
3 Project Description

As required by Section 15124 of the California Environmental Quality Act (CEQA) Guidelines, this section describes the Pacifica Project (project or proposed project), including its precise location and boundaries. This chapter includes a statement of the project objectives; a general description of the project’s technical, economic, and environmental characteristics; a summary of the discretionary actions required to approve the project, including environmental review and consultation with other agencies; and a list of cumulative projects.

3.1 Project Objectives

Section 15124(b) of the CEQA Guidelines requires that an environmental impact report (EIR) include a statement of the project objectives that “include[s] the underlying purpose of the project and may discuss the project benefits.” The following objectives have been identified for the project:

1. Support the housing needs of the City of Oceanside (City) by developing high-quality, workforce housing that balances density with price points and long-term maintenance costs, such that new homes remain financially attainable to entry-level home buyers
2. Maximize residential densities, to the extent feasible, within proximity to transit, education facilities, commercial uses, and trails to reduce reliance on automobiles and potentially minimize greenhouse gas (GHG) emissions
3. Show sensitivity to adjacent properties, open space, and community amenity areas with appropriate setbacks and orientation of buildings and facades
4. Design the community using compatible architectural styles to the existing neighborhood with a scale and treatment that improve the visual image of the surrounding area
5. Create a highly connected and efficient system of sidewalks and pathways layered with a vehicular circulation system that adequately accommodates traffic and connects to the existing neighborhood
6. Provide well-designed common open space areas that are connected throughout the project site while utilizing current water and energy conservation practices
7. Preserve natural land resources by redeveloping underutilized parcels and promoting infill development to reduce urban sprawl

3.2 Project Overview and Major Components

Location and Existing Conditions

The proposed site consists of the former Pacifica Elementary School located at 4991 Macario Drive (Assessor’s Parcel Numbers 122-190-19, 122-190-22, and 157-070-42) and encompasses 14.55 acres (Figure 3-1, Project Location). The proposed project site is located at corner of Monica Circle and Macario Drive. The project site is bound to the north by single-family homes fronting Claire Drive; to the east by single-family homes fronting Roja Drive; to the south by single-family homes fronting North Redondo Drive; and to the west by open space. The project site is approximately 0.5 miles from the San Luis Rey Transit Center. The project site is located approximately 2 miles north of State Route (SR) 76 and approximately 6 miles north of SR-78.

The project site has a General Plan designation of CI – Civic Institutional. Properties abutting the project site are designated as SFD-R – Single Family Detached Residential to the north, east, and south, and OS – Open Space to the west. Areas in the surrounding neighborhood are designated with various residential designations (SFD-R, MDA-R, MDB-R, and MDC-R), Civic Institutional (CI), Open Space (OS), and various commercial designations (GC, NC, and SC) (see Figure 3-2 Existing Land Use and Zoning).

Historical maps indicate that the property was located within a canyon until around 1946, when an earthen dam was constructed, creating a large reservoir. Over time, the reservoir’s storage volumes were reduced, and in 1967 the reservoir appears to have been drained and was subsequently filled to create the building pad for the school site. As shown in Appendix G, school records indicate the school was built in 1972 and opened in 1980. Buildings first appear in historical aerial photographs in 1978. The buildings were ultimately demolished in 2004 after the buildings were found to be unsafe to withstand an earthquake, and modular structures were used until the school closed in 2007. The school district continued using the site in the mid-2010s. During this time, trailers were placed at the site and it was used as a “swing school” to hold classes while permanent schools were under modernization. The site now includes remnant pavement, a parking lot, and playground areas, as well as curbs, an overgrown sandbox, a shade structure, and a large field regularly mowed (for fire abatement) about every 2.5 months per the school district facilities department. Disturbed habitat makes up the majority of the site, including the slopes around the perimeter, as well as the western portion of the site (Figure 3-3, Existing Project Site Aerial).

Project Components

The proposed project would amend the General Plan land use designation to Medium Density Residential (MDB-R) and would amend the zoning to Planned Development (PD) (Figure 3-5, Proposed Land Use and Zoning). The proposed project consists of development of 164 three-story attached townhomes. Approximately 1.73 acres of the 14.55-acre project site consists of 20- to 30-foot-tall slopes along the northern, southeastern, and western portions of the project site, resulting in a net area of 12.82 acres and a net density of 12.8 dwelling units per acre (du/ac). Of the 12.82 net acres, only 10.23 are proposed for development. The remaining undeveloped areas include natural setbacks to the adjacent open space to the west.

Townhomes would range in size from approximately 1,200 square feet to 1,800 square feet with two, three, or four bedrooms and an attached two-car garage (see building summary below in Table 3-1). Each townhome would include private open space in the form of a patio and/or deck. Common recreational spaces, consisting of approximately 59,460 square feet, would be designed with amenities such as tot lots, an off-leash dog park, pickleball courts, barbecue areas, and a space for a variety of outdoor games (Figure 3-4, Site Plan).

Table 3-1. Proposed Building Summary

Plan Types	Square Footage	Number of Units	Percentage of Total Units	Floor Plan Type	Private Open Space (square feet)	Garage Spaces ¹
1	1,210	14	9	2 bed/2.5 bath	83	2
2	1,497	76	46	3 bed/2.5 bath	107	2
3	1,791	74	45	4 bed/4 bath	220	2
Totals		164	100	N/A	N/A	N/A

Notes: N/A = not applicable.

1 An additional 61 spaces (uncovered) would be provided for guest parking.

The proposed residential development would be set back 15 feet from Monica Circle, approximately 74 feet from the northern and southern boundary, and approximately 65 feet from the eastern boundary. The western boundary is bordered by open space, and a habitat setback and stormwater basin would buffer the development from the adjacent open space area. This buffer area would be a minimum of 100 feet.

Primary access to the site would utilize a new driveway at the corner of Monica Circle and Macario Drive. This main entrance would be enhanced with decorative paving, landscaping, signage, and a small publicly accessible pocket park. A secondary driveway for emergency vehicle access only would be provided via an extension of Malaga Drive on the eastern boundary of the project site.

Open Space

A total of approximately 59,460 square feet of common open space is proposed, and a total of 23,950 square feet of private open space is proposed. The common open space areas consist of a dog park, fire pits for community gathering, pickleball courts, open lawn, a barbeque area, internal trails, and landscaping to help encourage pedestrian connectivity (Figure 3-6, Conceptual Open Space). Private open space would consist of balconies or patios within residences. Overall, a total of 83,410 square feet of usable space would be provided within the project site, which breaks down to 508 square feet per unit. A summary of the usable open space areas proposed as part of the project is outlined in Table 3-2 below.

