostly with the representative during processing, with the owners receiving information, unless other arrangements are requested.
6. Address: Indicate the applicant's representative's complete address.
7. Phone: Number where the representative can be reached from 8:00 a.m. to 5:00 p.m. on weekdays.

PART II – PROPERTY DESCRIPTION

8. Location: Using street numbers and names along with prominent geographical and manmade features, describe where the property is located within the City of Oceanside.
9. Size: The size of the property involved by acreage or square footage.
10. General Plan: The existing General Plan Land Use Designation for the property.
11. Zoning: The existing zoning of the property.
12. Land Use: The existing land use of the property. Please distinguish between vacant land and land being used for agricultural purposes.
13. Assessor's Parcel Number: The Assessor's book, page and parcel number of all parcels included in this application.
14. Latitude: Please provide.
15. Longitude: Please provide.

PART III – PROJECT DESCRIPTION

16. General Project Description: Very briefly describe the nature of your project. Examples might be: Variance to reduce the side-yard setback from 5 feet to 3 feet; or Conditional Use Permit for an automobile service station at the corner of Surfrider Way and North Coast Highway Streets; or Development Plan for 116 single-family detached units.
17. Proposed General Plan: If you are proposing a change in the General Plan, please indicate the new land use designation.
18. Propose Zoning: If you are proposing a Zone Change, please indicate the new zone (s).
19. Proposed Land Use: If you are proposing a change in the land use of the property, please indicate what the new land use will be.
20. Number of Units: If yours is a residential project, please indicate the number of dwelling units which will be in the complete project.
21. Density: If yours is a residential project, please indicate the gross density (dwelling units per acre) of the completed project.
22. Building Size: Residential—the range in square footage of the units you will be building; Commercial/Industrial—the size of your proposed building.
23. Parking Spaces: The total number of parking spaces that will be available within the completed project.
24. Percent Landscaping: The percentage of your entire lot that will be landscaped and irrigated by the developer prior to occupancy of the building or units.
25. Percent Lot Coverage or Floor Area Ratio: The percentage of the lot covered or floor area ratio, as defined in Article 3 of the Oceanside Zoning Ordinance.

PART IV – ATTACHMENTS

ATTACHMENTS 26 THROUGH 32 MUST BE SUBMITTED WITH ALL APPLICATIONS.

26. Description and Justification: Please submit a detailed description of your project. Describe as completely as possible the purpose and objectives of your project, any and all construction that may be accomplished as a result of approval of this project and the project's benefits to yourself, the property, the neighborhood and the City of Oceanside. For all Development Plans, Coastal Permits, Variances and Conditional Use Permits, please address the following questions as required by the Zoning Ordinance:

Development Plans: Section 4306 of the Zoning Ordinance requires that proof be submitted in support of the following statements:

- (a) That the site plan and physical design of the project as proposed is consistent with the purposes of the Zoning Ordinance;
- (b) That the Development Plan as proposed conforms to the General Plan of the City;
- (c) That the area covered by the Development Plan can be adequately, reasonably and conveniently served by existing and planned public services, utilities and public facilities;
- (d) That the project as proposed is compatible with existing and potential development on adjoining properties or in the surrounding neighborhood.;
- (e) That the site plan and physical design of the project is consistent with the policies contained within Section 1.24 and 1.25 of the Land Use Element of the General Plan, the Development Guidelines for Hillsides, and Section 3039 of this ordinance.

Coastal Development Permits: The Local Coastal Program requires that proof must be submitted in support of the following statements:

- (a) That the project conforms to the Local Coastal Plan, including the policies of that Plan; and
- (b) That all development within the appeal area conforms to the public access and recreation policies of Chapter 3 of the Coastal Act.

Variances: Section 4105 of the Zoning Ordinance requires that proof be submitted in support of the following statements:

- (a) That because of special circumstances or conditions applicable to the development site – including size, shape, topography, location or surroundings – strict application of the requirements of this ordinance deprive such property of privileges enjoyed by other property in the vicinity and under identical zoning classifications;
- (b) That granting the application will not be detrimental or injurious to property or improvements in the vicinity of the development site, or to the public health, safety or general welfare; and
- (c) That granting the application is consistent with the purposes of this ordinance and will not constitute a grant of special privilege inconsistent with limitations on other properties in the vicinity and in the same zoning district; and, if applicable,
- (d) OS District Only. That granting the application is consistent with the requirements of Section 65911 of the Government Code and will not conflict with General Plan policies governing orderly growth and development and the preservation and conservation of open-space lands.

