CHAPTER 3
PROJECT DESCRIPTION

As required by Section 15124 of the California Environmental Quality Act (CEQA) Guidelines, this section describes the Alta Oceanside Project (proposed project). This chapter includes a statement of the project objectives, a general description of the proposed project's technical, economic, and environmental characteristics, and a summary of the discretionary actions required to approve the proposed project.

3.1 Project Objectives

Section 15124(b) of the CEQA Guidelines requires that an EIR include a statement of the project objectives that "include the underlying purpose of the project and may discuss the project benefits." The following objectives have been identified for the project:

1. Provide a mixed-use development that contributes to the revitalization of Downtown Oceanside pursuant to the City of Oceanside (City) General Plan Special Management Area Redevelopment Project Area, and the Coast Highway Vision and Strategic Plan Redevelopment Area.
2. Provide frontage improvements consistent with the current draft Coast Highway Corridor Study and General Plan Circulation Element.
3. Develop a project with market rate housing that at least meets the General Plan authorized density of 43 dwelling units/acre to help satisfy the City's current and future demand for housing, as outlined in the General Plan Housing Element and the City's Regional Housing Needs Assessment allocation.
4. Implement State density bonus law and the City's General Plan Housing Element by providing housing for a mix of income levels, including at least 10% of the project's base dwelling units for very low income households on the project site.
5. Increase the intensity of development sufficiently to feasibly provide amenities and services that add value and contribute to a higher quality of life for residents, such as wellness/fitness areas, common recreational spaces, access to co-work space, and proximity to multi-modal transportation options (transit, pedestrian, and bicycle connections) and coastal recreation areas.
6. Conserve natural resources and promote efficient use of land by developing a previously disturbed, in-fill property with a mixed-use development that incorporates energy efficient and sustainability features into the project's design in an area currently served by existing utility infrastructure.

7. Provide pedestrian oriented building design and site layout elements along North Coast Highway by screening parking areas from public view, providing pedestrian features such as plazas and providing visual relief features to break up building massing.
8. Provide commercial space suitable for both visitor-serving and resident-serving commercial uses near residential and recreational areas.
9. Provide commercial uses and other project features that front on North Coast Highway to activate the streetscape and pedestrian corridor in accordance with the Coast Highway Vision and Strategic Plan.

3.2 Project Overview and Major Components

The project proposes a mixed-use residential and commercial development on a 5.3-acre site located in the Downtown District of the City of Oceanside, California. The proposed project would include 309 multifamily dwelling units (of which, 26 would be designated for very low income households) and approximately 5,422 square feet of commercial uses, as well as associated amenities (Figure 3-1, Site Plan). The proposed uses would be included in one building that wraps around a parking structure. The project also includes supporting infrastructure improvements.

3.2.1 Land Uses

The proposed mixed-use project includes residential and commercial uses within a 5-story building. The project also includes supporting amenities, including recreation, and open space and landscaping. In accordance with the City's zoning regulations, the property development regulations for this project are established through the Mixed-Use Development Plan as part of the Development Plan application (City of Oceanside n.d.). The Mixed-Use Development Plan standards proposed for the project use the City's Base Downtown District Regulations for Residential and Nonresidential land uses as a guideline, as modified in accordance with Density Bonus law. As the project proposes 26 very low income units, the Density Bonus Law requires the City to grant two incentives/concessions and unlimited waivers. The project is requesting one incentive to eliminate the daylight plane setback above 12 feet, and one to reduce parking space dimension at a vertical obstruction from 1 to 0.5 foot.

3.2.1.1 Residential

The project proposes 309 units, including 182 one-bedroom, 114 two-bedroom, and 13 three-bedroom units. The project is a Density Bonus project, and 26 of the proposed units would be affordable (very-low-income) units. The units would range in size from approximately 600 to 1,350 square-feet, and each unit would have an exterior balcony or patio. Given the site's 5.3 acres and the permitted base density of 43 units per acre, the project would have a residential density of 58.2 units per acre, including the 35% bonus provided in accordance with State Density Bonus law. This is further described in Section 3.3, Discretionary Actions and Approvals, below.

3.2.1.2 Commercial

The project also includes approximately 5,422 square-feet of commercial retail space on the street level fronting on North Coast Highway. The space would be suitable for restaurant, retail or visitor uses, and would have access to both North Coast Highway and the proposed public plaza serving as the entry to the building.

3.2.1.3 Recreational Amenities and Open Space

The project proposes a variety of recreational and convenience amenities for the residents. The outdoor courtyards provide three different types of recreation; active, passive, and fitness (Figure 3-1). There would be an approximately 2,300-square foot fitness center connecting to the fitness courtyard. The western courtyard would have a lap pool surrounding by lounge space. A pass-through club area would separate the western and central courtyards with a catering kitchen, seating area, and a special event space. The central courtyard would include barbeques, dining, and lounging areas. Outdoor speakers for music during the day would be provided in the courtyards. A library amenity provides conference room and co-working space. There would also be a fifth-floor view deck between the central and fitness courtyards providing residents another recreational open space amenity, as described further below. The amenity spaces may hold events for residents during the daytime hours (7 am to 10 pm), in accordance with the City noise standards.

Approximately 30% of the project site is planned as open space. A total of approximately 42,900 square-feet of common open space is proposed, which consists of courtyards, roof deck, and non-street side yards. Each unit would have private balconies or patio open space, which would provide approximately 22,800 square-feet of open space. Overall, a total of 65,700 square feet of open space would be provided. This equates to 213 square-feet of open space per unit, where 200 square-feet of open space per unit is required.

3.2.1.4 Landscaping and Walls

The landscape concept (Figure 3-2, Landscape Plan) is designed to provide distinct visual character and to enhance the project. Approximately 30% of the project site would be landscaped. An improved streetscape with wide sidewalks and street tree plantings provides a welcoming frontage to the project and meets the goals of the Coast Highway Corridor Study (City of Oceanside 2019). The public entry plaza off of North Coast Highway would include landscaping with the intention of creating a pedestrian-oriented area. Plantings in the courtyards complement and enhance the architectural style. Water conserving landscaping and efficient irrigation design would be utilized, along with consideration of aesthetic and functional requirements for the site. All selected plant materials are California Invasive Plant Council (Cal-IPC) non-invasive.

The project would include fencing and privacy hedges along the perimeter of the site in order to control access and provide visual screening. Masonry walls with vinyl fencing would be located on the shared

boundary with the MiraMar mobile home community to the south and west of the property. Approximately 700 feet of retaining walls with varying height would be necessary along both the north and south edges of the property due to changes in topography, and to maintain American with Disabilities Act access. Masonry walls with vinyl fencing as well as a privacy hedge would be placed along the western and a portion of the southern and eastern edges of the property. The solid fencing will provide for initial privacy along the property boundary, and the hedge species were selected so that the hedge would be maintained at a target height of 12-feet tall to provide additional landscape screening above the wall. Decorative tube steel fencing would enclose the pool for safety purposes, and burnished block walls would mark the terminus of each courtyard.