Table 3-2. Usable Open Space

Location of Open Space	Proposed Open Space (square feet)	Required Open Space (square feet)
Common Open Space		
Courtyards, landscape areas, and amenity areas	59,460	24,600
Private Open Space		
Balconies and patios	23,950	Minimum dimension of 5 feet
Total Usable Open Space	83,410	49,200
Total per Residence (164)	508 square feet per unit	300 square feet per unit

3.2.1 Landscaping and Walls

Proposed landscaping is designed to provide a distinct visual character and enhance the project. The preliminary landscaping plan is shown in Figure 3-7, Conceptual Landscape Plan. The landscaping on site is designed to take advantage of the existing slopes, with a plant palette slanted towards drought-tolerant planting and plants that would help stabilize the slopes over the long term. The entrance at the corner of Monica Circle and Macario Drive would include the addition of trees and vegetation. Additional landscape opportunities are provided throughout the project site and along the boundaries and walkways.

The proposed project would be required to comply with Article 3049, Urban Forestry Program, of the City’s Zoning Ordinance. The Urban Forestry Program requires new development over 1 acre in size to provide a minimum tree canopy area of 12% and a minimum permeable surface area of 22%. As shown in Figure 3-7, the proposed project would exceed both requirements, providing 62,847 square feet of tree canopy coverage, or 18.9% (39,880 square

feet would be required), and 336,283 square feet of permeable surface area, or 53% (139,436 square feet would be required).

Retaining walls would be located at the toe of the northern and eastern slopes of the project site to support the slopes in that area. The walls range in height from 1 foot to 13 feet with any segment over 4 feet in height required to be plantable. Additional wall and fence regulations are detailed in the Pacifica Planned Development Plan, and compliance would be required unless otherwise modified by a development permit.

3.2.2 Architectural Design

The project would provide a contemporary interpretation of traditional architectural styles found in the existing single-family neighborhood surrounding the site. Two acceptable architectural styles would be used for the proposed project; however, it should be noted that architectural styles would not be limited to these two types. Additional styles may be permitted if they are found to be appropriate with the City Development Services Department.

The project involves two variations of the Spanish Eclectic style that blend classic elements from the Spanish vernacular with modern construction techniques. Simple massing with a combination of hipped and gabled roof forms are accentuated with stylistic features found in traditional Spanish homes such as arched stucco column porches and decks, clay tile vents, shutters, and stucco over foam window and door trim.

Massing and scale provide the visual identity between residential dwelling units and the environment. Those qualities help dictate the placement, size, and form of multifamily residential buildings within the project site. Building type placement within the project site was studied to achieve the best possible groupings and provide transition massing from the street, thereby enhancing the visual character of the neighborhood. Incorporation of the following design concepts should be considered for the architecture within the project site:

- Utilize building-form elements, such as plane breaks, roof forms, and changes in material, to define individual units
- Vertically and horizontally articulate building design for both front and rear elevations
- Break up long unbroken surfaces on front elevations by providing a change in plane at least every 25 feet
- Break up long unbroken surfaces on rear elevations by providing second/third-floor cantilevers above garage doors

All outdoor lighting would meet Chapter 39 of the City Municipal Code (light pollution ordinance) and would be shielded appropriately. Street lighting featured throughout the site would be appropriately shielded to reduce lighting impacts to the surrounding residences and improve dark sky regulation compliance.

3.2.3 Circulation, Access, and Parking

3.2.3.1 Vehicular Circulation and Access

Primary access to the site would utilize a new driveway at the corner of Monica Circle and Macario Drive. A secondary driveway for emergency vehicle access only would be provided via an extension of Malaga Drive on the eastern boundary of the project site. The proposed residential buildings would be connected by a private loop road within the project site with two internal drive aisles that connect the northern and southern portions of the loop road. Circulation and emergency access drives have been designed in consultation with Oceanside Fire staff to provide 28-foot minimum widths with designated truck turnarounds and key staging areas throughout the project site.

3.2.3.2 Pedestrian Circulation and Access

Sidewalks are present along both sides of the roadway for all roadways within a 0.5-mile walking distance from the project site. These existing pedestrian facilities are mostly surrounded with single-family residential land uses with exception of the commercial land use fronting North Redondo Drive and Vandegrift Boulevard. Sidewalks are proposed along the project frontage along Monica Circle and Macario Drive. Sidewalks are also proposed throughout the project site providing direct access to the dwelling units and on-site amenities (pet station, play areas, picnic pavilion, benches, and gardens).

3.2.3.3 Bicycle Circulation and Access

Under existing conditions, Class II bicycle facilities exist along Vandegrift Boulevard and North River Road. The project would maintain access to these bike lanes from the project site. Per the City of Oceanside Bicycle Master Plan (2017 Update), there are no planned bicycle facilities improvements within the project study area.

3.2.3.4 Public Transit Access

The project site is within 0.5 miles of the transit lines serviced by North County Transit District described below:

- Bus Route 303 – This bus route provides service along North River Road in the northbound–southbound direction within the project study area. The nearest bus stop is located within 0.5 miles at the San Luis Rey Transit Center. This bus route connects the Oceanside Transit Center, the San Luis Rey Transit Center, and the Vista Transit Center. The route operates at 15-minute headways on weekdays and weekends.
- Bus Route 309 – This bus route provides service along Vandegrift Boulevard and North River Road in the northbound–southbound direction within the project study area. The nearest bus stops within 0.5 miles are located at the Vandegrift Boulevard and Gold Drive intersection and the San Luis Rey Transit Center. This bus route connects the San Luis Rey Transit Center, the El Camino Real Sprinter Station, the Plaza Camino Real Transit Center, and the Encinitas Station. The route operates at 30-minute headways throughout the week.
- Bus Route 311 – This bus route provides service along Vandegrift Boulevard in the northbound–southbound direction within the project study area. The nearest bus stops are located within 0.5 miles at the Vandegrift Boulevard and Gold Drive intersection and the San Luis Rey Transit Center. This bus route connects the San Luis Rey Transit Center and the Rancho Del Oro Sprinter station. The route operates at 20- to 30-minute headways during morning peak hours and 1-hour headways during evening peak hours Monday through Friday. This route does not operate on weekends.
- Bus Route 313 – This bus route provides service along North River Road in the northbound–southbound direction within the project study area. The nearest bus stop is located within 0.5 miles at the San Luis Rey Transit Center. This bus route connects the Oceanside Transit Center and the San Luis Rey Transit Center. The route operates on 1-hour headways Monday through Friday and does not operate on the weekends.
- Bus Route 315 – This bus route provides service along Vandegrift Boulevard and North River Road in the northbound–southbound direction within the project study area. The nearest bus stops are located within 0.5 miles at the Vandegrift Boulevard and Gold Drive intersection and the San Luis Rey Transit Center. This bus route connects the San Luis Rey Transit Center, the Plaza Camino Real Transit Center, and the Carlsbad Village Station. The route operates at 1-hour headways throughout the week.