Conditional Use Permits: Section 4105 of the Zoning Ordinance requires that proof be submitted in support of the following statements:

- (a) That the proposed location of the use is in accord with the objectives of this ordinance and the purposes of the district in which the site is located
 - (b) That the proposed location of the conditional use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the City.
 - (c) That the proposed conditional use will comply with the provisions of this ordinance, including any specific condition required for the proposed conditional use in the district in which it would be located.
27. Legal Description: A complete legal description of all the property involved is required. This can usually be obtained from the deed to the property or from a title company. A metes-and-bounds legal description or recorded map information is required for each parcel or area on which a Zone Change is being made or a recorded map. This document is separate from the title reports.
 28. Title Report: Less than 12 months old.
 29. Notification Map and Labels: Pursuant to City Council Policy 300-14 and mailing labels for each individual property owner and tenant is required. The labels must be keyed to the mail notification radius map. Detailed instructions and a sample map are included with this application form. On the mailing labels please include your name, the representative's name and the names of other interested parties. All projects submittals should include one hardcopy of all required mailing labels (with total number of labels denoted); one electronic format CD of the mailing labels preferably in excel format; one hardcopy printout of all addresses with radius map; and the applicable fees submitted. Mailing labels should be updated anytime a six month period has passed.
 30. Environmental Information Form: All applications must include an environmental assessment to meet the requirements of the California Environmental Quality Act of 1970. Separate forms for this assessment are attached to this application. Please complete the following instructions on those forms.
 31. Plot Plans: (20 copies required, -15 copies with final submittal - and 8 1/2 " X 11" reductions of all plans submitted). The plot plan must be sufficiently detailed to allow all reviewing City departments and other agencies to evaluate all the physical aspects of your project without additional information. Include the information as specified on the attached checklist. (Folded to 8 1/2" X 13" size or similar).
 32. Floor Plans and Elevations: (20 copies required -15 copies with final submittal - and 8 1/2 " X 11" reductions of all plans submitted). The floor plans shall detail the proposed uses and indicate exterior wall openings and be fully dimensioned. All elevations must indicate the type and color(s) of all exterior materials and architectural features, showing all exterior wall openings. (NOTE: application will not be accepted unless ALL plans are folded to a size smaller than 8" 1/2" X 14").
 33. Certification of Posting: The "Certification of Posting" must be returned to the Planning Division within 24 hours of posting the on site notice of project application sign.
 34. Other: This attachment would include any other information, which the City of Oceanside may need to evaluate your project. This might include reports, drawings of proposed signs, marketing information, photographs, renderings, etc. Specific new and redevelopment projects must include an urban runoff threat assessment to meet the requirements of the California Regional Water Quality Control Board Order 2001-01. Separate forms for this assessment are attached to this application.

PART V – SIGNATURES

ALL BLOCKS MUST BE SIGNED AND DATED AS APPROPRIATE OR THE APPLICATION CANNOT BE ACCEPTED.

- Date of applicant's or representative's signature.
- The applicant must sign to certify the correctness of the information on the application form.
- Date of applicant's signature.
- The owners of all the property involved must sign to indicate that the application is being filed with their knowledge. Ownership will be verified against the records of the County Recorder and County Assessor. If signatures are difficult to obtain because of time or distance, letters designating the applicant as the agent of the owner to file on the owner's behalf will be acceptable.
- The owners and applicant of the property agree to abide by the City of Oceanside Development Services Department and Economic and Community Development Department Policy No. 2011-01/Policy and Procedure for Development Deposit Account Administration.

LEGAL DESCRIPTION

Real property in the City of Oceanside, County of San Diego, State of California, described as follows:

TRACT I: (147-350-24-00 AND 147-350-25-00)

PARCEL 1:

LOTS 9 THROUGH 16, BLOCK 7, OCEANSIDE, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 344, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 1, 1885, LOT 9, BLOCK 7, BRYAN'S ADDITION, ACCORDING TO MAP THEREOF NO. 219, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 10, 1887.

PARCEL 2:

ALL OF BLOCK 8 OF BRYAN'S ADDITION, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 219, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 10, 1887.

TOGETHER WITH THOSE PORTIONS OF CLEVELAND STREET AND MICHIGAN AVENUE VACATED BY DOCUMENT RECORDED MARCH 14, 1994 AS INSTRUMENT NO. 94-0164097 WHICH WOULD REVERT TO SAID LAND BY OPERATION OF LAW.

PARCEL 3:

FRACTIONAL LOT 8 IN BLOCK 9 OF BRYAN'S ADDITION TO OCEANSIDE, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 219, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 10, 1887.

TOGETHER WITH THE NORTHERLY 20 FEET OF TOPEKA STREET AS VACATED AND CLOSED TO PUBLIC USE, LYING SOUTHEASTERLY OF AND ADJACENT TO SAID LOT.

PARCEL 4:

LOTS 1, 2, 3, 4 AND 5 IN BLOCK 10 OF BRYAN'S ADDITION, IN THE CITY OF OCEANSIDE, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 219, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 10, 1887.

ALSO THAT PORTION OF TOPEKA STREET LYING WESTERLY FROM CLEVELAND STREET AND NORTH OF AND ADJACENT TO SAID LOT 1, BLOCK 10, WHICH SAID PORTION OF TOPEKA STREETS WAS CLOSED TO PUBLIC USE BY RESOLUTION NO. 915, IN THE CITY COUNCIL OF THE CITY OF OCEANSIDE, CALIFORNIA.

ALSO TOGETHER WITH THOSE PORTIONS OF CLEVELAND STREET AND TYSON STREET VACATED BY DOCUMENT RECORDED MARCH 14, 1994 AS INSTRUMENT NO. 94-0164097 OF OFFICIAL RECORDS WHICH WOULD REVERT TO SAID LAND BY OPERATION OF LAW.