3.2.2 Architectural Design

The project would have an architectural style described as "California Coastal" with clean lines, an animated façade, and variation of materials (Figure 3-3, Project Rendering). Treatments include light, warm, neutral colors. Elevations would be accented with vertical board and batten in a contrasting color, and stone veneers and metal canopies to highlight the commercial area. Proposed building material finishes include plaster walls, cement board siding, stone veneer and balcony guardrails, with varied window orientations for visual interest and articulation. Rooftop mechanical equipment would be concealed from exterior views by parapet walls. The proposed building roofline and parapet walls would be a maximum of 59 feet above grade, which is less than the 65-foot zoning code height limit. Rooftop access stair towers would be 64.5 feet above grade, and the top of the proposed elevator shafts would be 69.5 feet above grade, which is below the 75-foot height limit allowed for such elevators per Section 3018 of the zoning code. The proposed building would meet the minimum 10-foot side and corner setbacks, the 45-foot setback from the centerline of North Coast Highway, and the 10-foot rear setback set by the zoning code (Section 1232(I)). The project is requesting one incentive to eliminate the daylight plane setback above 12 feet that is applied where adjacent to a residential district boundary. The project design is intended to promote the use of outdoor space and pedestrian usage. Glass façade and exterior balconies promote an indoor/outdoor usage, and the three primary outdoor areas would be southern-facing courtyards. The proposed rooftop deck would have views to the south. A large plaza with steps along North Coast Highway would be open to the public and is designed to encourage pedestrian usage. Additional details and analysis related to architectural design can be found in Section 5.1, Aesthetics.

All outdoor lighting would meet Chapter 39 of the City Municipal Code (light pollution ordinance) and would be shielded appropriately. Outdoor lighting would be low emission, shielded and directed away from all property lines. A lighting plan detailing fixture type and specifications would accompany the building permit drawings.

3.2.3 Circulation, Access, and Parking

3.2.3.1 Vehicular Circulation and Access

The project site is along North Coast Highway and located south of State Route 76 interchange with Interstate (I) 5. The northern portion of the project site includes Costa Pacifica Way (a private street) which currently serves as ingress/egress access for the Seacliff condominiums (Figure 3-1).

Costa Pacifica Way would provide the primary vehicular access to the proposed project, including access to the parking structure residential move-in, small commercial loading, and trash truck access. The southern portion of the site would include a 28-foot wide private drive accessible from North Coast Highway for surface parking, drop-off, and emergency vehicle access. This southern driveway would be located adjacent to the property line, and would continue to share a curb cut with the adjacent La Quinta Inn property.

The project proposes improvements to Costa Pacifica Way (Figure 3-4, Underground Utilities and Striping Plan). The project would widen the eastern segment of this roadway in order to add a second approach lane on Costa Pacifica Way, in the form of a dedicated right turn lane, at its intersection with North Coast Highway. Additional widening would be provided along the northern boundary to provide a designated staging area for fire truck use, and existing sidewalks would be modified as necessary to maintain pedestrian connections along this road. The project also includes the installation of a bulb-out, a Continental pedestrian crossing, and flashing beacons at the North Coast Highway/Costa Pacifica Way intersection.

The project proposes improvements to North Coast Highway frontage including right-of-way dedication, expanded sidewalk, and street trees (Figures 3-2 and 3-4). In addition, the project mitigation MM-TRF-1 and MM-TRF-2 median improvements along North Coast Highway in accordance with the Oceanside General Plan Circulation Element requirement (City of Oceanside 2012), as described further in Section 4.5, Transportation. Refer to Figure 3-4, Underground Utility and Striping Plan. These measures include the installation of raised medians on North Coast Highway, between Costa Pacifica Way and the southerly In-N-Out driveway; a dedicated left turn lane at North Coast Highway/Costa Pacifica Way; "Keep Clear" markings noted at North Coast Highway at Costa Pacifica; turn restrictions at the southerly In-N-Out driveway. In addition, the existing striped median/two-way left turn lane on North Coast Highway would be converted to a dedicated northbound left turn lane, and the existing dedicated southbound turn lane into Costa Pacifica Way would be maintained.

A Fire Access Plan has been prepared to address required emergency access to the project site. As shown on Figure 3-5, Fire Access Plan, four proposed hydrants would service the site; one located to the north of Costa Pacifica Way, one located at the corner of Costa Pacifica Way and North Coast Highway, and two located along the southern private drive/fire lane. With the proposed hydrants, all areas of the site would be within 400-foot hydrant spacing. In addition to the required site emergency access, the

southwesterly hydrant and fire lane have been located to enhance fire access to the adjacent mobile home community, which presently has no internal fire hydrants. The hydrant and fire lane are located to facilitate hose pull and firefighter access from the project site into the mobile home community, via two firefighter access gates through the boundary fence that would each have restricted knox locks.

3.2.3.2 Pedestrian Circulation and Access

Pedestrian access is provided by sidewalks on North Coast Highway, Costa Pacifica Way, and the southern private drive. An interior walkway network is also provided, which consists of an approximately five-foot wide concrete walkway along the western and southern edge of the building with connections to internal courtyards and North Coast Highway. There is existing public pedestrian and bicycle access to the San Luis Rey River Trail along Costa Pacifica Way that would remain with the implementation of the project. This existing ADA accessible sidewalk connects from North Coast Highway, is along the south side of Costa Pacifica Way, and has a "switchback" route down to the Seacliff condominium development frontage. The bicycle access easement is within the paved street portion of Costa Pacifica Way. The project would install new signage on Costa Pacifica Way to identify the sidewalk for pedestrian access. The project also proposes a Continental crosswalk from the southwest corner of the Costa Pacifica Way at North Coast Highway intersection across to the east towards In-N-Out (Figure 3-4) in accordance with the proposed Coast Highway Corridor Study (City of Oceanside 2019), as previously mentioned.

3.2.3.3 Bicycle Circulation and Access

The project proposes improvements to bicycle circulation and access. The proposed improvements would include bicycle lane striping on southbound North Coast Highway along the project frontage. The project would also maintain access along Costa Pacifica Way that provides a bicycle connection through to the San Luis Rey River Trail bike path. Onsite, the project proposes bike racks within the public plaza off of North Coast Highway.

3.2.3.4 Public Transit Access

The North County Transit District (NCTD) operates the Oceanside Transportation Center located approximately 3/4 mile from the project site. This major transit center has connections to the following NCTD routes: 101, 302, 303, 313, 318, 392 FLEX, 395 Flex, RTA 202, Coaster, Amtrak, Metrolink, Greyhound and Sprinter. The nearest bus stop is located at North Coast Highway and Surfrider Way, which is about 0.3 miles to the south. Thus, the project is located in close proximity to major public transit services.

3.2.3.5 Parking

The project would provide a total of 528 parking spaces on site. Approximately 166,000 square-foot parking structure would be incorporated within the proposed building, and would include 503 parking spaces. The parking structure would be accessible from a driveway off of Costa Pacifica Way along the north side of the project site. In addition, the site includes a surface parking lot accessible via the southern driveway that would include 25 surface parking spaces. On-street parking is proposed along the property frontage per the proposed Coast Highway Corridor Plan. The project parking would be in accordance with the City's Zoning Code, State Density Bonus law and the City of Oceanside Local Coastal Program. As discussed in Section 3.3, Discretionary Actions and Approvals, the project includes an incentive to reduce the parking space at a vertical obstruction from 1 foot to 0.5 foot.

3.2.4 Public Utilities

Water Facilities

Water service for the commercial uses would be provided via the existing water connection to the main within North Coast Highway. Water service for all other elements of the project, including irrigation, and fire connection to the proposed project would be provided by the City via connections to the existing 8-inch main within Costa Pacifica Way on the northern portion of the project site. Refer to Section 5.12, Utilities and Services Systems, as well as Figure 3-4 for additional information.

Sewer Facilities

There is an existing 8-inch sewer line and a 16-inch force main within North Coast Highway along the project frontage. The project would upgrade an approximately 230-foot segment of the existing 8-inch sewer main in North Coast Highway to a 12-inch sewer main. The segment to be improved is located near the southern driveway, and extends 230 feet south to where the exiting 8-inch line transitions to 12-inch line. On site, the proposed sewer facilities would include a 4-inch connection to the proposed sewer lift station located in the southern parking lot to the proposed upgraded 12-inch sewer main in North Coast Highway. The commercial uses proposed may require a grease interceptor for future restaurant uses, which may either connect to the existing sewer line within North Coast Highway via an existing sewer lateral or that may connect to the on-site sewer system. Refer to Section 5.12, as well as Figure 3-4 for additional information.