3.2.3.5 Parking

The project would provide a total of 328 garage parking spaces for each residence (two spaces for each residence). The project would also provide an additional 61 guest parking spaces. Guest parking is provided throughout the community.

3.2.4 Public Utilities

Water Facilities

Water service would be provided via the existing water connections to the existing public water system. Water service for the project would be provided by the City via connections to the existing developments adjacent to the project site. Existing water facilities in Monica Circle and Macario Drive will be upsized to accommodate development proposed for this project. Refer to Section 4.17, Utilities and Services Systems, for a detailed description of water service and connection.

Sewer Facilities

Sewer service would be provided via a new public lift station, new on-site sewer facilities, and the existing public sewer system in the vicinity of the project. The project site currently includes an existing public lift station on site, which will be decommissioned once existing flows are rerouted to the newly constructed lift station. The project would connect to an existing sewer pipeline adjacent to the site, which flows to the San Luis Rey Wastewater Reclamation Facility. Refer to Section 4.17 for a detailed description of sewer service and connection.

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. Stormwater treatment to meet water quality requirements will include the installation of inlets, storm drain facilities, and a biofiltration basin. Refer to Section 4.9, Hydrology and Water Quality, for a detailed description of site drainage.

Dry Utilities

The project would connect to existing dry utilities. Electricity would be provided by San Diego Gas & Electric. The project would connect to existing electrical lines within existing roadways adjacent to the project site.

3.2.5 Project Design Features

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 GHG emissions. The proposed sustainability features include the following:

- PDF-1: Require the installation of only electric fireplaces in future residential buildings. Future residential units are prohibited from having wood-burning fireplaces or stoves.
- PDF-2: Employ standard construction practices to reduce fugitive dust emissions, including watering of the active sites two times per day, depending on weather conditions. Construction of project components would be subject to San Diego Air Pollution Control District Rule 55 – Fugitive Dust

Control. Compliance with Rule 55 would limit fugitive dust that may be generated during grading and construction activities.

PDF-3: Provide temporary electricity to the project site during the building construction phases and prohibit the use of diesel-fueled and natural gas-fueled generators during the building construction phases.

PDF-4: Limit air compressors used during the architectural coating/painting phases to equipment that is electric-powered.

PDF-5: Install photovoltaic systems on each building to meet 50% of the forecasted electricity demand.

PDF-6: Provide electric vehicle and bicycle parking.

PDF-7: Design drought-tolerant landscaping and water-efficient irrigation systems.

PDF-8: Install energy- and water-efficient appliances and construct energy- and water-efficient buildings.

3.2.5.1 Wayfinding Signage

Signage will include all code-required signage, including but not limited to, unit plaques, wayfinding, emergency exit signage, and entry monument signage. Throughout the development, buildings would be marked with building numbers or letters for ease of navigation. The project would also include signage at the project entrance identifying to motorists that the residential complex is private/not a through street, as well as signage within the site to identify parking and visitor parking.

3.2.6 Construction Phasing and Conceptual Grading

It is anticipated that development of the project would occur over approximately 21 months. Construction is anticipated to begin in January 2024. The anticipated sequence of construction is as follows, with some phases overlapping:

- Demolition (Phase 1): January 2024 to February 2024 (1 month)
- Site Preparation (Phase 1): February 2024 (2 weeks)
- Grading (Phase 1): February 2024 to March 2024 (1 month)
- Utility Installation (Phase 1): April 2024 to May 2024 (1 month)
- Paving (Phase 1): May 2024 to June 2024 (1 month)
- Building Construction (Phase 2): June 2024 to December 2024 (7 months)
- Architectural Coating (Phase 2): December 2024 to January 2025 (1 month)
- Building Construction (Phase 3): January 2025 to August 2025 (8 months)
- Architectural Coating (Phase 3): September 2025 (1 month)

Demolition would involve removal of the asphalt pad, shade structure, and any other features left over from the previous school that remains on site. Demolition would require the use of concrete/industrial saws, excavators, and rubber-tired dozers. Of the entire 14.55-acre site, only 10.23 acres would be graded. The site would include a balanced earthwork solution. Approximately 28,645 cubic yards of cut and fill would be required with no import or export required. Construction is proposed to occur Monday through Saturday, between 7:00 a.m. and 7:00 p.m., to

comply with Section 6.25 of the City's Code of Ordinances. The utility installation phase would require trenching for utilities and stormwater drainage facilities. The building and architectural coating phases would involve construction of the townhouses, landscaping, parking, architectural coating, and painting.

3.3 Discretionary Actions and Other Approvals

The approvals required for the project include a General Plan land use amendment and a change in zoning. The project would be redesignated as a General Plan land use of MDB-R – Medium Density Residential-B (10-15 du/ac), and a zone of PD – Planned Development (Figure 3-5). The proposed Planned Development District would provide zoning, use regulations, and development standards for future development of the site. A Planned Development Plan (The Pacifica Planned Development Plan) has been prepared in accordance with the City of Oceanside Zoning Ordinance – Article 17, and is included herein as Appendix B. The Planned Development Plan provides direction for the assignment of land uses, development intensities, and development regulation, as well as design guidelines that will provide a framework for the specific development of the site.

Consistent with the City's General Plan and Zoning Ordinance, the project requires certain entitlements be submitted, reviewed, and approved by the City. The requested entitlements include a Planned Development Plan, General Plan Amendment, Zone Amendment, and Tentative Map Approval. 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, including the Regional Water Quality Control Board, can use this EIR and supporting documentation in their decision-making process to issue additional approvals.

