AGENDA
OCEANSIDE DEVELOPER'S CONFERENCE

Tuesday, June 4, 2013, 9:00 a.m.
Guajome Conference Room

1. 9:00 a.m. - 10:00 a.m. Discussion of a proposed low volume green warm mix asphalt manufacturing plant located at 2609 Industry Street.

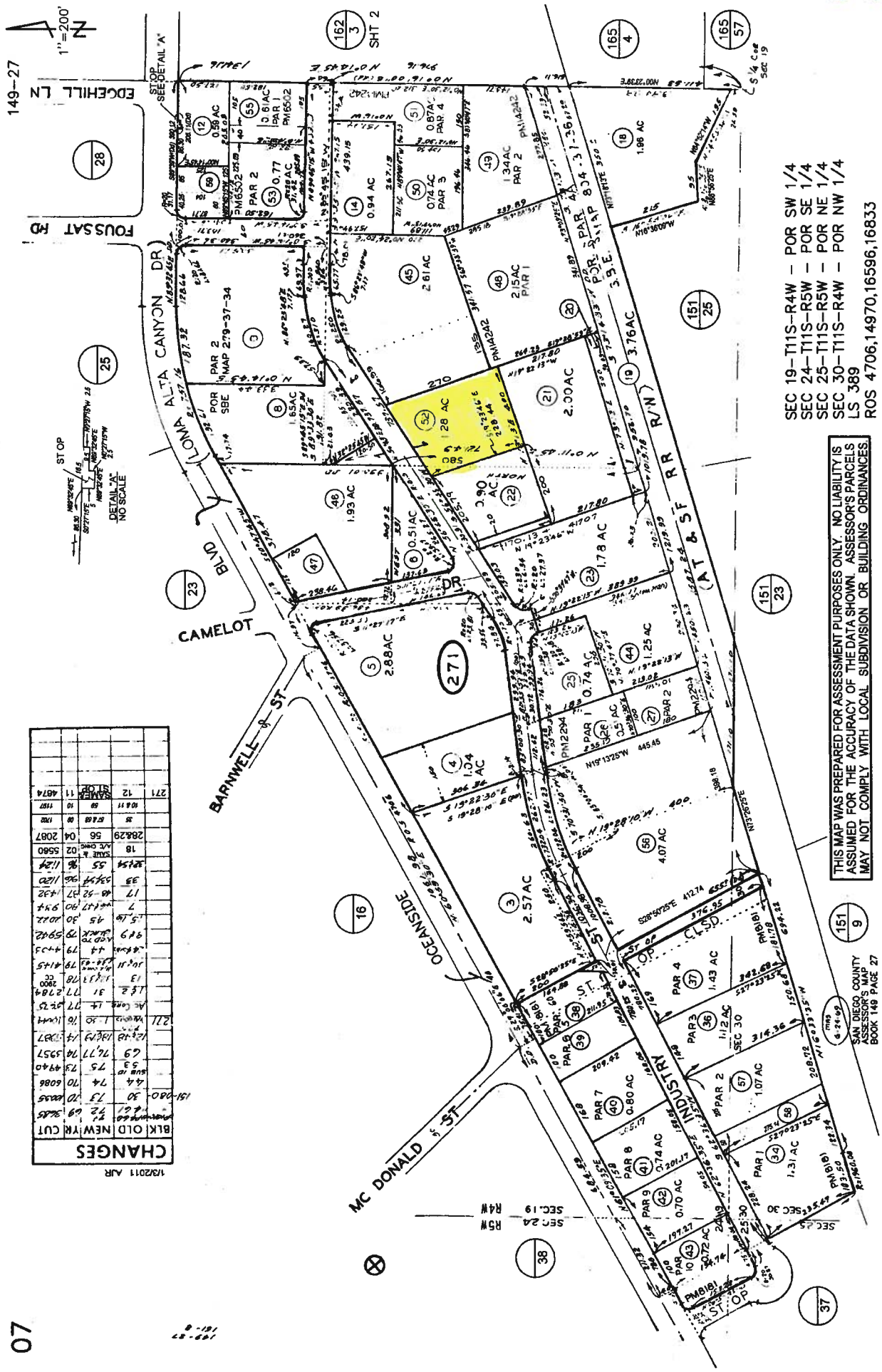
Zoning: IG (General Industrial)
Land Use: GI (General Industrial)
Neighborhood Area: Loma Alta
Assessor Parcel Number: 149-271-52-00
Contact Person: Peter H. Pouwels
Tel.: 951-529-6776
Email: phpouels@gmail.com

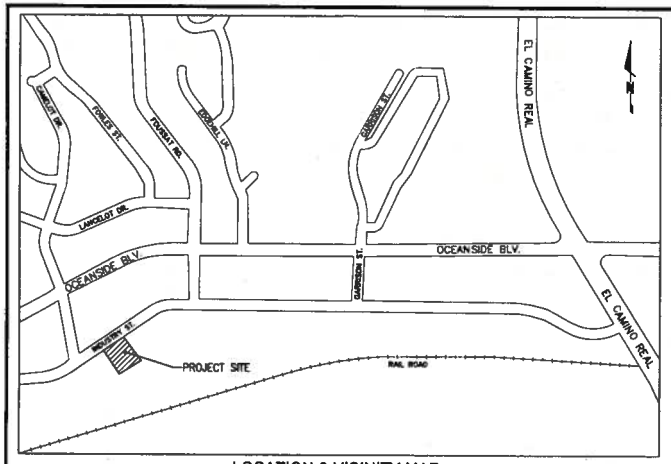
2. 10:00 a.m. - 11:00 a.m. Discussion of 15 attached units and 2 single-family dwelling units on 1.76-acres property located on Crouch Street.

Zoning: RS (Residential Single Family)
Land Use: SFD-R (Single Family Detached Residential)
Neighborhood Area: Loma Alta
Assessor Parcel Number: 149-350-48, 49, 50
Contact Person: Rod Bradley
Tel.: 760-931-8700
Email: rbradley@bhaincsd.com

Attachments:
1. Maps
2. Project Description Letter
3. Proposed Elevations

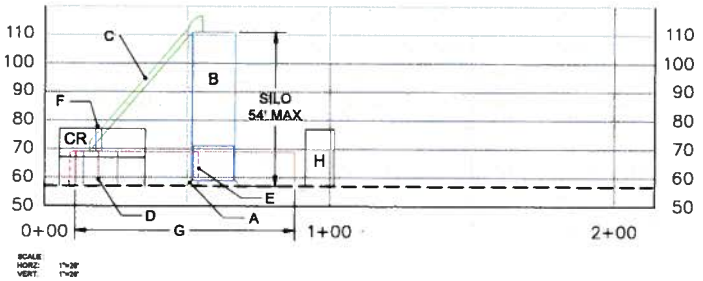
ITEM (1)


1"=200'
149-27
EDGEHILL LN
FOUSSAT RD
LOMA ALTA CANYON DR
BLVD
CAMELOT DR
BARNWELL ST
OCEANSIDE BLVD
MC DONALD ST
INDUSTRY ST
A.T. & S.F. R.R. R/W
SEC 19-T11S-R4W - POR SW 1/4
SEC 24-T11S-R5W - POR SE 1/4
SEC 25-T11S-R5W - POR NE 1/4
SEC 30-T11S-R4W - POR NW 1/4
LS 389
ROS 4706,14970,16596,16833
THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCELS MAY NOT COMPLY WITH LOCAL SUBDIVISION OR BUILDING ORDINANCES.
SAN DIEGO COUNTY ASSESSOR'S MAP BOOK 149 PAGE 27
CHANGES
BLK OLD NEW YR CUT
1/3/2011 ARR
07