Site Drainage

Storm drain systems and connections would be designed to collect on-site runoff and convey it through the project site into existing drainage facilities that outlet into the San Luis Rey River.

Flows from the building roof would be routed to bio-filtration planter boxes located at various locations along the building face. Flows would be conveyed to a proposed storm drain along the western edge of the property and then northwest to an existing storm drain within Costa Pacifica Way.

Flows from the at-grade and courtyard portions of the site would be routed to an underground stormwater storage vault in the southwest corner of the property within the parking lot area and would then outfall into the storm drain along the western edge and connect to the existing storm drain within Costa Pacifica Way. Refer to Section 5.6, Hydrology and Water Quality, as well as Figure 3-4 for additional information.

3.2.5 Project Design Features

The following features have been incorporated into the project design. These project design features would be conditions of approval and/or required in order to comply with applicable regulations.

3.2.5.1 Sustainability

In addition to the project's infill location, the project would include several sustainability design features to reduce potential energy and water usage, promote pedestrian and bicycle travel, and reduce potential greenhouse gas emissions. The proposed sustainability features include:

1. Electric vehicle car charging spaces (2) located on the first floor of the parking structure.
2. Installation of 90% light-emitting diode (LED) lighting or other high-efficiency lightbulbs
3. Energy star or equivalent energy efficient appliances
4. Low-flow water fixtures and appliances
5. Drought-tolerant landscaping and water efficient irrigation system
6. Recycling and composting bins for residential and commercial tenants
7. Recycling of demolition and construction waste as possible, with a goal of 75% diversion from landfills
8. Bicycle parking facilities
9. A mix of commercial and residential uses within an urban area on a previously disturbed site with adjacent public infrastructure and access to public transit

3.2.5.2 Dust Control

The project would include design features related to dust control in compliance with the San Diego Air Pollution Control District Rule 55. Compliance with the following dust control measures would be identified on grading plan approvals:

1. During clearing, grading, earth-moving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems shall be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
2. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas later in the morning, after work is completed for the day, and whenever winds exceed 15 mph during active operations. Watering of active disturbance areas, including active grading areas and unpaved roads, would occur approximately every 2 hours of active operations, approximately three times per work day (at a minimum).
3. Speeds on unpaved roads shall be reduced to less than 15 miles per hour.
4. All grading and excavation operations shall be halted when wind speeds exceed 25 miles per hour.
5. Dirt and debris spilled onto paved surfaces at the project site and on the adjacent roadways shall be swept, vacuumed, and/or washed at the end of each workday.
6. All trucks hauling dirt, sand, soil, or other loose material to and from the construction site shall be covered and/or a minimum 2 feet of freeboard shall be maintained.

3.2.5.3 Biological Resource Minimization Measures

Section 5.2.8 of the Oceanside Subarea Plan includes minimization measures that would be required to be implemented by the proposed project. These minimization measures, as follows, are required of all project that may impact biological resources within the City:

1. The project applicant shall temporarily fence (with silt barriers) the limits of project impacts (including construction staging areas and access routes) to prevent additional habitat impacts and prevent the spread of silt from the construction zone into adjacent native habitats to be preserved. Fencing shall be installed in a manner that does not impact habitats to be preserved. If work occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of the Wildlife Agencies. Any riparian/wetland or upland habitat impacts that occur beyond the approved fenced shall be mitigated at a minimum 5:1 ratio. Temporary construction fencing shall be removed upon project completion.

2. Impacts from fugitive dust would be avoided and minimized through watering and other appropriate measures.
3. The project applicant shall develop an educational pamphlet (in English and Spanish) for the identification of raptor nests and to guide tree pruning activities in suburban areas during the breeding season. Landscaping companies and tree trimming services that have projects in the City shall be required to use the pamphlet to educate their employees on the recognition of raptor nest trees. Trimming of trees containing raptor or migrating bird nests shall be prohibited during the raptor breeding season (January 15 to August 31). Human disturbance shall be restricted around documented nesting habitat during the breeding season based on the following:
4. To avoid any direct and indirect impacts to raptors and/or any migratory birds, grubbing and clearing of vegetation that may support active nests and construction activities adjacent to nesting habitat would occur outside of the breeding season (January 15 to August 31). If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the breeding season, the applicant shall retain a City-approved biologist to conduct a pre-construction survey to determine the presence or absence of non-listed nesting migratory birds on or within 300 feet of the construction area, and federally or state-listed birds and raptors on or within 500 feet of the construction area. The pre-construction survey must be conducted within 10 calendar days prior to the start of construction, the results of which must be submitted to the City for review and approval prior to initiating any construction activities. If nesting birds are detected by the City-approved biologist, the following buffers shall be established: 1) no work within 300 feet of a non-listed nesting migratory bird nest, and 2) no work within 500 feet of a listed bird or raptor nest. However, the City may reduce these buffer widths depending on site-specific conditions (e.g., the width and type of screening vegetation between the nest and proposed activity) or the existing ambient level of activity (e.g., existing level of human activity within the buffer distance). If construction must take place within the recommended buffer widths above, the project applicant would contact the City and Wildlife Agencies to determine the appropriate buffer.
5. A monitoring biologist shall be on site during (a) initial clearing and grubbing of all native habitats and (b) project construction within 500 feet of preserved habitat to ensure compliance with all conservation measures. The biologist must be knowledgeable of the covered species biology and ecology.
6. The applicant shall ensure that development landscaping adjacent to on- or off-site habitat does not include exotic plant species that may be invasive to native habitats. Exotic plant species not to be used include any species listed on the California Invasive Plant Council's (Cal-IPC) “Invasive Plant Inventory” List. This list includes such species as pepper trees, pampas grass, fountain grass, ice plant, myoporum, black locust, capeweed, tree of heaven, periwinkle, sweet alyssum, English ivy, French broom, Scotch broom, and Spanish broom.

A copy of the complete list can be obtained from Cal-IPC's web site or other similar sources that may evolve over the life of this plan. In addition, landscaping should not use plants that require intensive irrigation, fertilizers, or pesticides adjacent to the Preserve and water runoff from landscaped areas should be directed away from the biological conservation easement area and contained and/or treated within the development footprint. The applicant shall ensure that development lighting adjacent to all on- or off-site habitat shall be directed away from and/or shielded so as not to illuminate native habitats.

7. If night work is necessary, night lighting shall be of the lowest illumination necessary for human safety, selectively placed, shielded and directed away from natural habitats.
8. The biological monitor should flush wildlife out of habitat areas before they are cleared.
9. The biological monitor shall prepare periodic construction monitoring reports and a post-construction report to document compliance.
10. Any planting stock to be brought onto the project site for landscape or habitat creation/restoration/enhancement shall be first inspected by a qualified pest inspector to ensure it is free of pest species that could invade natural areas, including but not limited to, Argentine ants (*Iridomyrmex humil*), fire ants (*Solenopsis invicta*), and other insect pests. Any planting stock found to be infested with such pests shall not be allowed on the project site or within 300 feet of natural habitats unless documentation is provided to the Agencies that these pests already occur in natural areas around the project site. The stock shall be quarantined, treated, or disposed of according to best management principles by qualified experts in a manner that precludes invasions into natural habitats. The applicant shall ensure that all temporary irrigation would be for the shortest duration possible, and that no permanent irrigation would be used, for landscape or habitat creation/restoration/enhancement.
11. The applicant shall ensure that the following conditions are implemented during project construction:
    a. Employees shall strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint;
    b. To avoid attracting predators of covered species, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site;
    c. Pets of project personnel shall not be allowed on the project site;
    d. Disposal or temporary placement of excess fill, brush or other debris shall not be allowed in waters of the United States or their banks;
    e. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities shall occur in designated areas outside of waters of the United States

within the fenced project impact limits. These designated areas shall be located in previously compacted and disturbed areas to the maximum extent practicable in such a manner as to prevent any runoff from entering waters of the United States, and shall be shown on the construction plans. Fueling of equipment shall take place within existing paved areas greater than 100 feet from waters of the United States. Contractor equipment shall be checked for leaks prior to operation and repaired as necessary. "No-fueling zones" shall be designated on construction plans.