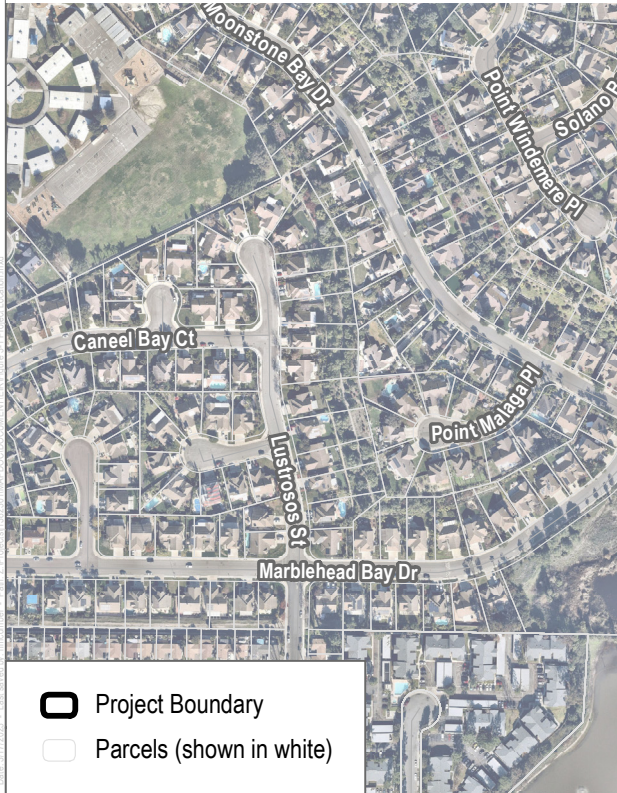
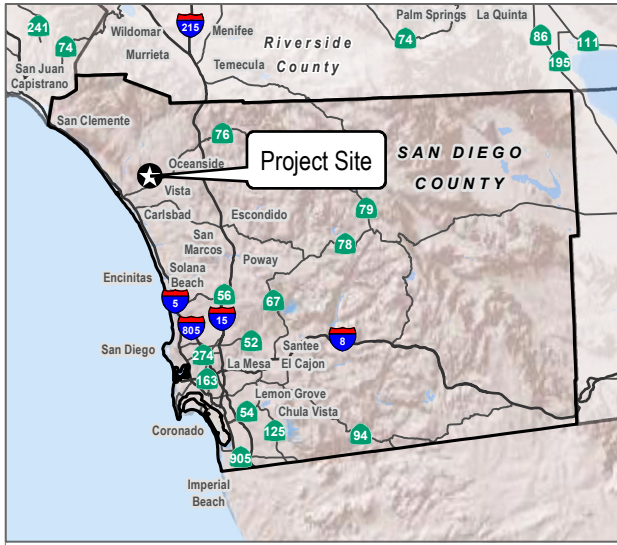
3.4 Cumulative Projects

The study area for the cumulative impact analysis is based on existing projects under review, and recently approved projects that are under construction or not yet constructed. The cumulative projects are located within an approximately 2-mile radius of the project site, with the exception of El Corazon, which is approximately 3.8 miles southwest of the project site; Ocean Kamp, which is approximately 3.5 miles west of the project site; and Modera Melrose, which is approximately 3.5 miles south of the project site (Figure 3-8, Cumulative Projects):

1. **Riverview Springs** (ZA16-00009) – This project is located at 4398 Rainier Way, Oceanside, California 92058. This project involves construction of an additional 47 dwelling units to the existing development.
2. **Nagata Kawano Property Rezone** (GPA13-00001 and GPA13-00004) – This project is located at 4617 and 4665 North River Road, Oceanside, California 92057. This project involves construction of 400 multifamily residential dwelling units.
3. **North River Farms** (GPA16-00002) – This project is located along North River Road on parcels located on both the north and south sides of the roadway between Stallion Drive and Wilshire Road. This project involves construction of 585 dwelling units, a mix comprising both multifamily and single-family detached units, as well as 25,000 square feet of commercial land use, 5,000 square feet of restaurant land use, a 30-acre farm, and a 100-room hotel.
4. **Cannabis Cultivation** (CUP19-00023) – This project is located the north side of North River Road approximately 715 feet east of Wilshire Road. This project involves development of a cannabis cultivation and nursery facility composed of four 22,000-square-foot greenhouses on a 10.41-acre parcel.

5. **Cannabis Cultivation** (CUP19-00025) – This project is located at the northeast quadrant of the Sleeping Indian Road and North River Road intersection. This project involves development of a cannabis cultivation and nursery facility composed of twenty 22,000-square-foot greenhouses on a 52.54-acre parcel.
6. **El Corazon** – This project is located at the northwest quadrant of the Rancho Del Oro Road and Oceanside Boulevard intersection. This project involves development of a variety of land uses in six separate phases, which include the following: senior center (6.0 acres), hotel (11.0 acres), village commercial (19.0 acres), green waste facility (16.0 acres), soccer facility (55.3 acres), softball complete (12.5 acres), baseball complex (15.7 acres), cultural/community center and library (6.0 acres), park and passive recreation areas (52.8 acres), recreation center (6.8 acres), park-recreation areas (12.8 acres), expansion of the park (19.7 acres), park expansion and public safety center (16.0 acres), interpretive areas, and passive trails.
7. **Ocean Kamp Project** (T19-00004) – This project is located along Foussat Street on parcels located on both the west and east sides of the roadway between the San Luis Rey River and SR-76. This project involves development 700 multifamily residential dwelling units, a 300-room resort hotel, 126,000 square feet of retail and commercial uses, and a wave lagoon.
8. **Modera Melrose Mixed-Use Development Project** (D21-00011) – The project site is located at the southeast corner of Melrose Drive and West Bobier Drive in the east-central portion of Oceanside. The project involves development a mixed-use infill project that would include 323 multifamily residential units and ground-level commercial space on the 7.4-acre project site. The proposed residential development would include 33 affordable/very low-income rental units and 290 market rate rental units ranging from 666 square feet to 1,429 square feet.
9. **Rio Rockwell** (GPA18-00001) – This project site is located at the northeast corner of Old Grove Road and Frazee Road. The project involves rezoning to allow for the construction of 78 new townhomes.
10. **Cypress Point** (T21-00001) – This project is located west of Los Arbolitos Boulevard, at the intersection of Aspen Street and Pala Road. The project involves development of 54 single-family homes on the 7.3-acre project site.
11. **Guajome Lake Road Subdivision** (T22-00004) – This project site is located at 2837 Guajome Lake Road. The project involves construction of 84 single-family homes on approximately 10.1 acres of the 16.7-acre project site.
12. **Sunrise Assisted Care Facility** (P20-00001) – This project site is located at 4700 Mesa Drive. The project involves construction of a 95-unit, 120-bed, 78,100-square-foot senior living and memory care facility.