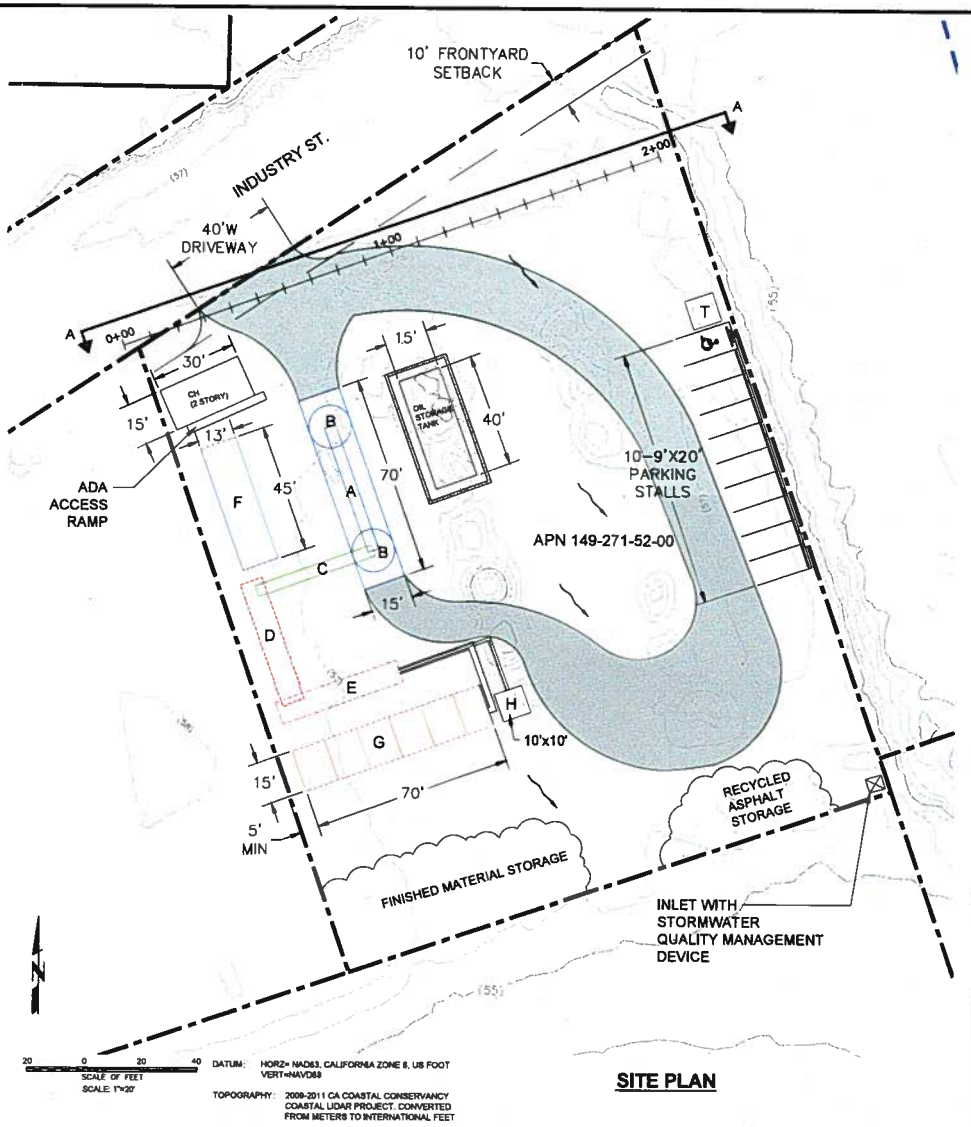


LOCATION & VICINITY MAP

SCALE=N.T.S.



SECTION A-A: ELEVATION VIEW



DATUM: HORZ= NAD83, CALIFORNIA ZONE 6, US FOOT
VERT=NAVD88

TOPOGRAPHY: 2009-2011 CA COASTAL CONSERVANCY COASTAL LIDAR PROJECT. CONVERTED FROM METERS TO INTERNATIONAL FEET

SITE PLAN

LEGEND

- EXISTING CONTOURS
- SITE BOUNDARY
- PROPERTY LINES
- FEMA BASE FLOOD ELEVATIONS
- A = 70' TRUCK SCALE
- B = 75 TON SILOS
- C = DRAG SLAT
- D = COATER
- E = DRYER DRUM
- F = BAGHOUSE
- G = COLD FEED
- H = RAP FEED
- CH = CONTROL HOUSE WITH RESTROOM(S)
- T = TRASH ENCLOSURE
- OVERALL SITE SLOPE DIRECTION
- TRUCK CIRCULATION PATH

GENERAL NOTES

-

SESPE CONSULTING, INC.
468 Poli Street, Ste.2E • Ventura, CA 93001
(805) 275-1515 www.Sespeconsulting.com

HEATHER M. O'CONNELL R.C.E. 73118 EXP. 12-31-2013 DATE

OWNER / APPLICANT
GEORGE WEIR ASPHALT CONSTRUCTION
519 METCALF STREET ESCONDIDO, CA

LAND USE CONSULTANT
SESPE CONSULTING, INC.
468 POLI STREET, SUITE 2E
VENTURA, CALIFORNIA 93001
(805) 275-1515
CONTACT: HEATHER O'CONNELL

REVISIONS

2609 INDUSTRY STREET
OCEANSIDE, CA

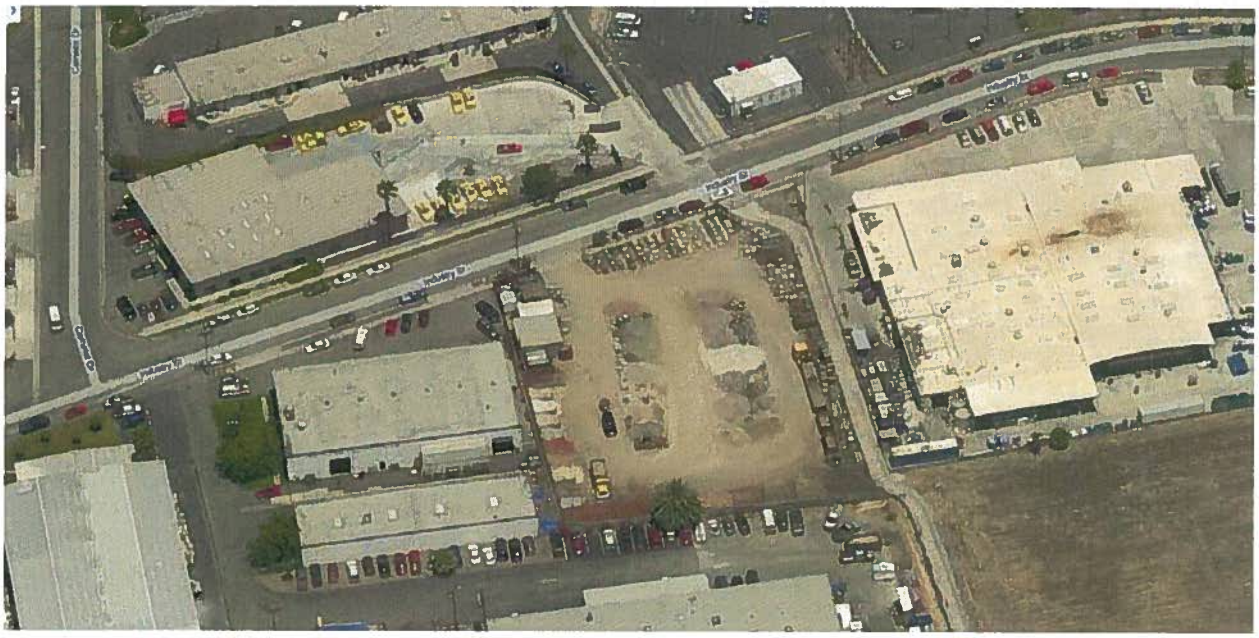
SITE PLAN

FIGURE NUMBER
1 OF 1

Plot Date: E:\SESPE\2847 Industry Street Oceanside\Site Plan3.dwg May 20, 2013, 3:44pm Guillaume-PC

George Weir Asphalt Construction Co., Inc.