PARCEL 5:

THAT PORTION OF A TRACT OF LAND COMMONLY KNOWN AS THE DEPOT GROUNDS IN OCEANSIDE,

TOGETHER WITH THAT CERTAIN 200.00 FOOT RIGHT-OF-WAY OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY LYING SOUTHEASTERLY OF SAID DEPOT GROUNDS, ALL IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 313, BY H.P VINCENT, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, JULY 19, 1886, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF LOT 16, BLOCK 7 OF OCEANSIDE, ACCORDING TO MAP THEREOF NO. 344, FILED IN SAID COUNTY RECORDER'S OFFICE ON JULY 1, 1885; THENCE SOUTHEASTERLY ALONG THE SOUTHWESTERLY LINE OF SAID BLOCK 7 AND ITS SOUTHEASTERLY PROLONGATION 443.70 FEET, MORE OR LESS TO THE MOST EASTERLY CORNER OF SAID DEPOT GROUNDS; THENCE SOUTHWESTERLY ALONG THE SOUTHEASTERLY LINE OF SAID DEPOT GROUNDS, 150.00 FEET TO THE NORTHEASTERLY RIGHT-OF-WAY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILROAD BEING ALSO THE NORTHWESTERLY PROLONGATION OF THE SOUTHWESTERLY LINE OF BLOCK 10 OF BRYAN'S ADDITION TO OCEANSIDE AS SHOWN ON MAP THEREOF NO. 219, FILED IN SAID COUNTY RECORDER'S OFFICE ON MARCH 10, 1887; THENCE SOUTHEASTERLY ALONG SAID PROLONGATION AND SAID SOUTHWESTERLY LINE TO THE MOST SOUTHERLY CORNER OF LOT 5 IN SAID BLOCK 10; THENCE SOUTHWESTERLY ALONG THE SOUTHWESTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF SAID LOT 5, A DISTANCE OF 75.00 FEET; THENCE NORTHWESTERLY ALONG A LINE THAT IS PARALLEL WITH AND 75.00 FEET SOUTHWESTERLY OF SAID SOUTHWESTERLY LINE OF BLOCK 10 OF BRYAN'S ADDITION, MAP NO. 219, A DISTANCE OF 371.70 FEET; THENCE AT RIGHT ANGLES, NORTHEASTERLY 47.00 FEET; THENCE ALONG A LINE THAT BEARS LEFT 45°00'00" FROM THE NORTHEASTERLY PROLONGATION OF THE LAST MENTIONED LINE, 181.02 FEET TO A POINT ON A LINE THAT IS PARALLEL WITH AND 50.00 FEET SOUTHWESTERLY OF THE SOUTHWESTERLY LINE OF SAID BLOCK 7 OF OCEANSIDE, MAP NO. 344; THENCE ALONG SAID PARALLEL LINE, NORTHWESTERLY TO A POINT ON THE SOUTHWESTERLY PROLONGATION OF THE NORTHWESTERLY LINE OF SAID LOT 16, BLOCK 7 OF MAP NO. 344; THENCE NORTHEASTERLY ALONG SAID PROLONGATION, 50.00 FEET TO THE POINT OF BEGINNING.

TRACT II:

PARCEL 1: (APN 150-046-17-00)

LOTS 1, 2, 3, 4 AND 5 IN BLOCK 12 OF BRYAN'S ADDITION, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 219, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 10, 1887.

PARCEL 2: (APN 150-046-01-00 THROUGH 150-046-08-00)

LOTS 9 THROUGH 16 INCLUSIVE, IN BLOCK 12 OF BRYAN'S ADDITION, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 219, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY MARCH 10, 1887.

EXCEPTING THEREFROM, ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER ALL OF THE ABOVE DESCRIBED REAL PROPERTY, BUT WITHOUT ANY RIGHT TO PENETRATE, USE OR DISTURB THE SURFACE OF SAID PROPERTY OR ANY PORTION OF SAID PROPERTY WITHIN FIVE HUNDRED FEET (500') OF THE SURFACE THEREOF.

TOGETHER WITH PORTIONS OF CLEVELAND STREET AND MICHIGAN AVENUE VACATED BY DOCUMENT RECORDED MARCH 14, 1994 AS INSTRUMENT NO. 94-0164097 OF OFFICIAL RECORDS WHICH WOULD REVERT TO SAID LAND BY OPERATION OF LAW.

TRACT III:

PARCEL 1: (APN 150-043-01-00 THROUGH 150-043-04-00)

ALL OF LOTS 7 AND 8 IN BLOCK 10 AND 11 OF LOTS 1, 2, 3 AND 4 IN BLOCK 11, ALL BEING BYRON'S ADDITION TO OCEANSIDE, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 219, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 10, 1887, TOGETHER WITH THAT PORTION OF MICHIGAN AVENUE (80.00 FEET WIDE) LYING ADJACENT TO AND BETWEEN SAID BLOCKS AS VACATED AND CLOSED TO PUBLIC USE ON DECEMBER 23, 1931 BY RESOLUTION NO. 633 OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE.

EXCEPTING FORM SAID LOT 7 IN BLOCK 10, THE NORTHWESTERLY 30.00 FEET THEREOF AS DESCRIBED IN DEED RECORDED TO THE CITY OF OCEANSIDE, RECORDED JANUARY 16, 1932 IN BOOK 88, PAGE 3 OF OFFICIAL RECORDS.

TOGETHER WITH THAT PORTION OF CLEVELAND STREET VACATED BY DOCUMENT RECORDED MARCH 14, 1994 AS INSTRUMENT NO. 164097 WHICH WOULD REVERT TO SAID LAND BY OPERATION OF LAW.