Additionally, the following requirements are applicable Oceanside Subarea Habitat Conservation Plan (OSHCP) Grading and Landscaping Requirements for New Developments within the Coastal Zone. The following conservation standards for Coastal Zone development (Section 5.3.5 of the OSHCP) would be applicable to this project (City of Oceanside 2010):

1. Grading activity shall be prohibited during the rainy season: October 1st to April 1st of each year.
2. To reduce erosion, all graded areas shall be landscaped prior to October 1st of each year with either temporary or permanent landscaping materials. Landscaping shall be maintained and replanted if not well established by December 1st following the initial planting.
3. The October 1st grading season deadline may be extended with the approval of the City Engineer subject to implementation of special erosion control measures designed to prohibit discharge of sediments off site during and after the grading operation. Extensions beyond November 15th may be allowed in areas of very low risk of impact to sensitive coastal resources and may be approved either as part of the original coastal development permit or as an amendment to an existing coastal development permit.
4. If any of the responsible resource agencies prohibit grading operations during the summer grading period in order to protect endangered or rare species or sensitive environmental resources, then grading activities may be allowed during the winter by a coastal development permit or permit amendment, provided that appropriate BMPs are incorporated to limit potential adverse impacts from winter grading activities.

3.2.5.4 Lead Paint and Asbestos Abatement

The project would include design features related to asbestos and lead paint abatement in compliance with the San Diego Department of Health. Compliance with the following abatement measures would be identified on demolition permit approvals:

1. A Hazardous Building Materials Survey would be conducted to identify asbestos-containing building materials, lead-based paint, and universal wastes, prior to demolishing the on-site structures. In addition, stockpiled soil, asphalt, and concrete would be disposed and/or recycled of in accordance with local regulations prior to mass grading operations at the Site.

2. Prior to demolition permit issuance by the City of Oceanside (City), an asbestos and lead-based paint abatement work plan would be prepared in compliance with local, state, and federal regulations for any necessary removal and disposal of such materials. Prior to implementation, the work plan would be reviewed and accepted by the County of San Diego Department of Environmental Health. A California-licensed lead/asbestos abatement contractor would be used for the removal work and proper removal methodology as outlined in CalOSHA Title 8, Section 1529, of the California Code of Regulations, and all other applicable federal, state, and local regulations regarding the removal, transport and disposal of asbestos-containing material would be applied.
3. The asbestos and lead-based paint abatement work plan would include a monitoring plan to be conducted by a qualified consultant during abatement activities to ensure compliance with the work plan requirements and abatement contractor specifications. The work plan would include provisions for construction worker training, worker protection, and preparation of exposure assessments as needed. As part of the work plan, construction contractors would consult federal Occupational Safety and Health Administration (OSHA) Regulations at Title 29, Section 1926.62, of the Code of Federal Regulations and Cal-OSHA Regulations at Title 8, 1532.1, "Lead in Construction" standards for complete requirements. Demolition plans and contract specifications would incorporate any necessary abatement measures for the removal of materials containing lead-based paint and asbestos to the satisfaction of the City Building Division. The measures would be consistent with the abatement work plan prepared for the proposed project and conducted by a California-licensed lead/asbestos abatement contractor.

3.2.5.5 Interior Noise Analysis

Prior to the issuance of building permits, an interior noise analysis shall be conducted by the project applicant for the proposed dwelling units along Costa Pacifica Way and North Coast Highway. Installation of mechanical ventilation systems or air conditioning systems and sound-rated windows shall be required if the interior noise analysis shows that impacts are above the state and City's 45 dBA Ldn interior standard. The interior noise analysis shall substantiate that the resulting interior noise levels will be less than the noise standard.

3.2.5.6 Traffic Control Plan

During the proposed median and roadway improvements, the project would implement a traffic control plan to ensure continued access through the area. This traffic control plan is a standard City requirement and a condition of approval required for projects that involve improvements with within a right-of-way or access easement, and would be subject to approval by the City Traffic Engineer.

3.2.5.7 Coast Highway Corridor Study Improvements

The project includes the installation of a bulb-out, a Continental pedestrian crossing, and flashing beacons at North Coast Highway/Costa Pacifica Way in accordance with the Coast Highway Corridor Study (City of Oceanside 2019).

3.2.5.8 Geotechnical Report Recommendations

The Geotechnical Report (Appendix E) includes project design recommendations pursuant to California Building Code and the City of Oceanside Grading Ordinance. The project would be required to comply with the recommendations of the Geotechnical Report as a condition of approval. These recommendations are specified in Appendix E Section 6.0. In summary, the recommendations pertain to earthwork, surface drainage and erosion, foundations and slab design, retaining wall design, and pavement design.

3.2.6 Construction Phasing and Conceptual Grading

It is anticipated that development of the proposed project would occur over approximately 26 months, with a project opening day estimated in Spring 2023. The anticipated sequence of construction is as follows, with some phases overlapping:

- Demolition (8 weeks)
- Site Preparation (2 weeks)
- Rough Grading (4 weeks)
- Utility Trenching (20 weeks)
- Building Construction and Architectural Coating (100 weeks)
- Paving (16 weeks)