Developer's Conference: June 4, 2013 9:00 a.m. – City of Oceanside City Hall



APN:	149-271-52-00
Address:	2609 Industry Street, Oceanside, California
Site Area:	50,000 square foot lot
Use:	Currently the site of Argo Materials (outside storage)
General Plan:	Zoned IG
Proposed Use:	Low volume, "Green" Warm Mix Asphalt manufacturing plant (see project description)

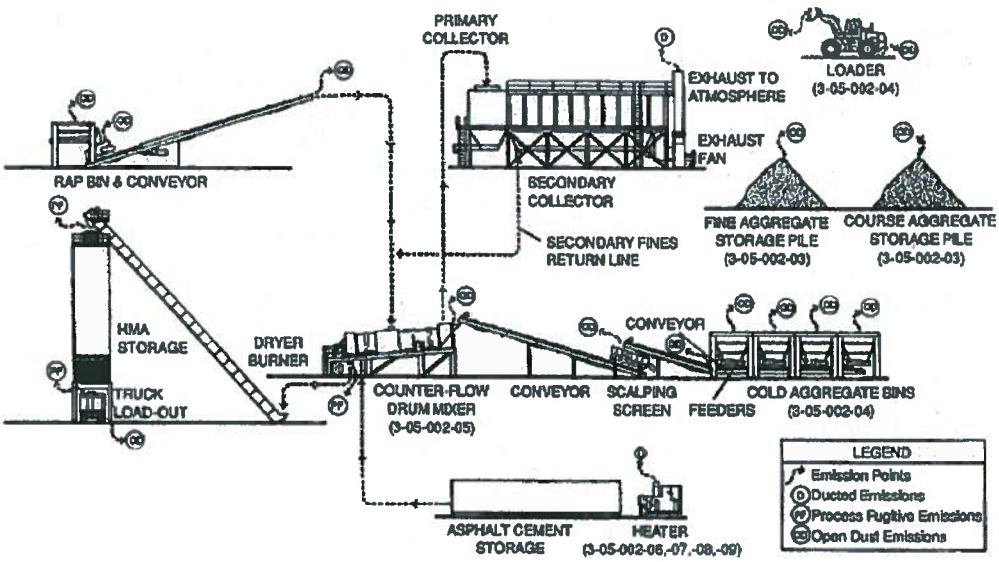
OCEANSIDE WARM MIX ASPHALT
PROJECT DESCRIPTION

George Weir Asphalt Construction Co., Inc. (GWA) is proposing to erect and install a Warm Mix Asphalt plant on the property located at 2609 Industry Street in the City of Oceanside. GWA has been providing construction materials services in North County San Diego for over 30 years. GWA operates a Warm Mix Asphalt plant in the City of Escondido which has provided warm mix for a number of paving jobs, both Public and Private. GWA has the ability to complete projects in a manner which reduces Green House Gas emissions because of the following: a) GWA's dump truck fleet has been replaced with new trucks to comply with CARB requirements related to NOx, PM10 and SOx; b) the Warm Mix plant does not create blue smoke and consistently operates below all allowable regulatory thresholds for various air constituents; c) GWA uses Recycled Asphalt Pavement (RAP) in its mixes, thus reducing the need for new aggregates and oil while recycling old pavements into new; d) GWA utilizes 100% recycled base materials for full depth roadway repair jobs; e) the non-recycled aggregates (rock and sand) used in the Warm Mix come from GWA's quarry in nearby San Pasqual Valley, thus reducing the impact of hauling aggregates long distances or from out of County sources.

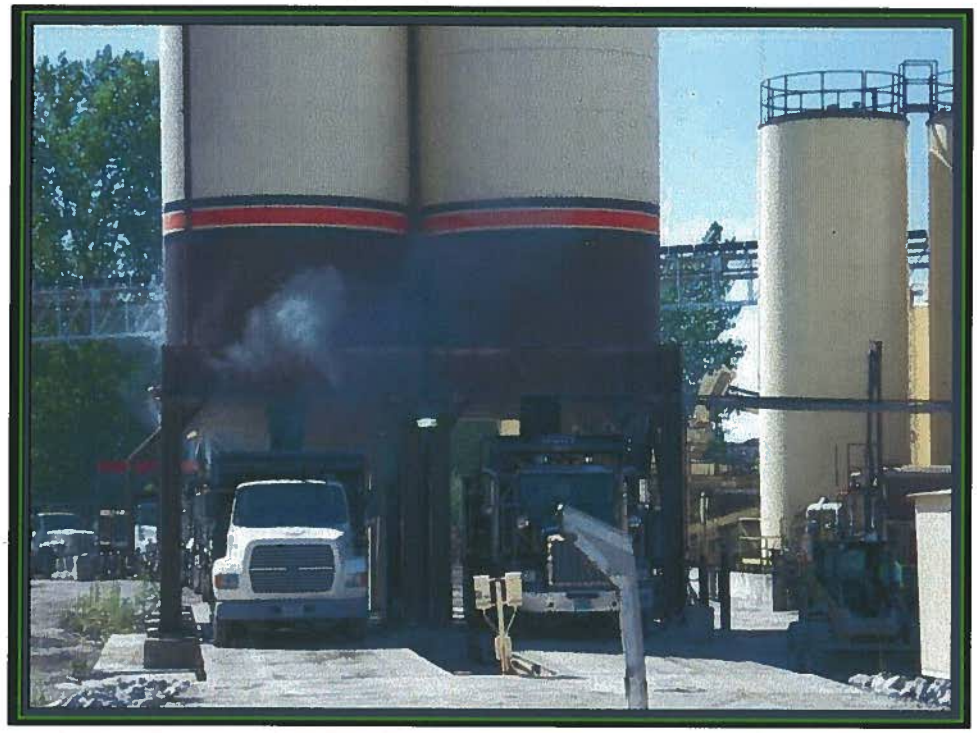
GWA proposes to replicate what it has established in Escondido but on a much smaller basis. The Oceanside Warm Mix Asphalt plant will only produce a few hundred tons per day with a maximum annual amount estimated at just below one hundred thousand tons. The concept is to establish a local, boutique plant which will cater to the needs of Oceanside as well as Camp Pendleton. With a lower volume plant, the impacts are expected to be less than significant. GWA has long been a supporter of the City of Oceanside and GWA currently operates a Construction and Demolition (C&D) recycling site under a sub-license to the City at El Corazon.

The manufacture of Warm Mix Asphalt (WMA) involves the mixing of aggregate materials (crushed rock, sand, and dust) with asphalt oil (a refinery product which acts as the glue for the hot mix paving material) through the WMA plant facility. The asphalt oil is injected with a small percentage of water at the site which creates a foaming effect. The foamed asphalt oil provides better coating of the aggregate materials and accomplishes this at significantly lower temperatures than conventional hot mix asphalt, with lower natural gas consumption and related emissions. Aggregates will be brought to the Industry Street site via on-highway dump trucks and deposited at the site. A front-end loader will feed the aggregate into storage bins with an under-conveyor system. The under-conveyor will move pre-measured (by weight) aggregates into a dryer drum. The dryer drum has a natural gas flame burner which serves to heat the aggregates (typically to 250 to 280 degrees Fahrenheit) so as to remove all surface and sub-surface moisture in the rock and sand. The dryer drum rotates and contains metal plates which lift the aggregate and move it through the drum toward an outlet chute. This chute then gravity feeds the heated aggregate into another drum which is called a "coater". The coater drum rotates the heated aggregate while the foamed asphalt oil is introduced into it and onto the

aggregate. The aggregate and foamed oil are mixed together, resulting in the finished Warm Mix paving material. The Warm Mix material moves out of the drum onto a long, slatted (nearly vertical) enclosed conveyor, which carries the finished paving mix up and into one of the three low-profile, finished product silos. These silos are situated over certified truck scales. Hydraulic gates on the bottom of the silos open to discharge the finished paving material into a waiting truck below. The entire system of manufacture described above is completely sealed and closed, such that all dusts are captured and returned to the mix. Below is a typical layout of a drum mix plant schematic and the various components involved with the manufacturing process.



Various emissions are produced during the manufacturing process, including PM10, NOx, CO and Blue Smoke (which results from the oxidation of the hot oil). Numerous controls exist on conventional hot mix asphalt plants to manage these emissions and keep them within the permit guidelines and requirements of the San Diego Air Pollution Control District (SDAPCD). The Warm Mix technology differs from conventional processes because the lower temperatures pervade the process, from manufacture to placement. By utilizing the water based foaming system, dryer heating temperatures are greatly reduced (30 to 50 degrees F) without sacrificing finished pavement material quality. The lower mixing temperatures all but eliminate the Blue Smoke effect during load out. At the refinery, light oils are either put in asphalt or left in asphalt during refining. These light oils boil at temperatures above 285 degrees F. By mixing at below 285 degrees F, the boiling point is never reached thus eliminating smoke (vapor) and the corresponding smell or odors associated with conventional mix. The photo below shows the difference of conventional asphalt loaded into a truck on the left versus WMA loaded into a truck on the right.