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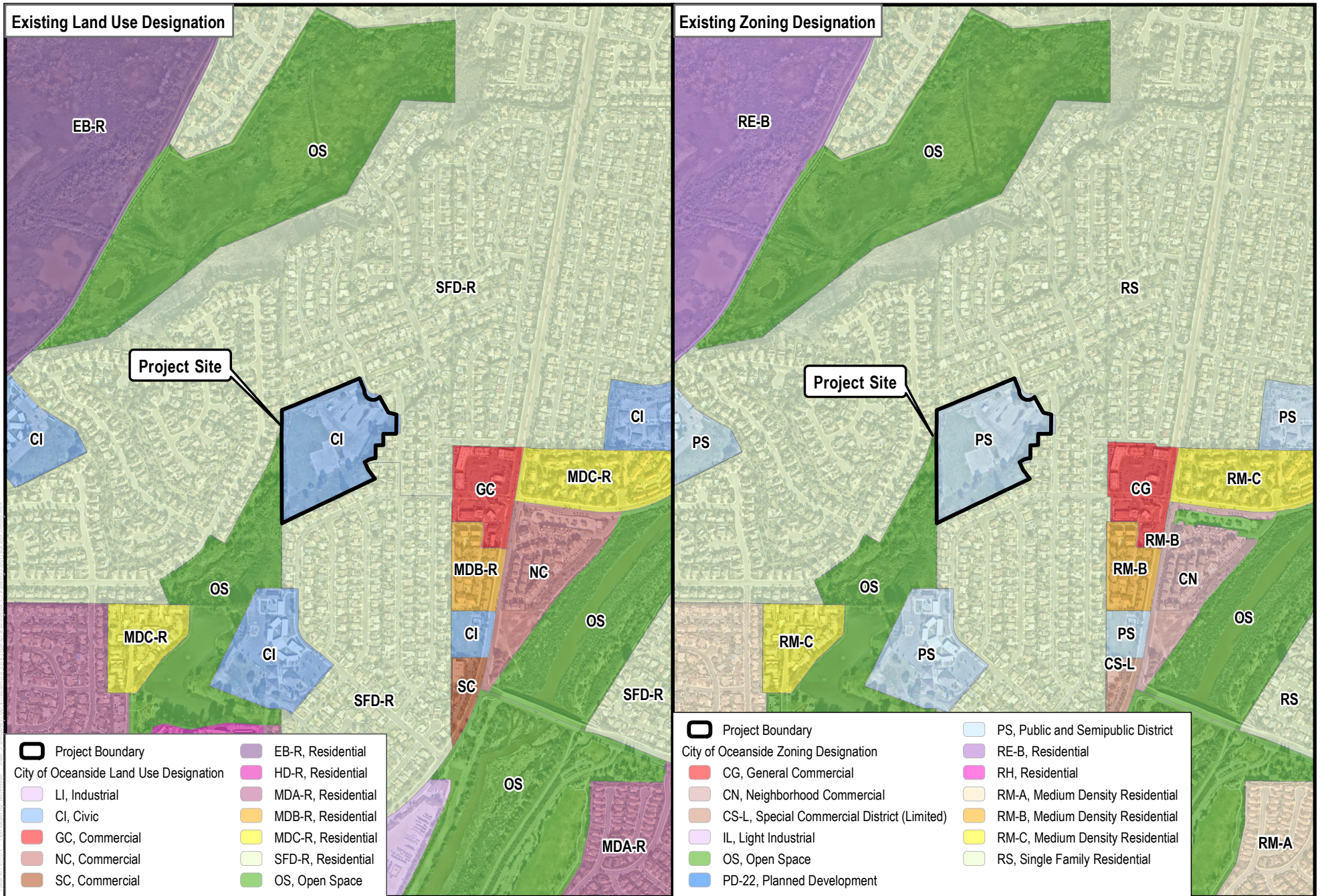


SOURCE: SANGIS 2019; Open Street Maps 2022



FIGURE 3-1
Project Location
 Pacifica Project EIR

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SOURCE: SANGIS 2019; Open Street Maps 2022; City of Oceanside 2022