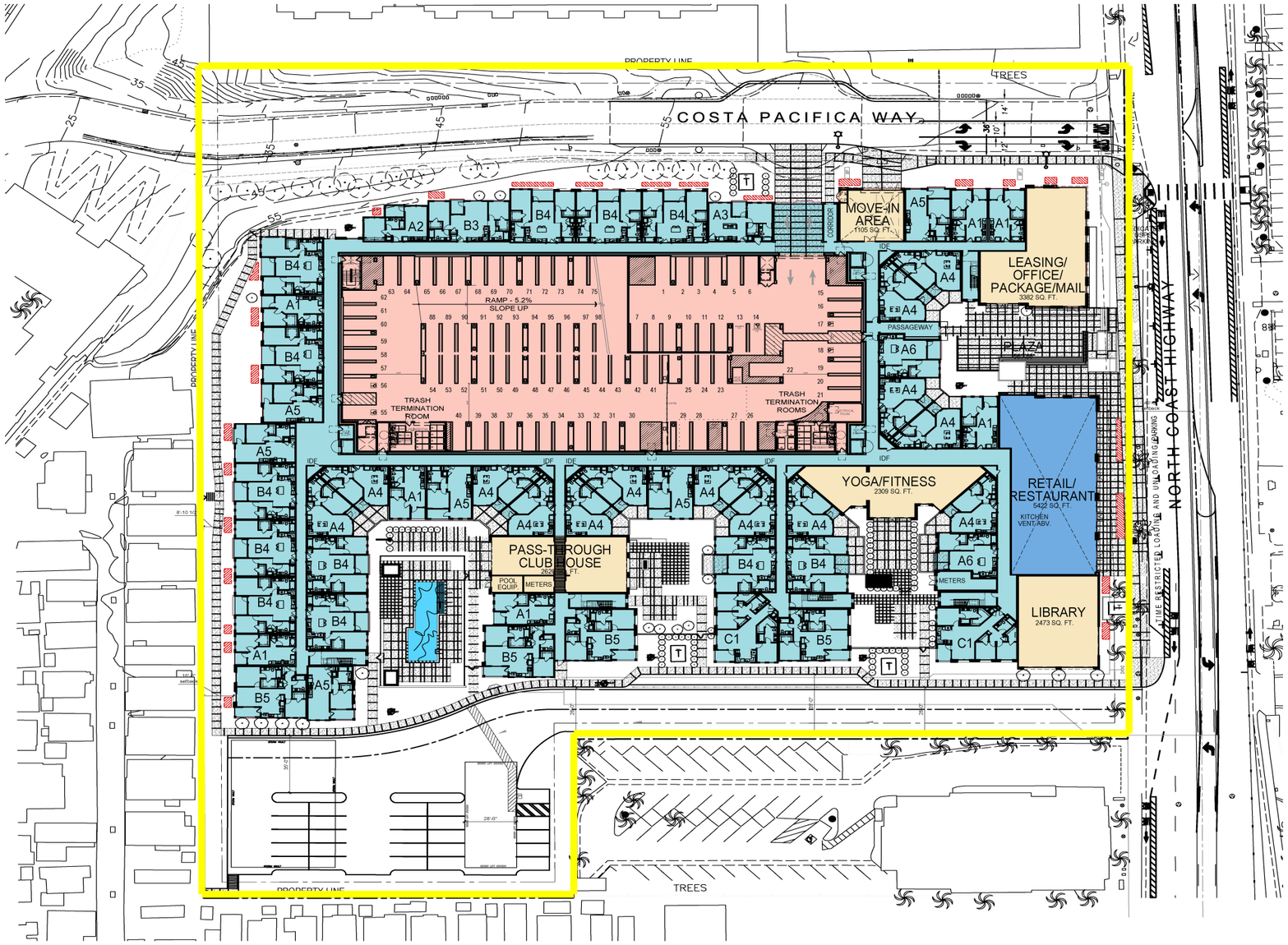
The proposed grading is illustrated in Figure 3-6, Grading Plan. Approximately 4.4 acres of the site would be graded, which is about 80%. Approximately 7,000 cubic yards of fill would be imported, as the project would include about 2,000 cubic yards of cut and 9,000 cubic yards of fill. Construction is proposed to occur Monday to Saturday, between 7:00 a.m. and 6:00 p.m., and the project would include a permit for Saturday construction consistent with the City Engineering Manual (City of Oceanside 2017).

3.3 Discretionary Actions and Approvals

Consistent with the City's General Plan, Local Coastal Program, and Zoning Ordinance, the proposed project requires certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a Tentative Map, Mixed-Use Development Plan, Regular Coastal Permit, and a Request for Density Bonus. As the project proposes 26 very low income units, Density Bonus Law requires the City to grant two incentives/concessions and unlimited waivers. The project is requesting one incentive to eliminate the daylight plane setback above 12 feet, and one to reduce parking space dimension at a vertical obstruction from 1 to 0.5 foot.

The City would use this EIR and associated documentation in its decision to approve or deny the required discretionary permits. Other responsible and/or trustee agencies can use this EIR and supporting documentation in their decision-making process to issue additional approvals..