SILO LOADOUT

Left: Conventional HMA **Right: WMA**

Lower mixing temperatures also reduce natural gas consumption and the associated NOx and CO emissions. Additionally, finished Warm Mix products can be stored in the finished product silos for up to three days, thus GWA can control the number of days which the WMA plant operates based on customer demands. In other words, Weir can reduce the number of production days while still meeting its customers' needs.

In summary, WMA benefits to the environment, when compared to conventional hot mix are:

- CO2 reduced 30-40%
- SO2 reduced 35%
- VOC reduced 50%
- CO reduced 10-30%
- NOx reduced 60-70%
- Dust reduced 20-25%

An integral component in controlling dusts created during the manufacturing process is a control device called the baghouse. The baghouse is a rectangular structure which contains hundreds of fabric filter bags, collectively capable of 99.99% dust control efficiency. As process air moves from the drum through a system of ductwork, and into the baghouse, the dust collects on the bags and is trapped. A pulse valve shakes each bag, allowing the dust to drop to the V-shaped floor of the baghouse. An enclosed metal screw mechanically moves the dust out of the baghouse and into a device which then re-introduces the dust into the drum for use in the finished pavement material. Again, this control system is completely enclosed and sealed to capture and minimize PM10.

The site will have finished product silos which will store the WMA after manufacture and before delivery. Typically, these silos are 60 to 70 feet above ground level. At the Industry site, GWA proposes to utilize low-profile silos (45 to 55 feet above ground level) to minimize the aesthetic and visual impacts of the plant site. GWA will also provide suggested colors and tones for the City's consideration and approval which will allow the silos to blend in to the area environs. GWA is very willing to work with homeowner groups for input on ways and means of improving the aesthetics of the site during the permitting process.

Site dust from truck traffic will be controlled by either paving all travel ways or using an approved dust palliative and the use of water. Additionally, all trucks leaving the site will exit through a tire wash station which GWA instituted at its Escondido site. This captures all of the dirt and dust from truck tires and minimizes any track out of materials onto Industry Street. It also greatly reduces potential for kicking rocks onto vehicles during transport. GWA will also employ a street sweeper both on and off-site to enhance its dust control efforts for the site.

Another important component to the proposed WMA plant for this site is the use of recycled asphalt product (RAP) in the mixes. The proposed WMA has RAP capability of up to 50%. The RAP capability acts to promote recycled materials which results in lowering the demand for virgin aggregate and asphalt oil materials along with the commensurate reduction of Green House Gas emissions associated with mining and refining. RAP mixes also aid in reducing the number of tons of used asphalt going into Landfills, thus conserving valuable space for household waste.

The asphalt oil used in the manufacture of WMA will be stored on-site in a 25,000 gallon above-ground horizontal storage tank with adequate secondary containment. It should be noted that asphalt oil is stored in a heated state and once it reaches ambient temperature, it does not flow nor seep into the ground, in contrast to petroleum products such as gasoline or diesel. Nevertheless, GWA will provide adequate secondary containment in the form of an enclosed block wall surrounding the tank to capture and control any leaks and spills.

GWA does not propose any fuel storage on the proposed site. Rather, equipment will be fueled on-site by a mobile fuel truck and serviced off-site at GWA's maintenance facilities in Escondido. Wet-fueling will be accomplished using company or outside vendor fuel trucks. Some hazardous materials will be stored on site but will be contained in full compliance with the City of Oceanside Health Services requirements and in accordance with all associated permits, including CUPA. Best management practices (BMP's) will be employed for the entire site relative to materials handling and storage. The site will have an approved SWPPP, and will control all on-site runoff in a manner to minimize or eliminate any impacts to Loma Alta Creek. The site design will accommodate off-sets of development to the Creek and maintain appropriate buffers as required by the City of Oceanside and other stakeholder groups and agencies.

Proposed operating hours of the WMA plant will typically be 7:00 a.m. to 4:00 p.m., Monday through Friday, with the only exceptions (sporadic night or weekend work) by job necessity and prior notice to the City of Oceanside. Site operating hours (for loading and delivery of materials) are proposed to be 6:00 a.m. through 10:00 p.m. Monday through Saturday to allow for off-peak deliveries, thus minimizing impacts to commuter traffic.

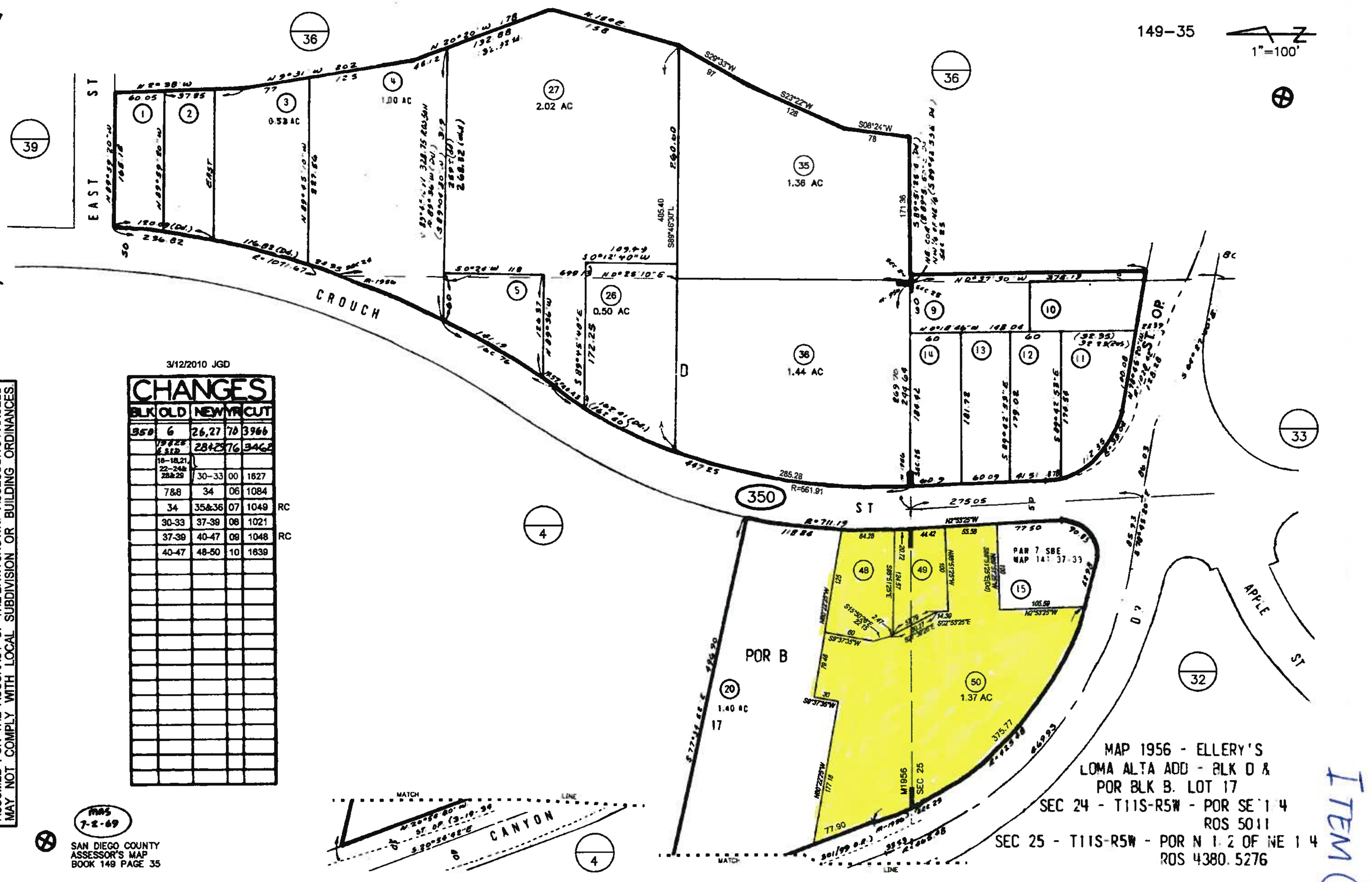
On-site material storage will be compartmentalized in open, three sided bins. Materials will be delivered to the site by on-highway trucks and off-loaded and stored in these open bins. Dust will be controlled primarily by use of water suppression (as per SDAPCD requirements) and by virtue of the three sided bins. The on-site front-end loader moves the stored materials into a separate aggregate storage bin system (known as the 'cold feed system') which transports the various aggregates into the HMA plant via a conveyor belt. All transfer points will be controlled and monitored for compliance with SDAPCD rules. The cold feed system has scales which pre-measure the quantity of various materials which enter the drum of the WMA plant. Very little waste is created in the WMA manufacturing process, thus enhancing the efficiency of the operation. Because the proposed WMA will operate on a smaller scale than most other facilities, the overall impacts to adjacent businesses and residents will be minimized.