ALSO TOGETHER WITH THAT PORTION OF TYSON STREET VACATED BY DOCUMENT RECORDED MARCH 14, 1934 WHICH WOULD REVERT TO SAID LAND BY OPERATION OF LAW.

PARCEL 2: (APN 150-043-05-00 AND 150-043-06-00)

LOTS 5, 6, 7 AND 8 IN BLOCK 11 OF BRYAN'S ADDITION TO OCEANSIDE, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 219, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 10, 1887.

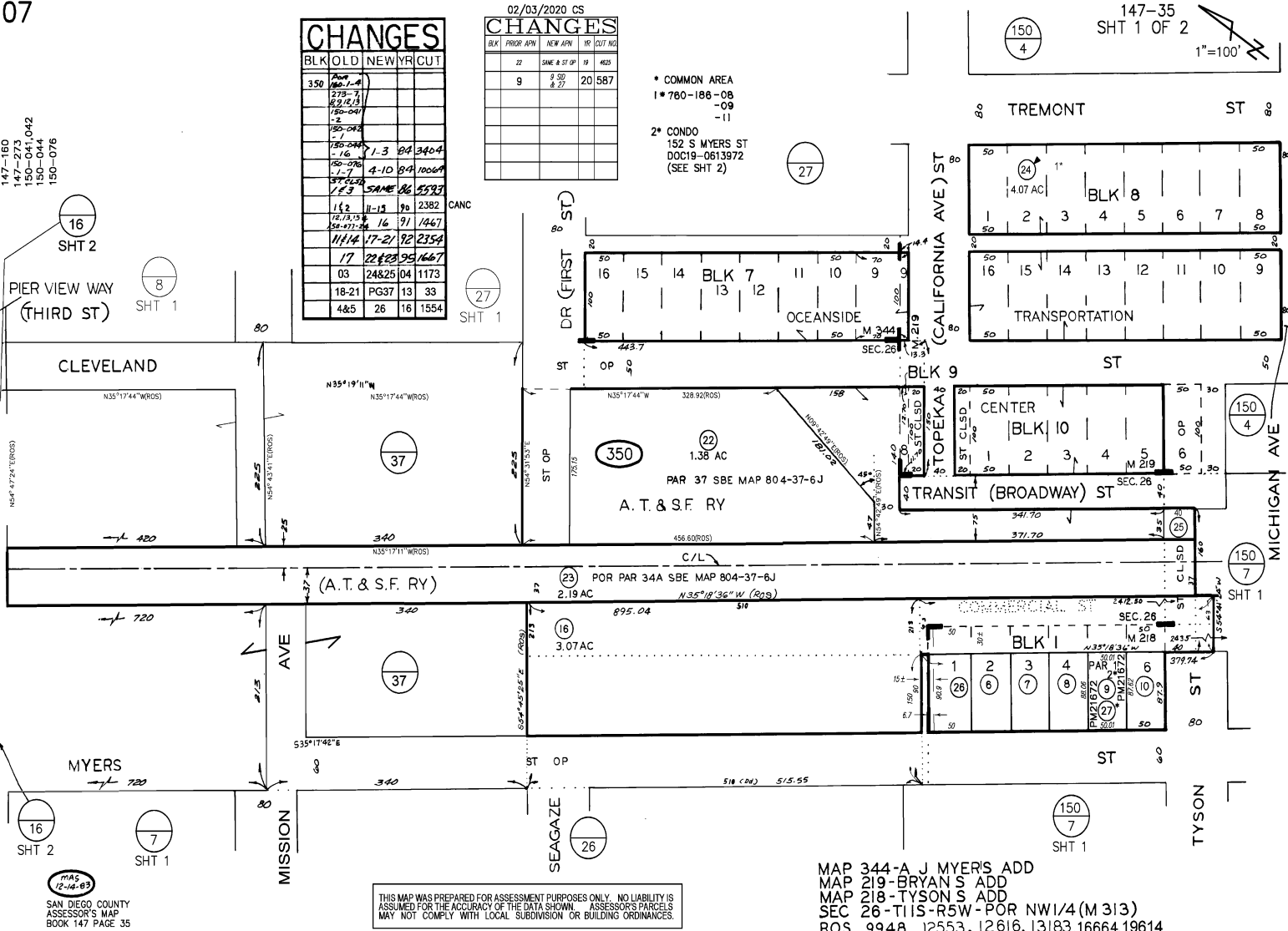
TOGETHER WITH THAT PORTION OF CLEVELAND VACATED BY DOCUMENT RECORDED MARCH 14, 1994 AS INSTRUMENT NO. 94-0164097 OF OFFICIAL RECORDS WHICH WOULD REVERT TO SAID LAND BY OPERATION OF LAW.

EXCEPTING THEREFROM, ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER ALL OF THE ABOVE DESCRIBED REAL PROPERTY, BUT WITHOUT ANY RIGHT TO PENETRATE, USE OR DISTURB THE SURFACE OF SAID PROPERTY OR ANY PORTION OF SAID PROPERTY WITHIN FIVE HUNDRED FEET (500') OF THE SURFACE THEREOF, AS EXCEPTED IN THE DEED RECORDED MAY 15, 1991 AS INSTRUMENT NO. 91-0227598 OF OFFICIAL RECORDS.