FIGURE 3-2
Existing Land Use and Zoning Designations

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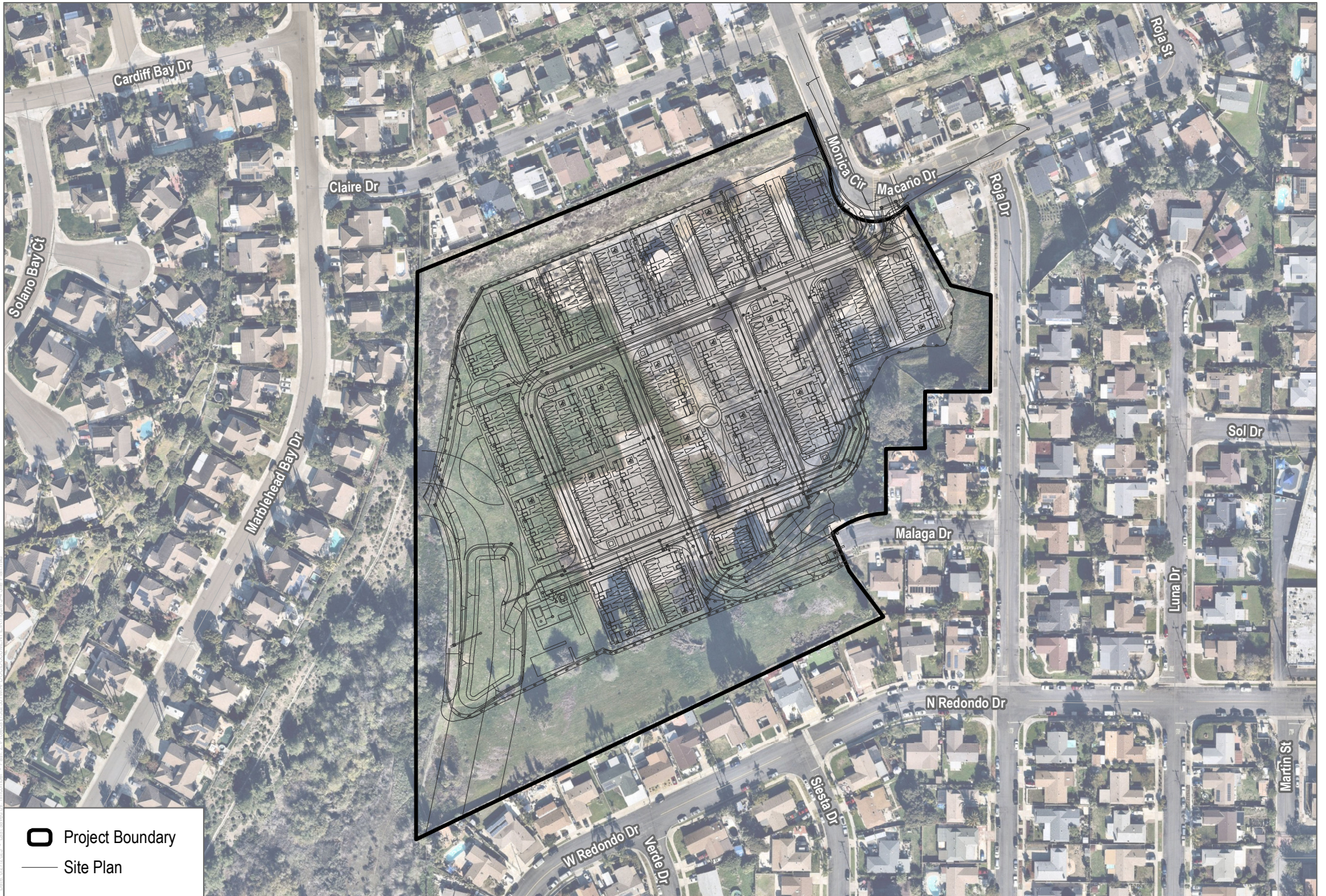


SOURCE: SANGIS 2019; Open Street Maps 2022



FIGURE 3-3
Existing Project Site Aerial
Pacifica Project EIR

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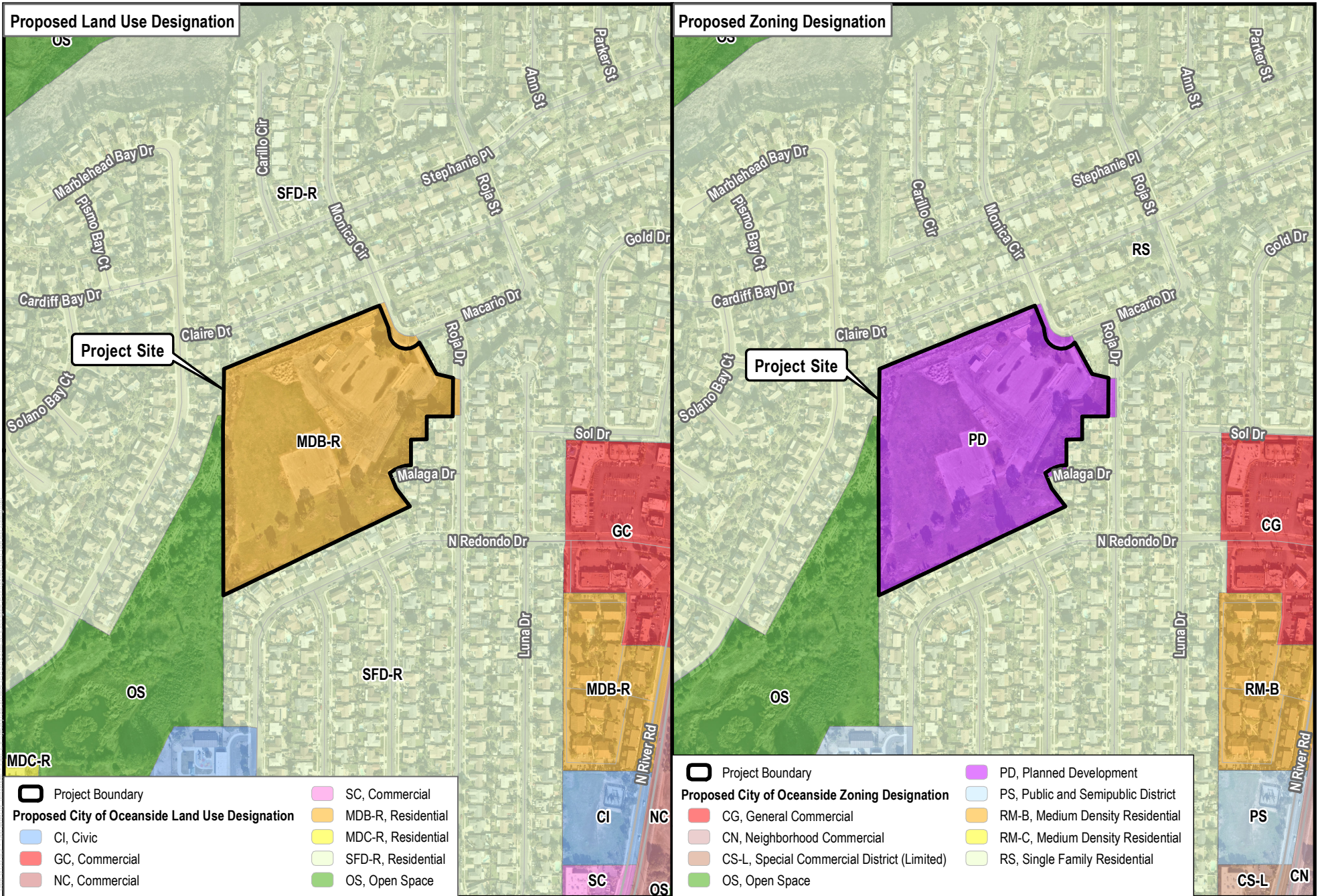
SOURCE: SANGIS 2019; Open Street Maps 2022



FIGURE 3-4

Site Plan

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SOURCE: SANGIS 2019; Open Street Maps 2022; City of Oceanside 2022