All equipment and processes listed above will be subject to an approved permit issued by the San Diego Air Pollution Control District. An air analysis will be performed proving up the compliance of each component along with the associated control device(s). GWA's operation with this plant has already complied with the more stringent air requirements of the City of Escondido for a number of years.

Lastly, GWA will enhance this property through its proposed WMA plant by providing adequate frontage improvements, landscaping, screening as deemed necessary by the City of Oceanside, and permanent protection of Loma Alta Creek to the south. GWA also will provide new employment (3 to 4 new positions) as well as new revenue streams to the City through sales tax revenue for all material sold from the Industry Street location.

GWA will preserve the small and local business touch that the General Plan seeks to develop in the General Industrial zone through this proposed project. GWA will also provide the City of Oceanside with services and support in the same fashion as GWA performs for the City of Escondido.

ITEM 2



3/12/2010 JGD

CHANGES

BLK	OLD	NEW	YR	CUT	
350	6	26,27	70	3966	
	19&26 6 SID	28&25	76	3462	
	18–18,21, 22–24& 28&29	30–33	00	1627	
	7&8	34	06	1084	
	34	35&36	07	1049	RC
	30-33	37-39	08	1021	
	37-39	40-47	08	1048	RC
	40-47	48-50	10	1639	

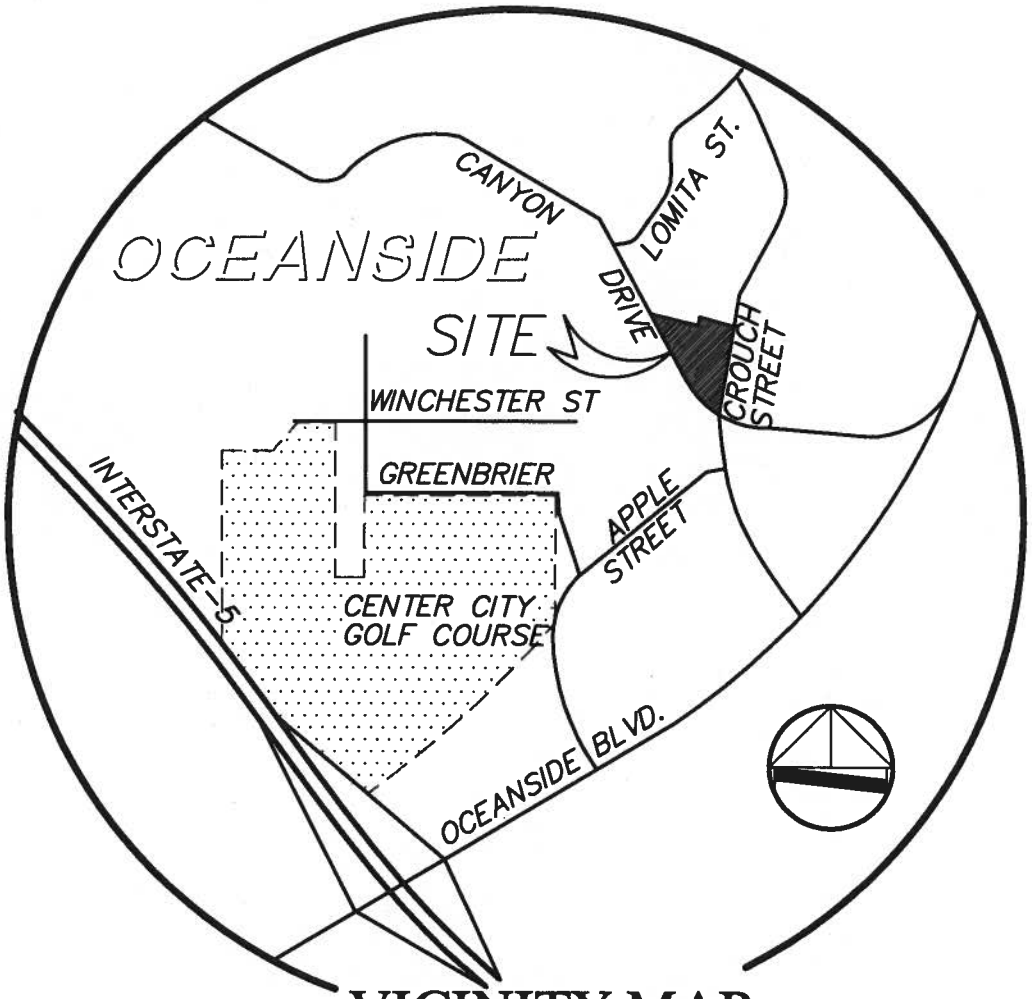
THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCELS MAY NOT COMPLY WITH LOCAL SUBDIVISION OR BUILDING ORDINANCES.

mas 7-2-69

SAN DIEGO COUNTY ASSESSOR'S MAP BOOK 149 PAGE 35

VENTANA
PROJECT DESCRIPTION

APN:	149-350-48, 49 and 50
Zoning:	Multi Family - Single Family
Parcel Size:	1.76 AC
Number of Units:	15
Access:	Crouch Street
General Plan:	RMB/RS
Proposal Density:	14.3 DU's/AC
Neighborhood:	Loma Alta
Grading:	12,800 CY Cut 3,000 CY Fill 9,800 CY Export
Project History:	This project has been redesigned from a previous project that was denied by the City Council in May of 2006. The previous project was a garden style condominium project, with the main access off of South Canyon Drive.
Current Project:	Is comprised of fifteen (15) attached units (duplex/triplex) and two (2) single family dwellings. The primary access is off of Crouch Street.