APN: 147-350-24 and 150-046-17 and 150-046-01 and 150-046-02 and 150-046-03 and 150-046-04 and 150-046-05 and 150-046-06 and 150-046-07 and 150-046-08 and 150-043-01 and 150-043-02 and 150-043-03 and 150-043-04 and 150-043-05 and 150-043-06 and 147-350-25

07

First American Title



Oceanside Transit Center Specific Plan & Development Plan

Description & Justification

04.10.24



OVERVIEW

Project 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 852,000 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. The proposed project will include 547 multi-family dwelling units; 83 of the dwelling units are to be designated as inclusionary units. Subterranean and structured parking facilities accommodating up to 1,868 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.

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. 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. Altogether, the project site encompasses approximately 10.15 acres.

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. 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. 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.

Project Setting: 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. 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. 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.

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.

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. Bus service is provided by Greyhound, NCTD, and local commuter bus services.

Entitlement Request: The entitlement application is for 1) Zone Amendment (ZA) to change the zoning designation for the project site to Specific Plan (SP), and 2) a Development Plan to be processed concurrently with the ZA and Specific Plan. The Specific Plan shall serve as the regulating document, including applicable land use regulations, development standards, and design guidelines. The intent of the Development Plan 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.

Additionally, the proposed project requires, a General Plan Amendment (GPA) is required to change the land use designation for the project site to Specific Plan (SP), and to maintain consistency between the General Plan and the Specific Plan. The GPA will also revise the Downtown Redevelopment District to remove that portion of the project site which currently lies within its boundaries. Because the site lies within the Coastal Zone, adoption of the Specific Plan and GPA also requires concurrent amendment to the Local Coastal Program's Land Use Plan (LUP).

SPECIFIC PLAN

Specific Plan 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.

Specific Plan 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.

Specific Plan Development Principles: The Specific Plan sets forth a series of principles that provide a basis for land use regulations, and development standards and guidelines, and 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 **useable 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.

DEVELOPMENT PLAN

Development Plan Review & Approval: The City of Oceanside Zoning Ordinance (Article 17, Section 1705) requires that a Development Plan accompany an application for a Zone Amendment to change the zoning designation for the project site to Specific Plan (SP). The Development Plan 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.

Development Plan Description: 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 totaling approximately 852,000 square feet will be provided 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 six (6) stories, comparable to nearby downtown buildings and ensuring that they are well integrated with the community fabric. Additionally, transit facilities totaling approximately 7,427 square feet of construction will be provided on four (4) parcels designated for public use.

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 64,085 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 1,868 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.

Transit: The project site incorporates the Oceanside Transportation Center, and therefore falls within Oceanside's Downtown Transit Oriented District (TOD); it is also located within a high-quality transit area per SANDAG. The OTC offers local and regional bus and rail connection, including train options via Amtrak, Metrolink lines that travel north to Los Angeles and Orange County, Coaster lines that travel south to San Diego, and the Sprinter line that runs eastward to Escondido. Additionally, bus service is provided along Mission Avenue, a major east-west corridor, and nearby Coast Highway, a major north-south corridor. The proximity to transit along with the availability of bicycle storage and other mobility hub features supports transit options and allows movement throughout the region without reliance on individual vehicles.

Site Access, Circulation & Parking:

- Roadways are reconfigured to better control and coordinate the complex vehicular movement patterns on-site, and to minimize conflict between pedestrians and vehicles.
- Street realignment and a series of transit facility improvements work to improve on-site bus circulation and promote intermodal connectivity; bus circulation will follow the S. Cleveland corridor, leading directly into the bus transfer station.
- 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.

- 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.
- 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.

Building Design:

- 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.
- 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 six (6) stories.
- 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.

Amenities:

- 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.
- A Transit Plaza functions 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.
- 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.

Landscape Design:

- 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.

ENGINEERING / INFRASTRUCTURE

Parcel Configuration: 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.

Project 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 to meet the current Accessibility Code requirements.

Site Drainage:

Existing Drainage: The project site currently drains offsite in three (3) separate watershed tributaries. The northerly area that 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 municipal underground storm drain system that drains to the north to Mission Avenue.

The middle section of the project that includes the transit center, parking lot, and train platform drains to an existing 15" CSP underneath the railroad that discharges into Meyers Street via a curb outlet. A traditional underground storm drain system does not exist in Meyers Street. The nearest municipal storm drain system to this curb outlet is located at the intersection of Tyson Street and Pacific Street. Due to the lack of traditional storm drain facilities downstream, this drainage area includes an existing underground peak reduction detention system 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. This peak reduction system is in place because the 15" CSP and curb outlet do not provide adequate capacity to convey the peak storm events. This middle drainage area experiences some localized ponding around the drainage area's low point inlet during peak storm events due to the limited capacity of the system.

The drainage originating from the southerly portion of the project that includes the transit parking is picked up by an existing box culvert that discharges via surface flow and a squash box RCB culvert out into Cleveland Street at the Missouri Avenue intersection via a curb outlet structure. A traditional underground storm drain system does not exist in South Cleveland Ave. The nearest municipal storm drain system to this curb outlet is located at the intersection of South Cleveland Avenue and Wisconsin Ave.