FIGURE 3-5
Proposed Land Use and Zoning Designations

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Plan: 2: Project 130201\MAP\000000\A\INTERIOR_SOURCE

SOURCE: GMP 2023

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FIGURE 3-6
Conceptual Open Space
Pacifica Project EIR

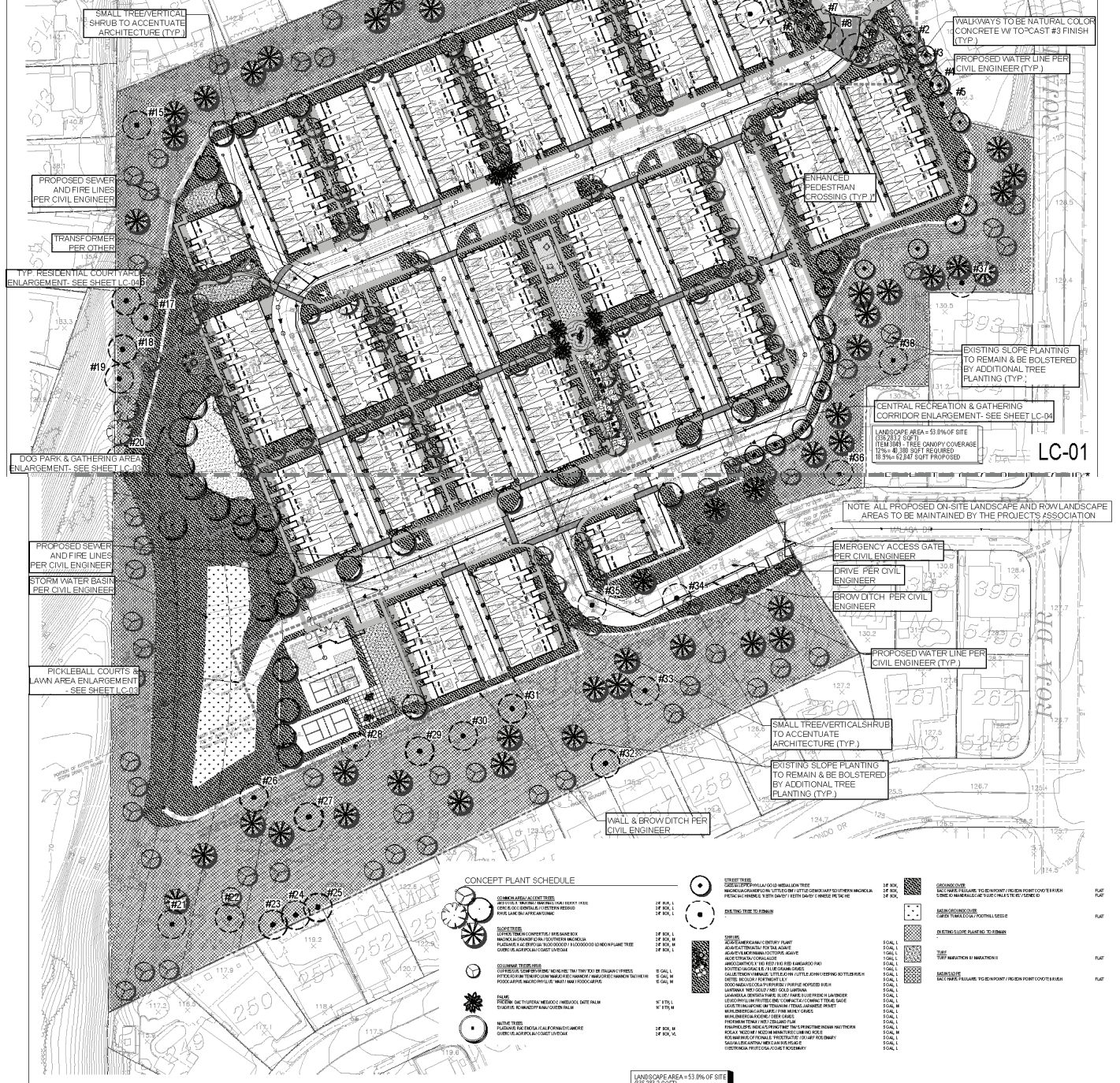
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- DESIGN OBJECTIVES**
1. PLANTING WILL BE DESIGNED TO OBTAIN LANDSCAPE VIEWS (AUTOCARLES, STORAGE, UTILITY AREAS, ETC.) AND ADD CHARACTER AND INTEREST TO THE PROJECT.
 2. ARCHITECTURAL ELEMENTS OF THE SITE WILL BE HIGHLIGHTED AND ENHANCED WITH PLANTING DESIGN CONCEPTS.
 3. ALL PLANT MATERIAL SELECTION FOR USE WILL BE AT THE BLOOMING, SUCCESSFUL AT THE TIME OF INSTALLATION AND SOIL CONDITIONS.
 4. COLOR FROM PLANT FOLIAGE, BARK OR FLOWERS WILL BE UTILIZED TO CREATE A FRESH, VIBRANT AND VISUALLY EXCITING LANDSCAPE ENVIRONMENT. THE COLOR SCHEMES WILL REFLECT THE PROJECT IDENTITY.
 5. ALL OUTDOOR STORAGE, LOADING, REFUSE AND UTILITY AREAS WILL BE VISUALLY SCREENED ON ALL SIDES (EXCEPT AT ACCESS POINTS). PLANTING WILL BE USED TO OBTAIN VISUAL MATERIALITY AND ENHANCE PROJECT IDENTITY.
 6. VEHICULAR ENTRANCES WILL BE IDENTIFIED AND ACCENTED WITH SPECIAL GROUPINGS OF TREES, SHRUBS AND/OR GROUNDCOVERS.
 7. BLOCK PLANTING, WALKWAYS AND WALLS WILL BE DESIGNED AND INSTALLED TO TAKE FULL ADVANTAGE OF THE PROPOSED SPACING OF LANE FALL OR WALKER INCREMENTS THROUGHOUT THE PROJECT.
 8. LANDSCAPE FINISH GRADING AND SLOPING WILL INCLUDE POSITIVE SURFACE DRAINAGE OF PLANTED AREAS THROUGHOUT THE SITE.
 9. IRRIGATION SYSTEMS WILL BE PERMANENT BELOW-GROUND AUTOMATED SYSTEMS WHERE ALLOWED. FOR THE ESTABLISHMENT AND MAINTENANCE OF ALL PLANT MATERIAL, WHERE PERMITTED, THE IRRIGATION SYSTEMS ARE TO BE TEMPORARY. THESE SYSTEMS WILL BE INSTALLED AS SOON AS PRACTICAL AFTER GRADING AND PRIOR TO PLANT MATERIAL INSTALLATION AND HYDROSEEDING. THE IRRIGATION SYSTEM SHALL CONSIST OF LOW PRESCRIPTION RATE SPRAY HEADS FOR GRASS OTHER AND SHRUB PLANTER AREAS. ALL SLOPES SHALL BE IRRIGATED WITH SPRAY AND ROTOR HEADS. MICRO SPRAY HEADS MAY BE USED WHERE REASONABLE.
 10. ALL SOILS WILL BE FERTILIZED, AMENDED, AND TILLED TO CONFORM TO RECOMMENDATIONS MADE BY A SOIL TESTING LABORATORY AND/OR LANDSCAPE ARCHITECT IN ORDER TO PROMOTE HEALTHY AND VIGOROUS PLANT GROWTH.
 11. ALL PLANTING AREAS WILL BE MAINTAINED IN A WEED AND DEBRIS FREE CONDITION.