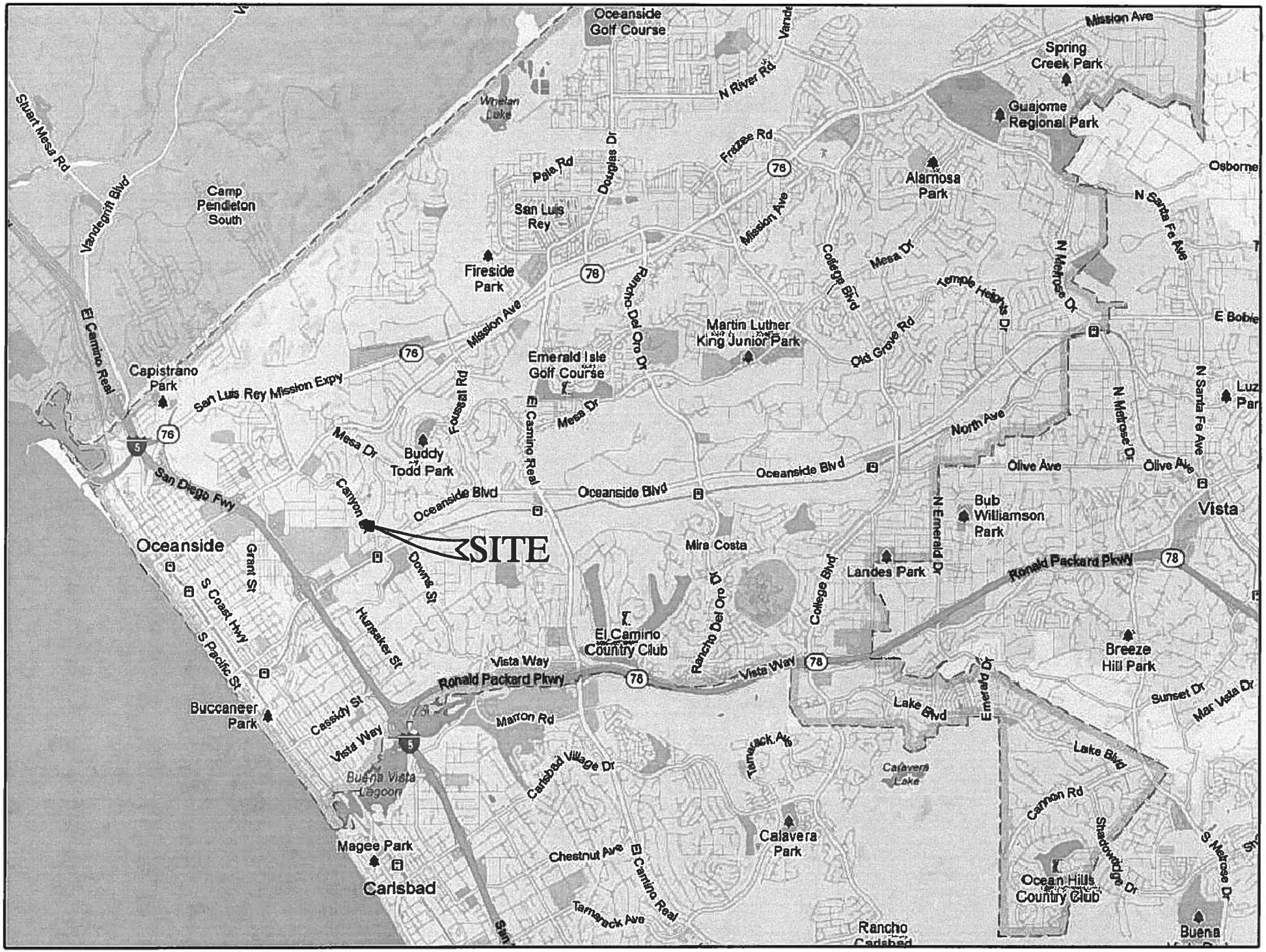


VICINITY MAP

NO SCALE
TB 1086-D7

bHA, Inc.
land planning, civil engineering, surveying

5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700


SITE
Oceanside Golf Course
Spring Creek Park
Guajome Regional Park
Alamosa Park
Osborne
Camp Pendleton South
San Luis Rey
Fireside Park
Martin Luther King Junior Park
Emerald Isle Golf Course
Capistrano Park
Buddy Todd Park
Bub Williamson Park
Landes Park
Vista
Oceanside
Mira Costa
El Camino Country Club
Breeze Hill Park
Buccaneer Park
Buena Vista Lagoon
Magee Park
Carlsbad
Calavera Park
Ocean Hills Country Club
Rancho Carlsbad
Buena
Stuart Mesa Rd
Vandegrift Blvd
El Camino Real
San Luis Rey Mission Expy
San Diego Fwy
Mission Ave
N River Rd
Frazee Rd
Pala Rd
Douglas Dr
Foussat Rd
Rancho Del Oro Dr
Mesa Dr
College Blvd
Old Grove Rd
Temple Heights Dr
N Melrose Dr
N Santa Fe Ave
North Ave
Olive Ave
Oceanside Blvd
Canyon
Downs St
Grant St
S Coast Hwy
S Pacific St
Hunsaker St
Vista Way
Ronald Packard Pkwy
Cassidy St
Marron Rd
Carlsbad Village Dr
Rancho Del Oro Dr
N Emerald Dr
Lake Blvd
Tamarack Ave
Cannon Rd
Chestnut Ave
Tamarack Ave
Sunset Dr
Mar Vista Dr
Shadowridge Dr
S Melrose Dr
76
78
5

Google earth

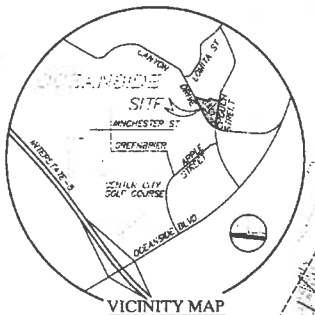
feet 1000

meters 500

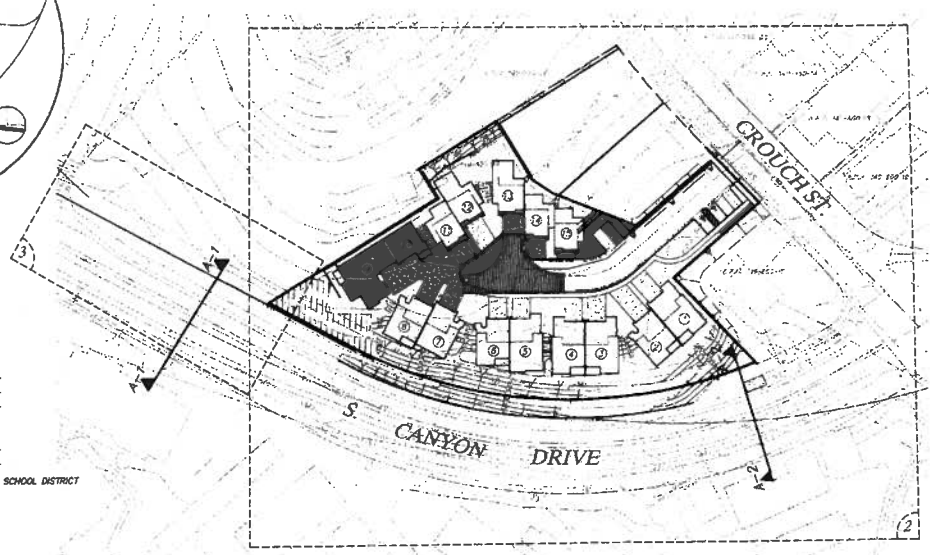
TENTATIVE MAP & SITE DEVELOPMENT PLAN FOR
VENTANA CONDOMINIUMS
CITY OF OCEANSIDE

LEGEND

PROJECT BOUNDARY
EXISTING LOT LINES
EXISTING RIGHT-OF-WAY
EXISTING WATER LINE
EXISTING SEWER LINE
EXISTING GAS LINE
EXISTING CENTER LINE
EXISTING CURB & GUTTER
EXISTING CONTOUR MAJOR
EXISTING CONTOUR MINOR
PROPOSED SPOT ELEVATION
PROPOSED SIDEWALK
PROPOSED SEWER LINE
PROPOSED SEWER MANHOLE
PROPOSED CATCH BASIN /CURB INLET
PROP DRIVEWAY APRON (G-14 A)
PROPOSED CURB & GUTTER
PROPOSED PAVEMENT
PROPOSED TRASH ENCLOSURE
PROPOSED WALK WAY
PROPOSED FIRE HYDRANT
EXISTING FIRE HYDRANT
EXISTING STREET LIGHT
PROPOSED RETAINING WALL
PROPOSED UNIT NUMBER
PROPOSED CONCRETE



VICINITY MAP
NO SCALE
TB 1086-D7



SCALE: 1" = 50'

KEY MAP

CONDOMINIUM NOTE:

THIS IS A MAP OF A CONDOMINIUM PROJECT AS DEFINED IN SECTION 1351 OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND IS FILED PURSUANT TO THE SUBDIVISION MAP ACT.

HYDROLOGY AND HYDRAULIC REPORT

SEE HYDROLOGY AND HYDRAULIC REPORT SIGNED BY BHA, INC. DATED DECEMBER 15, 2004 & REVISED AUGUST 26, 2005

GEOTECHNICAL REPORT

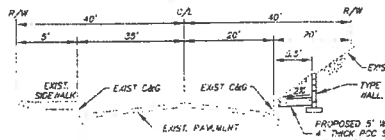
SEE REPORT OF GEOTECHNICAL INVESTIGATION, BY: WESTERN SOIL AND FOUNDATION ENGINEERING, INC. 423 HALE AVENUE, ESCONDIDO, CA. 92029 AS JOB #04-01-08, DATED DECEMBER 20, 2004

FEMA NOTE:

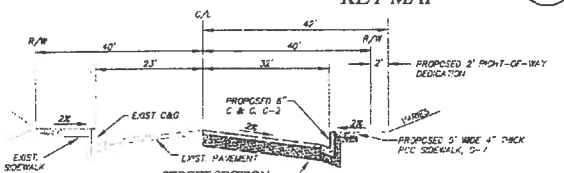
FEMA ZONE X, AREAS OF 500-YEAR FLOOD; AREAS OF 100-YEAR FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE, AND AREAS PROTECTED LEVEES FROM 100-YEAR FLOOD.