Conceptual Drainage Analysis & Alternatives: The project site has deficient municipal storm drain discharge facilities to receive drainage for the southern two-thirds of the site area. As a result, the proposed project will implement peak reduction detention / retarding basins to mitigate post development peak flowrates such that they do not exceed the existing conditions.

Water Quality: Typical water quality requirements will apply to the project to meet the requirements of the local San Diego MS4 permit. The City of Oceanside follows the requirements outlined in the Draft Water Quality Management Plan defined in the MS4 permit. The project will not be required to provide hydromodification storage due to the proximity of the site to the Pacific Ocean. The project will be required to provide low impact design (LID) BMPs to treat water quality flow discharges to remove sediment and contaminants. LID BMPs will be required to provide infiltration if rates at the site are within ranges considered feasible in the MS4 permit. If infiltration rates are not favorable, biofiltration planters, basins, and / or underground modular wetland structures should be considered.

Water: 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.

Sewer: 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.

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.

SUMMARY

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 totaling approximately 852,000 square feet will be provided 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 six (6) stories, comparable to nearby downtown buildings and ensuring that they are well integrated with the community fabric. Additionally, transit facilities totaling approximately 7,427 square feet of construction, and a public plaza will be provided on four (4) parcels designated for public use.

Urban placemaking and the provision of community benefits are to be given high priority, introducing such features as a public plaza and festival space 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 64,085 square foot NCTD Headquarters and a new intermodal transit pavilion, centrally located within the station plaza.

SPECIFIC PLAN FINDINGS

The City of Oceanside Zoning Ordinance (Article 17, Section 1706) requires that a series of findings be made in support of approval of the Specific Plan. The required findings and rationale are as follows:

1. **Finding:** The PD Plan or Specific Plan and the Development Plan are consistent with the adopted Land Use Element of the General Plan and other applicable policies compatible with surrounding development.

Rationale: 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, promotes on-going revitalization 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.

2. **Finding:** The PD Plan or Specific Plan and the Development Plan will enhance the potential for superior urban design in comparison with the development under the base district regulations that would apply if they were not approved.

Rationale: 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 public realm 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. The presence of street level activity and residents on-site will also increase neighborhood safety and security.

3. Finding: Deviations from the base district regulations that otherwise would apply are justified by compensating benefits of the PD Plan or Specific Plan and the Development Plan.

Rationale: The proposed development offers numerous public benefits to the City of Oceanside and surrounding neighborhood. 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 Transit Plaza and community meeting space.

4. Finding: The PD Plan or Specific Plan and the Development Plan includes adequate provisions for utilities, services, and emergency vehicle access; and public service demands will not exceed the capacity of existing and planned systems.

Rationale: 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. 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.

DEVELOPMENT PLAN FINDINGS

The City of Oceanside Zoning Ordinance (Article 43, Section 4306) requires that a series of findings be made in support of approval of the Development Plan. The required findings and rationale are as follows:

1. Finding: That the site plan and physical design of the project as proposed is consistent with the purposes of the Zoning Ordinance.

Rationale: 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. The site plan and physical design of the project as proposed is consistent with purposes, intents, and requirements of the Specific Plan.

2. Finding: That the Development Plan as proposed conforms to the General Plan of the City.

Rationale: 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.

3. Finding: That the area covered by the Development Plan can be adequately, reasonably and conveniently served by existing and planned public services, utilities and public facilities.

Rationale: The demand for public services, utilities, and public facilities 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. 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.

4. Finding: That the project as proposed is compatible with existing and potential development on adjoining properties or in the surrounding neighborhood.

Rationale: 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.

5. Finding: That the site plan and physical design of the project is consistent with the policies contained within Section 1.24 and 1.25 of the Land Use Element of the General Plan, the Development Guidelines for Hillsides, and Section 3039 of the Zoning Ordinance.

Rationale: The project is an infill development located in proximity to the downtown area and is not located with a hillside area.

6. Finding: For properties located within the coastal zone: That the project is consistent with all applicable policies of the certified Land Use Plan.

Rationale: In conjunction with adoption of the Specific Plan and amendment to the General Plan, an amendment to the Local Coastal Program's Land Use Plan (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. The project is consistent with the amendment to LUP.

Exhibit A:

BUILDING ENVELOPE STANDARDS	
FAR:	4.0 maximum
Residential Density:	maximum 547 dwelling units within the Specific Plan area
Height:	90 feet maximum (measured from existing grade)
Setbacks:	0 feet maximum
Building Encroachments:	• 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. • Two levels of below grade parking connecting Block 2 and Block 7 shall encroach into the Public R.O.W. in accordance with an approved development plan.