INTENTIONALLY LEFT BLANK



LEGEND

- LEASING / AMENITY
- PARKING STRUCTURE
- RESIDENTIAL
- RETAIL

SOURCE: Architects Orange 2019

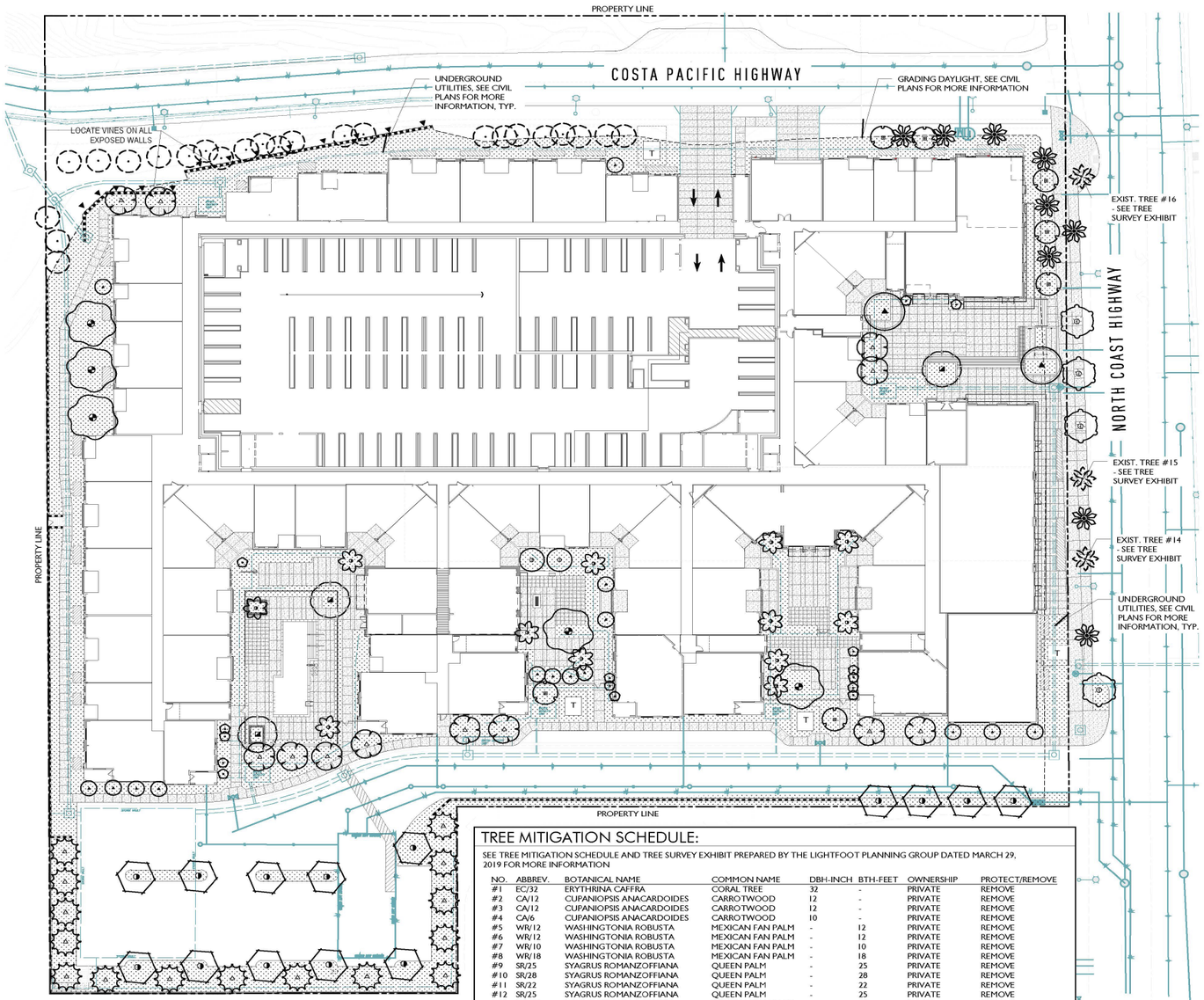
DUDEK

FIGURE 3-1

Site Plan

Alta Oceanside Project

INTENTIONALLY LEFT BLANK



TREE PALETTE

TREES	BOTANICAL / COMMON NAME	SIZE	WUCOLS	QTY
	AGONIS FLEXUOSA PEPPERMINT WILLOW	36"BOX 2" DBH EA.	LOW	14
	ARBUTUS X `MARINA` ARBUTUS MULTI-TRUNK	24"BOX 1.5" DBH EA.	LOW	7
	CERCIS OCCIDENTALIS WESTERN REDBUD MULTI-TRUNK	24"BOX 1" DBH EA.	LOW	2
	CINNAMOMUM CAMPHORA CAMPHOR TREE MULTI-TRUNK	24"BOX 2" DBH EA.	MEDIUM	3
	CUPRESSUS FORBESII TECATE CYPRESS	24"BOX 1.5" DBH EA.	VERY LOW	16
	GEIJERA PARVIFLORA AUSTRALIAN WILLOW	24"BOX 1.5" DBH EA.	LOW	4
	HOWEA FORSTERIANA KENTIA PALM	8`-12` B.T.H. 2" DBH EA.	MEDIUM	12
	MAGNOLIA GRANDIFLORA `D.D. BLANCHARD` TM SOUTHERN MAGNOLIA	24"BOX 1.5" DBH EA.	MEDIUM	2
	MAGNOLIA GRANDIFLORA `LITTLE GEM` LITTLE GEM SOUTHERN MAGNOLIA	24"BOX 2" DBH EA.	MEDIUM	15
	METROSIDEROS EXCELSA NEW ZEALAND CHRISTMAS TREE	24"BOX 2.5" DBH EA.	MEDIUM	5
	PRUNUS CAROLINIANA `BRIGHT `N TIGHT` TM BRIGHT `N TIGHT CAROLINA LAUREL	24"BOX 1.5" DBH EA.	MEDIUM	16
	TRISTANIA CONFERTA BRISBANE BOX	24"BOX 2.5" DBH EA.	MEDIUM	12
	WASHINGTONIA FILIFERA MEXICAN FAN PALM	22` B.T.H.	MEDIUM	9
	EXISTING TREES TO REMAIN - SEE TREE PROTECTION NOTE, TREE MITIGATION SCHEDULE AND TREE SURVEY EXHIBIT PREPARED BY THE LIGHTFOOT PLANNING GROUP DATED MARCH 29, 2019 FOR MORE INFORMATION			

SHRUB PALETTE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS
IRRIGATION HYDROZONE 1: LOW WATER CONSERVING PLANTING AREAS (Parking Lot, Entry & Driveways):				
	ECHEVERIA GLAUCA	HENS & CHICKS	1 GAL	LOW
	ECHEVERIA PEACOCKII	PEACOCK ECHEVERIA	5 GAL	LOW
	AEONIUM ARBOREUM	AEONIUM	5 GAL	LOW
	AGAVE AMERICANA	CENTURY PLANT	15 GAL	LOW
	ALOE STRIATA	CORAL ALOE	5 GAL	LOW
	DASYLIRION WHEELERI	DESERT SPOON	15 GAL	LOW
	HESPERALOE PARVIFLORA	RED YUCCA	5 GAL	VERY LOW
	HETEROMELES ARBUTIFOLIA	TOYON	15 GAL	LOW
	KALANCHOE BEHARENSIS	FELT PLANT	15 GAL	LOW
	MUHLENBURGIA CAPILLARIS	PINK MUHLY	5 GAL	LOW
	SENECIO MANDRALISCAE	SENECIO	1 GAL	LOW
	WESTRINGIA FLORIBUNDA	COAST ROSEMARY	5 GAL	LOW
IRRIGATION HYDROZONE 2: MEDIUM / LOW TRANSITION PLANTING AREAS (Building Perimeters):				
	AEONIUM 'URBICUM'	AEONIUM	5 GAL	LOW
	ALOE BAINSII	TREE ALOE	24" BOX	LOW
	ALOE STRIATA	CORAL ALOE	5 GAL	LOW
	ARBUTUS 'COMPACTA'	DWARF STRAWBERRY	5 GAL	LOW
	BOUGAINVILLEA ROSENKA	SHRUB BOUGAINVILLEA	5 GAL	LOW
	CALLISTEMON 'LITTLE JOHN'	DWARF CALLISTEMON	5 GAL	LOW
	CAREX DIVULSA	BERKELEY SEDGE	5 GAL	MEDIUM
	CHONDROPETALLYM	LARGE CAPE RUSH	5 GAL	LOW
	DIANELLA REVOLUTA	LITTLE REV	5 GAL	LOW
	DRACAENA DRACO	DRAGON TREE	24" BOX	LOW
	FESTUCA MAIREI	ATLAS FESCUE	1 GAL	LOW
	FESTUCA OVINA GLAUCA	BLUE FESCUE	5 GAL	LOW
	LOMANDRA LONGIFOLIA	SPINY-HEADED	5 GAL	MEDIUM
	ROSMARINUS PROSTRATUS	DWARF ROSEMARY	5 GAL	LOW
	SALVIA CLEVELANDII	CA BLUE SAGE	5 GAL	LOW
	TEUCRIUM CHAMAEDRYS	GERMANDER	5 GAL	LOW
IRRIGATION HYDROZONE 3: MEDIUM / LOW ENHANCED SHRUBS (Entry Drive & Courtyards):				
	AGAVE ATTENUATA 'NOVA'	FOXTAIL AGAVE	15 GAL	LOW
	ALYOGYNE HUEGELII	BLUE HIBISCUS	15 GAL	LOW
	ASPARAGUS DENSIFLORUS	MYER ASPARAGUS	5 GAL	LOW
	BOUGAINVILLEA 'LA JOLLA'	BOUGAINVILLEA	5 GAL	MEDIUM
	CARISSA M. 'HORIZONTALIS'	NATAL PLUM	5 GAL	MEDIUM
	CRASSULA OVATA	JADE PLANT	15 GAL	LOW
	FURCRACEA FOETIDA	MAURITIUS HEMP	15 GAL	LOW
	PHORMIUM HYBRIDS	NEW ZEALAND FLAX	5 GAL	LOW
	PITTOSPORUM T. 'GOLF BALL'	'GOLF BALL' KOHUHU	5 GAL	MEDIUM
	PRUNUS ILICIFOLIA SPP. LYONI	CATALINA CHERRY	24" BOX	VERY LOW
IRRIGATION HYDROZONE 4: WATER QUALITY PLANTERS				
	ARCTOSTAPHYLOS 'EMERALD CARPET'*	GROUNDCOVER MANZANITA	5 GAL	MEDIUM
	CHONDROPETALUM TECTORUM	CAPE RUSH	5 GAL	LOW
	FESTUCA CALIFORNICA	CALIFORNIA FESCUE	1 GAL	LOW
	MAHONIA REPENS	CREEPING BARBERRY	1 GAL	LOW
	BOUGAINVILLEA SPP.	BOUGAINVILLEA	5 GAL	LOW
	SOLANUM JASMINOIDES	POTATO VINE	5 GAL	MEDIUM

DEFENSIBLE SPACE NOTE:

CPTED (CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN) CONCEPTS SHALL BE EMPLOYED FOR THE SITE. THE LANDSCAPE CONSTRUCTION PLANS AND MAINTENANCE NOTES SHALL REQUIRE THAT TREE AND PLANT PLACEMENT AND CLEARANCES CONFORM TO THE FOLLOWING STANDARDS:

A. TREE CANOPIES SHALL BE MAINTAINED WITH A 7-FOOT CANOPY CLEARANCE.
B. GROUND COVERS SHALL BE MAINTAINED AT A 2-FOOT MAXIMUM HEIGHT (EXCEPTION AROUND ENCLOSED STRUCTURES, WALLS OR FENCING).
LANDSCAPE DESIGN AND MAINTENANCE SHALL PROTECT SITE LIGHTING AND SECURITY OR SURVEILLANCE EQUIPMENT FROM BEING BLOCKED BY TREE OR PLANT PLACEMENT. THORNY VEGETATION MAY BE EMPLOYED TO DISCOURAGE ACCESS OVER WALLS AND FENCES.