PUBLIC UTILITIES

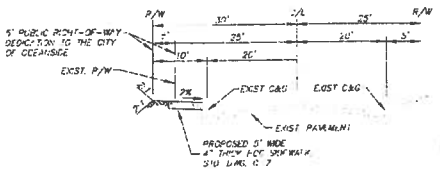
WATER SUPPLY	CITY OF OCEANSIDE
SEWER	CITY OF OCEANSIDE
STORM DRAIN	CITY OF OCEANSIDE
GAS & ELECTRIC	S.D.G.&E.
TELEPHONE	SBC
FIRE	CITY OF OCEANSIDE
POLICE	CITY OF OCEANSIDE
SCHOOLS	OCEANSIDE UNIFIED SCHOOL DISTRICT
CABLE	COX CABLE



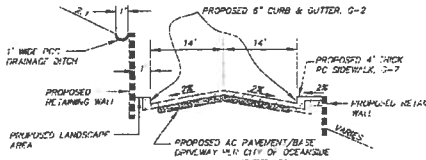
STREET SECTION
CANYON DRIVE
N.T.S.
(KEY MAP SECTION A-1)



STREET SECTION
CANYON DRIVE
N.T.S.
(KEY MAP SECTION A-2)



STREET SECTION
CROUCH STREET
N.T.S.



DRIVEWAY DETAIL
N.T.S.

GENERAL DESIGN NOTES:

1. ALL STREET DESIGNS CONFORM TO THE CITY OF OCEANSIDE DESIGN STANDARDS AND AS REQUIRED BY THE CITY OF OCEANSIDE ENGINEER.
2. ONSITE SEWER TO BE PRIVATE. ONSITE WATER TO BE PRIVATE. INDIVIDUAL WATER SERVICES FOR LOTS 1-3, TO BE PUBLIC SERVICE METERS.
3. ALL PROPOSED UTILITIES TO BE UNDERGROUND.
4. SLOPE RATIOS SHALL BE 1-1/2:1 MAX./2:1 MAX
5. CONTOUR INTERVAL IS 1'
6. GRADING QUANTITIES: CUT: 12,800 CY
   FILL: 3000 CY
   EXP: 9,800 CY
7. AREA OF GRADING: 1.40 AC
8. CUBIC YARDAGE OF GRADING PER GRADED ACRE: 8,991 CY/AC
9. SETBACKS: (MINIMUM) FRONT: 20'
   REAR: 15'
   SIDE: 7.5' (5' - 10' @ MULTI-FAMILY)
   CORNER SIDE: 10' (RESIDENTIAL ONLY)
10. SOURCE OF TOPOGRAPHY: FLOWN TOPOGRAPHY

BENCHMARK:

CITY OF OCEANSIDE BENCHMARK: D-52
BRASS DISC STAMPED "COS BM D-52" TOP OF THE CURB OF SOUTHERLY TOP OF "T" DRIVEWAY OF SILVER OAKS APARTMENTS. 367 CANYON DRIVE
ELEV. 55.595 DATUM: NGVD

LEGAL DESCRIPTION:

PORTION OF THE N.W. 1/4 OF THE NE 1/4 OF SECTION 29, T11S, R5W, SBM, TOGETHER WITH A PORTION OF LOT 17 OF ELLERY'S LOMA ALTA ADDITION, MAP 1055. ALL WITHIN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA.

APPLICANT / DEVELOPER:

MICHAEL CREWS COMMERCIAL DEVELOPMENT
ATTN: ANTHONY FROST, PROJECT MANAGER
P.O. BOX 300428
ESCONDIDO, CA. 92030
PHONE: (760) 749-1918

ANTHONY FROST, PROJECT MANAGER FOR MICHAEL CREWS COMM. DEV.

EASEMENT NOTES:

1. SAN DIEGO GAS & ELECTRIC CO., FOR PUBLIC UTILITIES, INGRESS & EGRESS, RECORDED: APRIL 2, 1945, IN BOOK 1945, PAGE 245 OR O.R. (NON-PLOTTABLE)

UNIT TYPES:

UNIT 1	3
UNIT 2	1
UNIT 3	2
UNIT 4	4
UNIT 5	4
UNIT 6	1
TOTAL	15

PUBLIC COURTYARD AREA:

7381S.F.

PRIVATE DECK AREA:

1704 S.F. (UNIT F)

GENERAL NOTES:

1. TOTAL SITE ACREAGE: 1.78 ACRES (78,607 SF)
2. ZONING: MULTI-FAMILY & SINGLE FAMILY
3. GENERAL PLAN DESIGNATION: RMB & RS
4. EXISTING LAND USE: VACANT
   PROPOSED LAND USE: RESIDENTIAL
5. TOTAL NUMBER OF LOTS: 4
6. DWELLING UNITS (PROPOSED): 17 MULTI-FAMILY, 3 SINGLE FAMILY
7. ALLOWED DENSITY: 10-15 DU/AC (RM-B), 3.8-5.9 DU/AC (RS)
   PROPOSED DENSITY: 14.3 DU/AC GROSS (RMB), 5.9 DU/AC GROSS (RS)
8. ASSESSOR'S PARCEL NUMBER:
   149-350-30, 31, 32, 33
9. NEIGHBORHOOD PLANNING AREA: LOMA ALTA
10. GROSS DEVELOPABLE AREA: 1.78 AC (1.25 AC-RMB) (0.51 AC RS)
11. OPEN SPACE: REQ: 6000 SF/PROPOSED: 9095 SF

ENGINEER OF WORK:

bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8760

RONALD L. HOLLOWAY — DATE
RCE 29271

ADDITIONAL DESIGN NOTES

A MINIMUM FIRE FLOW OF 2000 GPM SHALL BE PROVIDED.

BLUE HYDRANT IDENTIFICATION MARKERS SHALL BE PLACED AS PER OCEANSIDE'S ENGINEERS DESIGN AND PROCESSING MANUAL STANDARD DRAWING NO. M-13.

ALL WEATHER ACCESS ROADS SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING TIME OF CONSTRUCTION PER THE UNIFORM BUILDING CODE.

ALL STREETS LESS THAN 32 FEET WIDE SHALL BE POSTED "NO PARKING FIRE LANE" PER THE CITY VEHICLE CODE.

AN APPROVED FIRE SPRINKLER SYSTEM MUST BE INSTALLED THROUGHOUT EACH BUILDING. THE SYSTEM SHALL BE DESIGNED PER NFPA AND UBC STANDARDS. THE SPRINKLER SYSTEM REQUIRES 24 HOUR SUPERVISION.

NO TREES, STRUCTURES OR BUILDING OVERHANG SHALL BE LOCATED WITHIN ANY WATER OR WASTEWATER UTILITY EASEMENT.

FOR IRRIGATION METERS, PLEASE SEE LANDSCAPE PLANS.