Exhibit A Cont'd:

OPEN SPACE STANDARDS	
Open Space Requirement:	• Area: 150 square feet for each dwelling unit
Common Open Space:	• Dimensions: 10 feet minimum dimension • Location: may be provided at ground level and/or upper-level deck
Private Open Space:	• Dimensions: 6 feet minimum dimension • Location: may be provided as patio or balcony
Landscape Area:	• 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

PARKING & LOADING STANDARDS	
Parking Ratios:	• Residential: - 1.0 space per studio dwelling unit - 1.25 spaces per 1-bedroom dwelling unit - 1.75 spaces per 2-bedroom dwelling unit - 2.0 spaces per 3-bedroom dwelling unit - the above ratios are inclusive of guest parking • Commercial - Retail: 2.5 spaces per 1,000 square feet • Commercial - F&B: 5.0 spaces per 1,000 square feet • Commercial & Government Office: 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:	• 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)

LEGAL DESCRIPTION

Real property in the City of Oceanside, County of San Diego, State of California, described as follows:

TRACT I: (147-350-24-00 AND 147-350-25-00)

PARCEL 1:

LOTS 9 THROUGH 16, BLOCK 7, OCEANSIDE, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. [344](#), FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JULY 1, 1885, LOT 9, BLOCK 7, BRYAN'S ADDITION, ACCORDING TO MAP THEREOF NO. [219](#), FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 10, 1887.

PARCEL 2:

ALL OF BLOCK 8 OF BRYAN'S ADDITION, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. [219](#), FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 10, 1887.

TOGETHER WITH THOSE PORTIONS OF CLEVELAND STREET AND MICHIGAN AVENUE VACATED BY DOCUMENT RECORDED MARCH 14, 1994 AS INSTRUMENT NO. [94-0164097](#) WHICH WOULD REVERT TO SAID LAND BY OPERATION OF LAW.

PARCEL 3:

FRACTIONAL LOT 8 IN BLOCK 9 OF BRYAN'S ADDITION TO OCEANSIDE, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. [219](#), FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 10, 1887.

TOGETHER WITH THE NORTHERLY 20 FEET OF TOPEKA STREET AS VACATED AND CLOSED TO PUBLIC USE, LYING SOUTHEASTERLY OF AND ADJACENT TO SAID LOT.

PARCEL 4:

LOTS 1, 2, 3, 4 AND 5 IN BLOCK 10 OF BRYAN'S ADDITION, IN THE CITY OF OCEANSIDE, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. [219](#), FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 10, 1887.

ALSO THAT PORTION OF TOPEKA STREET LYING WESTERLY FROM CLEVELAND STREET AND NORTH OF AND ADJACENT TO SAID LOT 1, BLOCK 10, WHICH SAID PORTION OF TOPEKA STREETS WAS CLOSED TO PUBLIC USE BY RESOLUTION NO. 915, IN THE CITY COUNCIL OF THE CITY OF OCEANSIDE, CALIFORNIA.

ALSO TOGETHER WITH THOSE PORTIONS OF CLEVELAND STREET AND TYSON STREET VACATED BY DOCUMENT RECORDED MARCH 14, 1994 AS INSTRUMENT NO. [94-0164097](#) OF OFFICIAL RECORDS WHICH WOULD REVERT TO SAID LAND BY OPERATION OF LAW.

PARCEL 5:

THAT PORTION OF A TRACT OF LAND COMMONLY KNOWN AS THE DEPOT GROUNDS IN OCEANSIDE,

TOGETHER WITH THAT CERTAIN 200.00 FOOT RIGHT-OF-WAY OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY LYING SOUTHEASTERLY OF SAID DEPOT GROUNDS, ALL IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. [313](#), BY H.P VINCENT, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, JULY 19, 1886, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF LOT 16, BLOCK 7 OF OCEANSIDE, ACCORDING TO MAP THEREOF NO. [344](#), FILED IN SAID COUNTY RECORDER'S OFFICE ON JULY 1, 1885; THENCE SOUTHEASTERLY ALONG THE SOUTHWESTERLY LINE OF SAID BLOCK 7 AND ITS SOUTHEASTERLY PROLONGATION 443.70 FEET, MORE OR LESS TO THE MOST EASTERLY CORNER OF SAID DEPOT GROUNDS; THENCE SOUTHWESTERLY ALONG THE SOUTHEASTERLY LINE OF SAID DEPOT GROUNDS, 150.00 FEET TO THE NORTHEASTERLY RIGHT-OF-WAY LINE OF THE ATCHISON, TOPEKA AND SANTA FE RAILROAD BEING ALSO THE NORTHWESTERLY PROLONGATION OF THE SOUTHWESTERLY LINE OF BLOCK 10 OF BRYAN'S ADDITION TO OCEANSIDE AS SHOWN ON MAP THEREOF NO. [219](#), FILED IN SAID COUNTY RECORDER'S OFFICE ON MARCH 10, 1887; THENCE SOUTHEASTERLY ALONG SAID PROLONGATION AND SAID SOUTHWESTERLY LINE TO THE MOST SOUTHERLY CORNER OF LOT 5 IN SAID BLOCK 10; THENCE SOUTHWESTERLY ALONG THE SOUTHWESTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF SAID LOT 5, A DISTANCE OF 75.00 FEET; THENCE NORTHWESTERLY ALONG A LINE THAT IS PARALLEL WITH AND 75.00 FEET SOUTHWESTERLY OF SAID SOUTHWESTERLY LINE OF BLOCK 10 OF BRYAN'S ADDITION, MAP NO. [219](#), A DISTANCE OF 371.70 FEET; THENCE AT RIGHT ANGLES, NORTHEASTERLY 47.00 FEET; THENCE ALONG A LINE THAT BEARS LEFT 45°00'00" FROM THE NORTHEASTERLY PROLONGATION OF THE LAST MENTIONED LINE, 181.02 FEET TO A POINT ON A LINE THAT IS PARALLEL WITH AND 50.00 FEET SOUTHWESTERLY OF THE SOUTHWESTERLY LINE OF SAID BLOCK 7 OF OCEANSIDE, MAP NO. [344](#); THENCE ALONG SAID PARALLEL LINE, NORTHWESTERLY TO A POINT ON THE SOUTHWESTERLY PROLONGATION OF THE NORTHWESTERLY LINE OF SAID LOT 16, BLOCK 7 OF MAP NO. [344](#); THENCE NORTHEASTERLY ALONG SAID PROLONGATION, 50.00 FEET TO THE POINT OF BEGINNING.