TREE MITIGATION SCHEDULE:

SEE TREE MITIGATION SCHEDULE AND TREE SURVEY EXHIBIT PREPARED BY THE LIGHTFOOT PLANNING GROUP DATED MARCH 29, 2019 FOR MORE INFORMATION

NO.	ABBREV.	BOTANICAL NAME	COMMON NAME	DBH-INCH	BTH-FEET	OWNERSHIP	PROTECT/REMOVE
#1	EC/32	ERYTHRINA CAFFRA	CORAL TREE	32	-	PRIVATE	REMOVE
#2	CA/12	CUPANIOPSIS ANACARDOIDES	CARROTWOOD	12	-	PRIVATE	REMOVE
#3	CA/12	CUPANIOPSIS ANACARDOIDES	CARROTWOOD	12	-	PRIVATE	REMOVE
#4	CA/6	CUPANIOPSIS ANACARDOIDES	CARROTWOOD	10	-	PRIVATE	REMOVE
#5	WR/12	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	12	PRIVATE	REMOVE
#6	WR/12	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	12	PRIVATE	REMOVE
#7	WR/10	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	10	PRIVATE	REMOVE
#8	WR/18	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	18	PRIVATE	REMOVE
#9	SR/25	SYAGRUS ROMANZOFFIANA	QUEEN PALM	-	25	PRIVATE	REMOVE
#10	SR/28	SYAGRUS ROMANZOFFIANA	QUEEN PALM	-	28	PRIVATE	REMOVE
#11	SR/22	SYAGRUS ROMANZOFFIANA	QUEEN PALM	-	22	PRIVATE	REMOVE
#12	SR/25	SYAGRUS ROMANZOFFIANA	QUEEN PALM	-	25	PRIVATE	REMOVE
#13	WR/40	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	40	R.O.W.	REMOVE
#14	WR/35	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	35	R.O.W.	PROTECT
#15	WR/25	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	25	R.O.W.	PROTECT
#16	WR/30	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	-	30	R.O.W.	PROTECT