DATE OF PREPARATION:

REVISIONS	DESCRIPTION	DATE

RONALD L. HOLLOWAY — No. 29271 — EXP. 9-31-07 — CIVIL — STATE OF CALIFORNIA

bHA, Inc.
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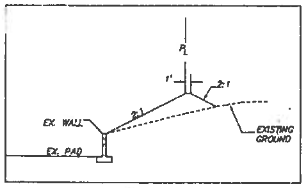
TENTATIVE MAP & SITE DEVELOPMENT PLAN
VENTANA CONDOMINIUMS
CITY OF OCEANSIDE, CALIFORNIA

SHEET 1 OF 3

SEWER DATA				
NO	DELTA OR BRG	RADIUS	LENGTH	REMARKS
1				8" PVC @ 2.0%
2				8" PVC @ 49.0%
3				8" PVC @ 1.0%
4				8" PVC @ 1.0%

STORM DRAIN DATA				
NO	LENGTH	PIPE SIZE	SLOPE	PUBLIC OR PRIVATE
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

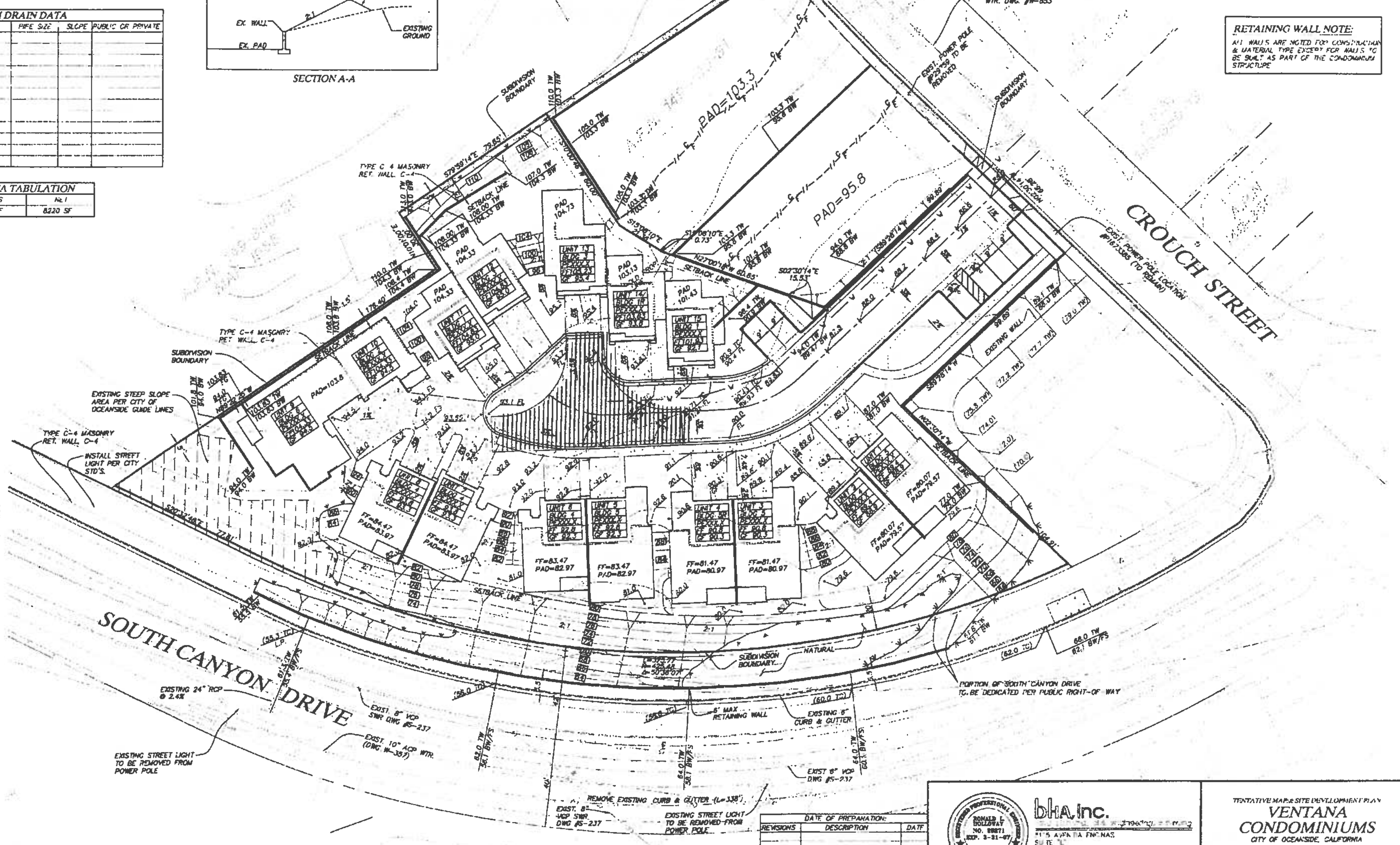
LOT AREA TABULATION		
LOT#	GROSS	NET
1	8220 SF	8220 SF



SECTION A-A

RETAINING WALL NOTE:
ALL WALLS ARE NOTED FOR CONSTRUCTION & MATERIAL TYPE EXCEPT FOR WALLS TO BE BUILT AS PART OF THE CONDOMINIUM STRUCTURE

SCALE: 1" = 20'



CROUCH STREET
SOUTH CANYON DRIVE
PAD=103.3
PAD=95.8
PAD=103.8
SUBDIVISION BOUNDARY
SETBACK LINE
EXISTING WALL
TYPE C-4 MASONRY RET. WALL C-4
EXISTING STEEP SLOPE AREA PER CITY OF OCEANSIDE GUIDE LINES
INSTALL STREET LIGHT PER CITY STD'S.
EXIST. 8" VCP SWR. DWG. #S-239A
EXIST. 12" ACP WTR. DWG. #W-853
EXIST. POWER POLE TO BE REMOVED
EXIST. POWER POLE LOCATION (TO REMAIN)
FF=84.47 PAD=83.97
FF=83.47 PAD=82.97
FF=81.47 PAD=80.97
FF=80.07 PAD=79.57
PORTION OF SOUTH CANYON DRIVE TO BE DEDICATED PER PUBLIC RIGHT-OF-WAY
5' MAX RETAINING WALL
EXISTING 6" CURB & GUTTER
EXIST 8" VCP DWG #S-237
EXIST. 8" VCP SWR DWG #S-237
EXIST. 10" ACP WTR. (DWG W-357)
EXISTING 24" RCP @ 2.4%
EXISTING STREET LIGHT TO BE REMOVED FROM POWER POLE
REMOVE EXISTING CURB & GUTTER (L=338')
NATURAL

SEE SHEET 3 FOR CONTINUATION

DATE OF PREPARATION:		
REVISIONS	DESCRIPTION	DATE

RONALD L. HOLLOWAY No. 28871 EXP. 3-31-07 CIVIL STATE OF CALIFORNIA

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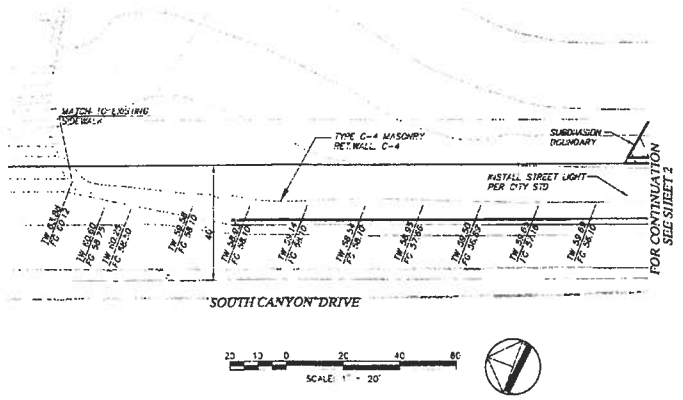
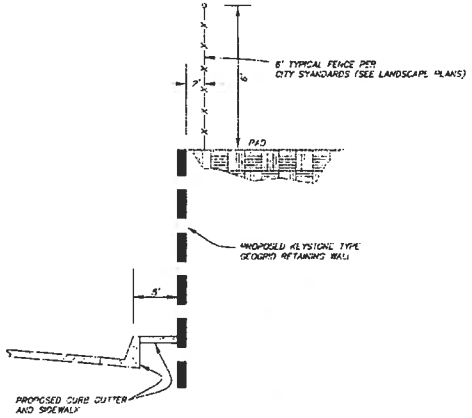
TENTATIVE MAP & SITE DEVELOPMENT PLAN
VENTANA CONDOMINIUMS
CITY OF OCEANSIDE, CALIFORNIA

TENTATIVE MAP & SITE DEVELOPMENT PLAN FOR
VENTANA CONDOMINIUMS
CITY OF OCEANSIDE





SECTION A-A (REAR YARD LOT 2 AND 3)

FENCE AND WALL X-SECTION
N.T.S.

DATE OF PREPARATION:		
REVISIONS	DESCRIPTION	DATE

bHA, Inc.
5115 AVENIDA ENCINAS
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CARLSBAD, CA. 92008-4587
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TENTATIVE MAP & SITE DEVELOPMENT PLAN
VENTANA CONDOMINIUMS
CITY OF OCEANSIDE, CALIFORNIA

SHEET 3 OF 3