TRACT II:

PARCEL 1: (APN 150-046-17-00)

LOTS 1, 2, 3, 4 AND 5 IN BLOCK 12 OF BRYAN'S ADDITION, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. [219](#), FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 10, 1887.

PARCEL 2: (APN 150-046-01-00 THROUGH 150-046-08-00)

LOTS 9 THROUGH 16 INCLUSIVE, IN BLOCK 12 OF BRYAN'S ADDITION, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. [219](#), FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY MARCH 10, 1887.

EXCEPTING THEREFROM, ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER ALL OF THE ABOVE DESCRIBED REAL PROPERTY, BUT WITHOUT ANY RIGHT TO PENETRATE, USE OR DISTURB THE SURFACE OF SAID PROPERTY OR ANY PORTION OF SAID PROPERTY WITHIN FIVE HUNDRED FEET (500') OF THE SURFACE THEREOF.

TOGETHER WITH PORTIONS OF CLEVELAND STREET AND MICHIGAN AVENUE VACATED BY DOCUMENT RECORDED MARCH 14, 1994 AS INSTRUMENT NO. [94-0164097](#) OF OFFICIAL RECORDS WHICH WOULD REVERT TO SAID LAND BY OPERATION OF LAW.

TRACT III:

PARCEL 1: (APN 150-043-01-00 THROUGH 150-043-04-00)

ALL OF LOTS 7 AND 8 IN BLOCK 10 AND 11 OF LOTS 1, 2, 3 AND 4 IN BLOCK 11, ALL BEING BYRON'S ADDITION TO OCEANSIDE, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. [219](#), FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 10, 1887, TOGETHER WITH THAT PORTION OF MICHIGAN AVENUE (80.00 FEET WIDE) LYING ADJACENT TO AND BETWEEN SAID BLOCKS AS VACATED AND CLOSED TO PUBLIC USE ON DECEMBER 23, 1931 BY RESOLUTION NO. 633 OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE.

EXCEPTING FORM SAID LOT 7 IN BLOCK 10, THE NORTHWESTERLY 30.00 FEET THEREOF AS DESCRIBED IN DEED RECORDED TO THE CITY OF OCEANSIDE, RECORDED JANUARY 16, 1932 IN [BOOK 88, PAGE 3](#) OF OFFICIAL RECORDS.

TOGETHER WITH THAT PORTION OF CLEVELAND STREET VACATED BY DOCUMENT RECORDED MARCH 14, 1994 AS INSTRUMENT NO. [164097](#) WHICH WOULD REVERT TO SAID LAND BY OPERATION OF LAW.

ALSO TOGETHER WITH THAT PORTION OF TYSON STREET VACATED BY DOCUMENT RECORDED MARCH 14, 1934 WHICH WOULD REVERT TO SAID LAND BY OPERATION OF LAW.

PARCEL 2: (APN 150-043-05-00 AND 150-043-06-00)

LOTS 5, 6, 7 AND 8 IN BLOCK 11 OF BRYAN'S ADDITION TO OCEANSIDE, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. [219](#), FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, MARCH 10, 1887.

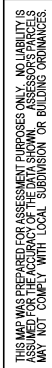
TOGETHER WITH THAT PORTION OF CLEVELAND VACATED BY DOCUMENT RECORDED MARCH 14, 1994 AS INSTRUMENT NO. [94-0164097](#) OF OFFICIAL RECORDS WHICH WOULD REVERT TO SAID LAND BY OPERATION OF LAW.

EXCEPTING THEREFROM, ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES IN AND UNDER ALL OF THE ABOVE DESCRIBED REAL PROPERTY, BUT WITHOUT ANY RIGHT TO PENETRATE, USE OR DISTURB THE SURFACE OF SAID PROPERTY OR ANY PORTION OF SAID PROPERTY WITHIN FIVE HUNDRED FEET (500') OF THE SURFACE THEREOF, AS EXCEPTED IN THE DEED RECORDED MAY 15, 1991 AS INSTRUMENT NO. [91-0227598](#) OF OFFICIAL RECORDS.

APN: 147-350-24 and 150-046-17 and 150-046-01 and 150-046-02 and 150-046-03 and 150-046-04 and 150-046-05 and 150-046-06 and 150-046-07 and 150-046-08 and 150-043-01 and 150-043-02 and 150-043-03 and 150-043-04 and 150-043-05 and 150-043-06 and 147-350-25

[illegible]

147-160
147-273
150-041,042
150-044
150-076



MAP 344-A J MYERS ADD
MAP 219-BRYAN S ADD
MAP 218-TYSON S ADD
SEC 26-T11S-R5W-POB NW1/4(M 313)
ROS 9948 ,12553, 12616, 13183,16664,19614