TOTAL DBH REQUIRED TO BE REPLACED: 66 INCHES

176 INCHES PROVIDED

TOTAL BTH REQUIRED TO BE REPLACED: 192 FEET

294 FEET PROVIDED

SOURCE: Wood Partners, 2019

DUDEK

FIGURE3-2

Landscape Plan

Alta Oceanside Project

INTENTIONALLY LEFT BLANK

VIEW OF BUILDING 1 ALONG NORTH COAST HIGHWAY

SOURCE: Wood Partners, 2019

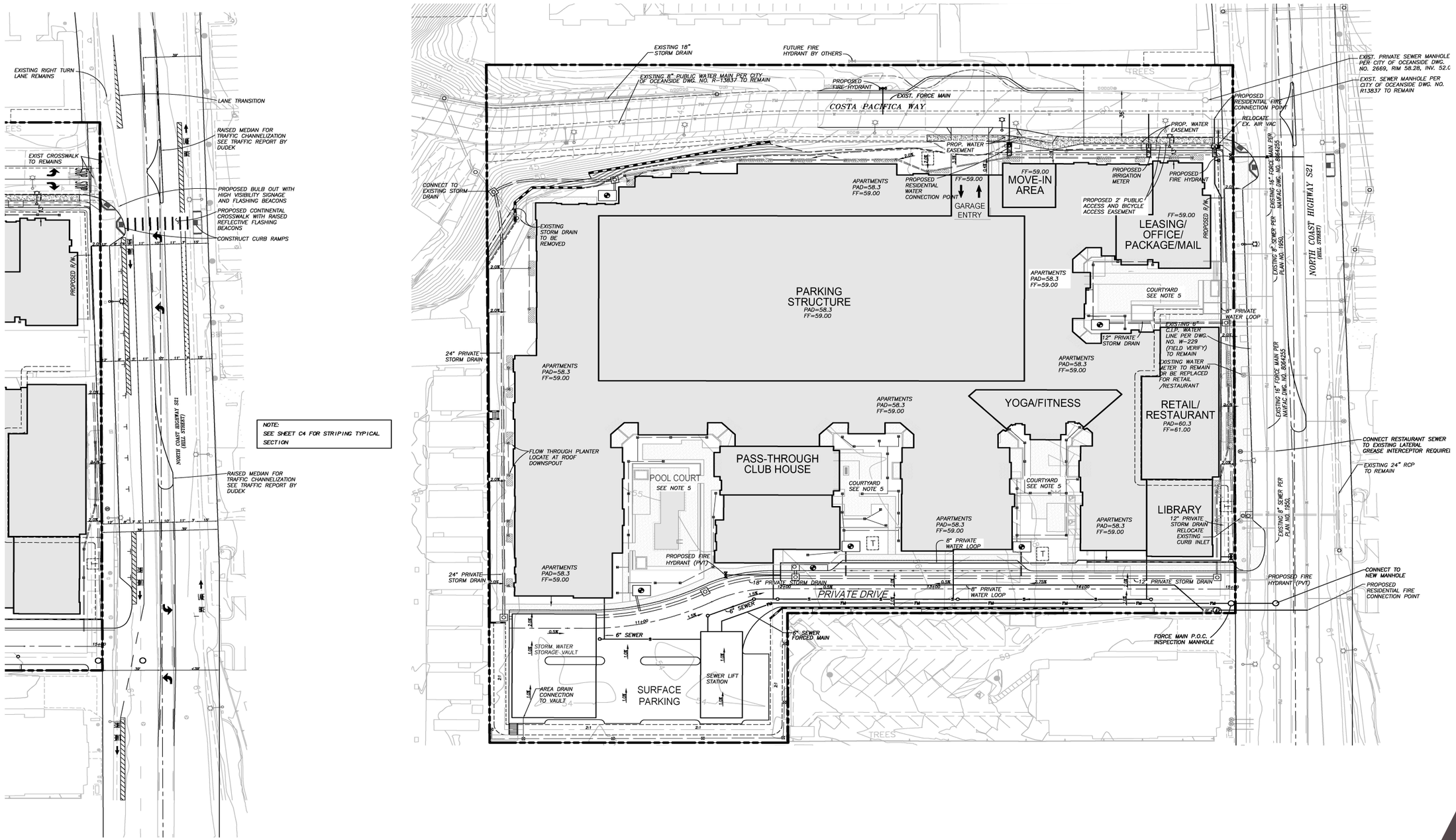
DUDEK

FIGURE 3-3

Project Rendering

Alta Oceanside Project

INTENTIONALLY LEFT BLANK



SOURCE: Hunsaker & Associates, 2019

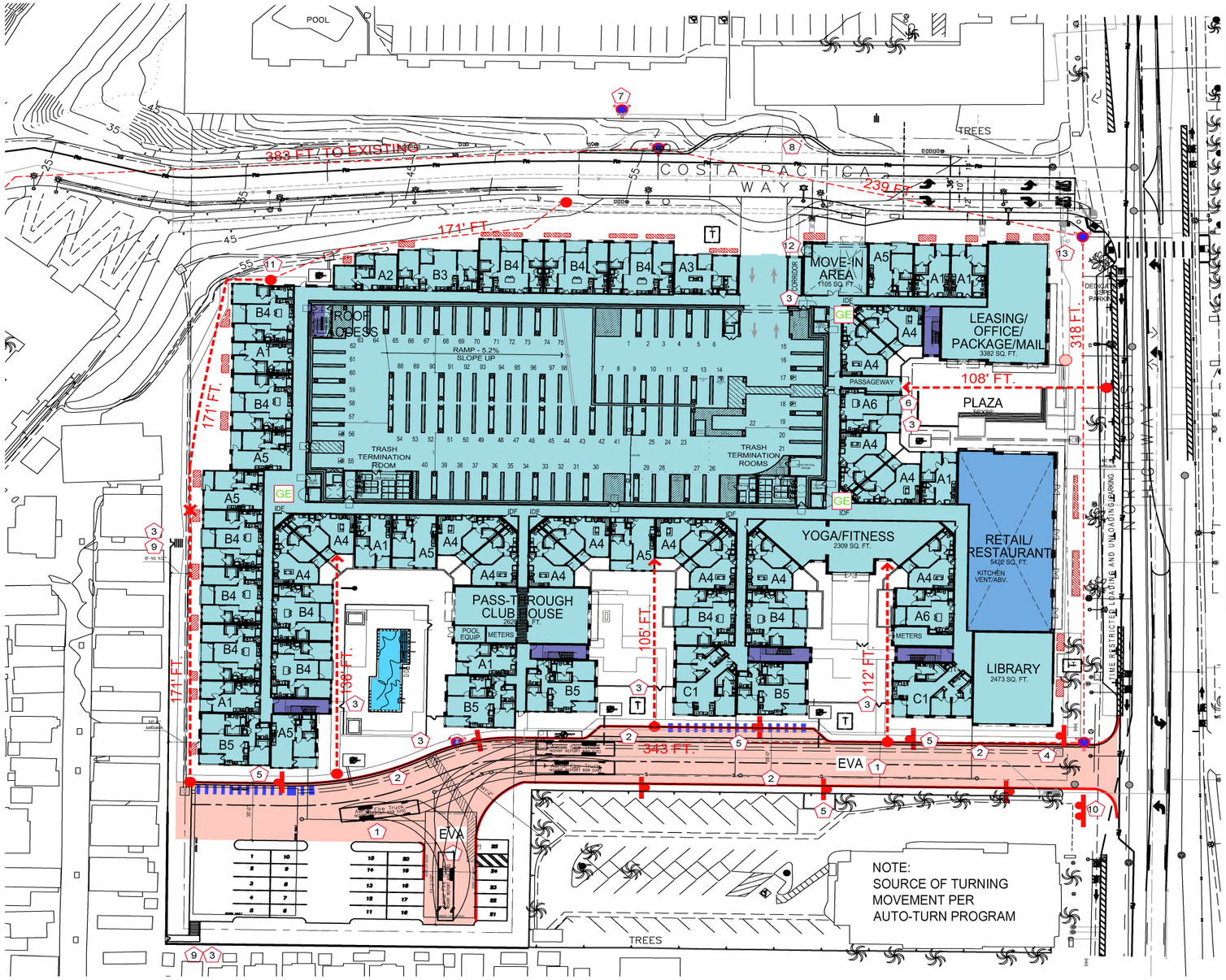
FIGURE3-4

Underground Utilities and Striping Plan

Alta Oceanside Project

DUDEK

INTENTIONALLY LEFT BLANK



LEGEND

- FIRE APPARATUS
- BUILDING ADDRESS IDENTIFICATION LOCATIONS WITH MINIMUM OF 4" HIGH WITH MINIMUM STROKE WIDTH OF 1/2". FINAL COUNT AND LOCATION SHALL BE FINALIZED WITH THE LOCAL JURISDICTION AND THE FIRE CODE OFFICIAL
- GURNEY SIZED ELEVATOR(S)
- PLANTERS
- FIRE LANE SIGN PER DETAIL
- FIRE LANE ENTRANCE SIGN
- NEW PUBLIC FIRE HYDRANT
- HOSE PULL
- AERIAL TRUCK LADDER ACCESS TO BUILDING (REFER TO DETAIL)
- BUILDING FOOTPRINT - RESIDENTIAL (1 HOUR RATED CORRIDOR & UNITS)
- EXIT STAIR - ROOF ACCESS WHERE NOTED (2 HOUR RATED)
- 28'-0" WIDE PAVED FIRELANE

SOURCE: Architects Orange 2019

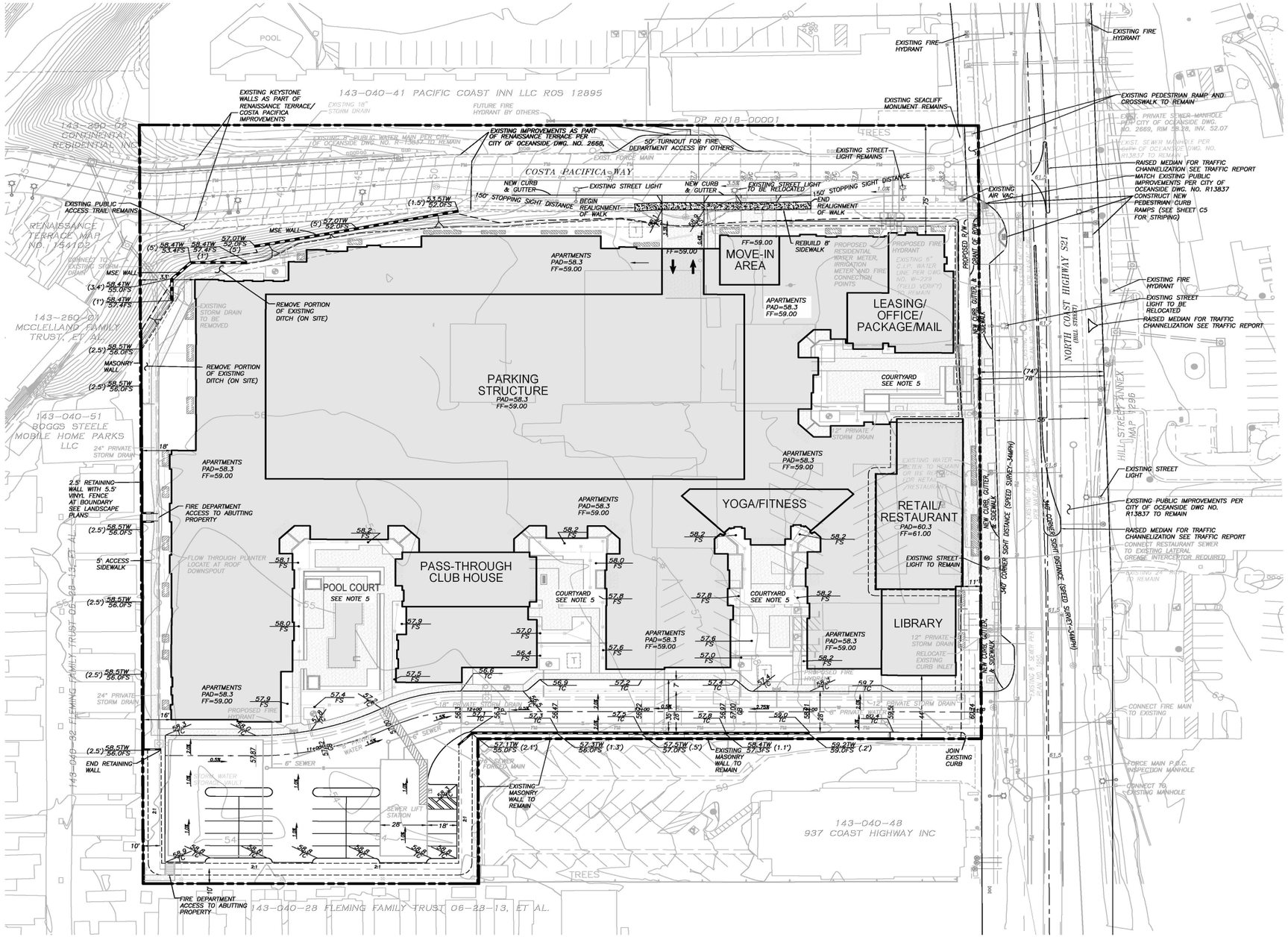
DUDEK

FIGURE3-5

Fire Access Plan

Alta Oceanside Project

INTENTIONALLY LEFT BLANK



SOURCE: Hunsaker & Associates, 2019

FIGURE3-6

Grading Plan

Alta Oceanside Project

DUDEK

INTENTIONALLY LEFT BLANK