* ENHANCED PEDESTRIAN CROSSING MATERIAL SUCH AS COLORED, TEXTURED CONCRETE OR ENHANCED CONCRETE PAVERS, FINAL SELECTION TBD.

SEE LC-08 FOR CONTINUED NOTES

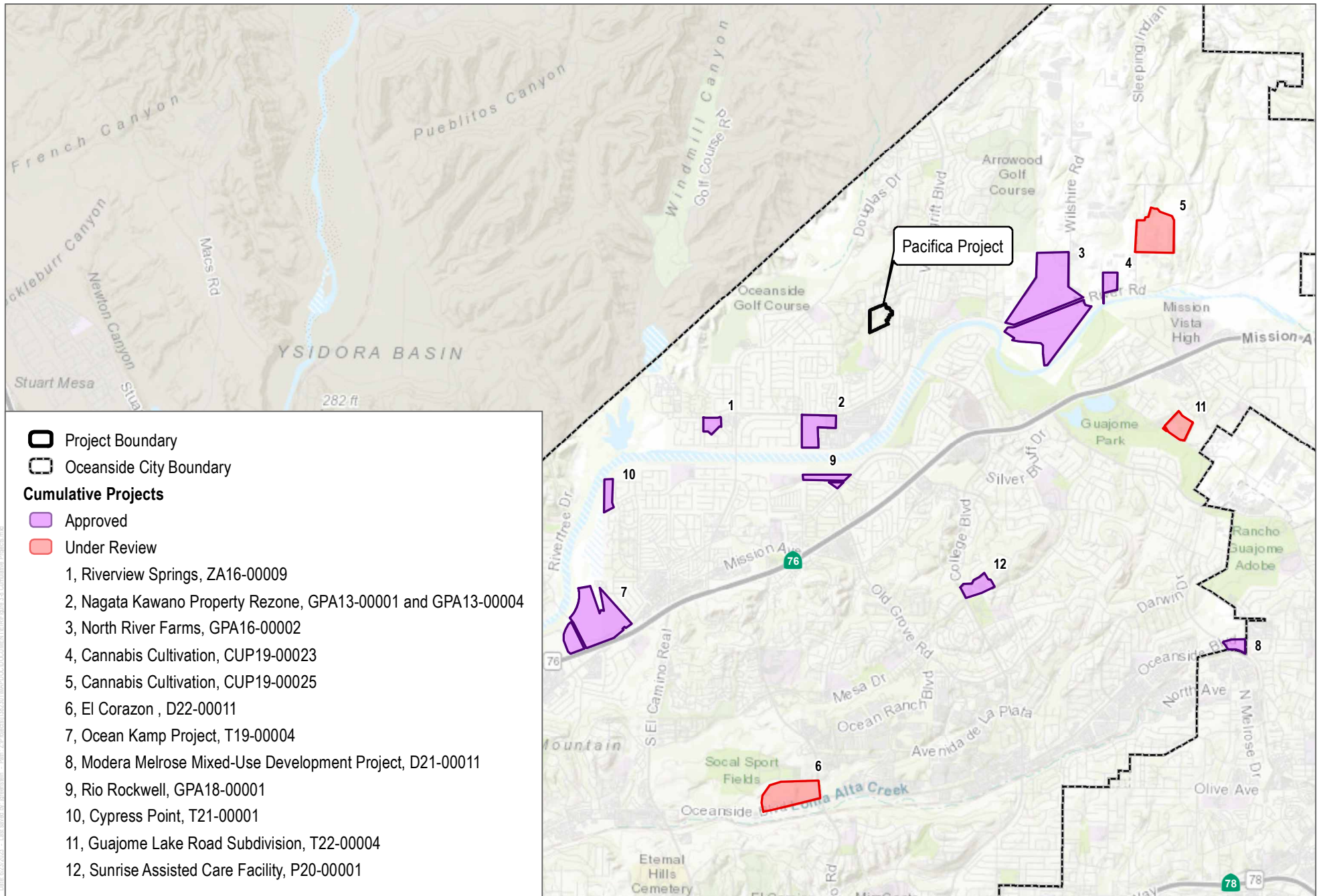
NOTE: ALL PROPOSED ON-SITE LANDSCAPE AND ROW LANDSCAPE AREAS TO BE MAINTAINED BY THE PROJECT'S ASSOCIATION



CONCEPT PLANT SCHEDULE

	COMMON SMALL TREE SPECIES: [Symbol] (10' - 15' HGT) PLANTING: 10' - 15' HGT	SP. 10'	GROUND COVER SPECIES: [Symbol] (10' - 15' HGT) PLANTING: 10' - 15' HGT	SP. 10'	
	MEDIUM TREE SPECIES: [Symbol] (15' - 20' HGT) PLANTING: 15' - 20' HGT	SP. 15'		LARGE TREE SPECIES: [Symbol] (20' - 30' HGT) PLANTING: 20' - 30' HGT	SP. 20'
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SOURCE: City of Oceanside 2023; SANGIS 2019; Open Streets Map 2019



FIGURE 3-8
Cumulative Projects
 Pacifica Project EIR

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