Planning Division
Development Services Department
300 North Coast Highway | Oceanside, CA 92054
(760) 435-4373 | PlanningStaff@OceansideCA.org

Staff Reviewers: Please complete the Developer's Conference comment sheet template and attach to the TRAKiT record by the end of day on the day before the meeting.

OCEANSIDE DEVELOPER'S CONFERENCE* AGENDA

Wednesday, October 25, 2023

Meeting 1: 9:30 a.m. – 10:30 a.m.

Project Description: Proposed Development Plan for 150 apartment homes on 7.78 acres at the south east corner of Sunset Drive and Sky Haven Lane. 100% of the proposed apartment homes will be affordable.

Project Number: ADM23-00042

Assessor Parcel Number(s): 168-020-64-00 & 168-030-45-00
Contact Person: Jim McMenamin
Email: jmcmenamin@all-dev.com
Zoning: RH
Land Use: HD-R
Neighborhood Area: Lake B-LA

Meeting 2: 10:30 a.m. – 11:30 a.m.

Project Description: Proposed development of 400 units consisting of 100% affordable senior housing on 5.86 acres located at the west terminus of Olive Dr. (+/- 1,000 feet west of College Avenue).

Project Number: ADM23-00043

Assessor Parcel Number(s): 162-111-04-00
Contact Person: Dan Niebaum
Email: dan@lightfootpg.com
Zoning: RS
Land Use: MDA-R
Neighborhood Area: Mira Costa B-MC

** The Developer's Conference provides an informal forum for prospective applicants to receive preliminary input from City staff on conceptual plans that may or may not ultimately evolve into formal application submittals. These conferences do not constitute public meetings; consequently, conference attendance by the public is at the discretion of the prospective applicant. Interested parties may contact the prospective applicant, whose contact information is included on the conference agenda. Questions and comments can also be addressed to Planning Division staff.*

ITEM 1

To be completed by City staff **Project Number**: ADM 23 - 00042

Developer's Conference (Pre-Application) **Request Form**

Development Services Department, Planning Division
300 N. Coast Hwy, Oceanside, CA 92054, (760) 435-4373

General Information

Project/Property Address: SE corner of Sunset Drive and Sky Havan Lane, SE corner

Assessor's Parcel Number: 168-020-064, 168-030-045 Lot Area (acres or SF): 7.78 acres

Existing Use: vacant land zoned R- HD

Brief Description of Proposal:
150 apartment homes, all of which will be designated affordable

Property Owner & Applicant Information

Owner Name: Multi-Family Investment Partners 3, LP (Alliance Development Services)

Phone Number & E-Mail Address: 619-247-7207 jwait@all-dev.com

Applicant Name: Alliance Development Services

Phone Number & E-Mail Address: 858-705-0242 jmcmenamin@all-dev.com

To be completed if the Applicant is not the Property Owner:

I authorize the applicant indicated above to submit the application on my behalf: _____
Signature of Property Owner
(or attach a Letter of Authorization)

Requested Meeting Date/Time (please provide 2 options)

1st choice date: October 11 Time preference: ☐ 9:30 am ☐ 10:30 am ☑ either

2nd choice date: October 25 Time preference: ☐ 9:30 am ☐ 10:30 am ☑ either

Requested Divisions to Attend (Planning attends all meetings)

☐ Building ☑ Fire ☑ Water ☑ Engineering ☑ Transportation ☑ Solid Waste ☐ Other _____

Email the following PDF documents to PlanningStaff@oceansideca.org:

- Project description letter
- Regional and vicinity maps (e.g. Google Maps aerial)
- Conceptual site plans and elevations

To be completed by City staff:

Assigned meeting date: October 25, 2023 *Time:* 09:30 am

Assigned Project Planner: Rob Dmohowski

Project Description (DRAFT)

Alliance Development Services proposes this Development Plan for 150 apartment homes on the 7.78 site. One hundred percent (100%) of the apartment homes will be affordable. The site is zoned Residential High Density with a base density of 21.0 dwelling units per acre or 163 base density units. The proposed plan complies with State and City of Oceanside density bonus requirements, and the proposed plan for 150 apartments is allowed within the existing RH zoning and GP land use high-density residential HD-R parameters. The existing RH zoning and GP land use "high-density residential HD-R" classification identify a base density of 163 dwelling units for the site.

The subject site is currently approved for 48 townhome units (T15-00009 and D15-00021). Public "offsite" improvement plans for the widening and improvement of Sunset Drive, including a 2,000 LF water "loop" connection, Sky Haven Lane, and on-site grading and improvement plans have been plan checked to bond and fee letter issuance. This proposed plan seeks to use the existing prepared and plan checked grading plans for constructing the building pad.

This plan is proposed to meet "by right" approval because it meets density bonus criteria, provides affordable housing and will meet CEQA requirements. We are proposing a plan that is consistent with the zoning, the General Plan land use designation and will result in no significant unmitigated impacts to the environment.

Among the topics we wish to clarify with the Developers Conference for an affordable housing plan on the subject site are:

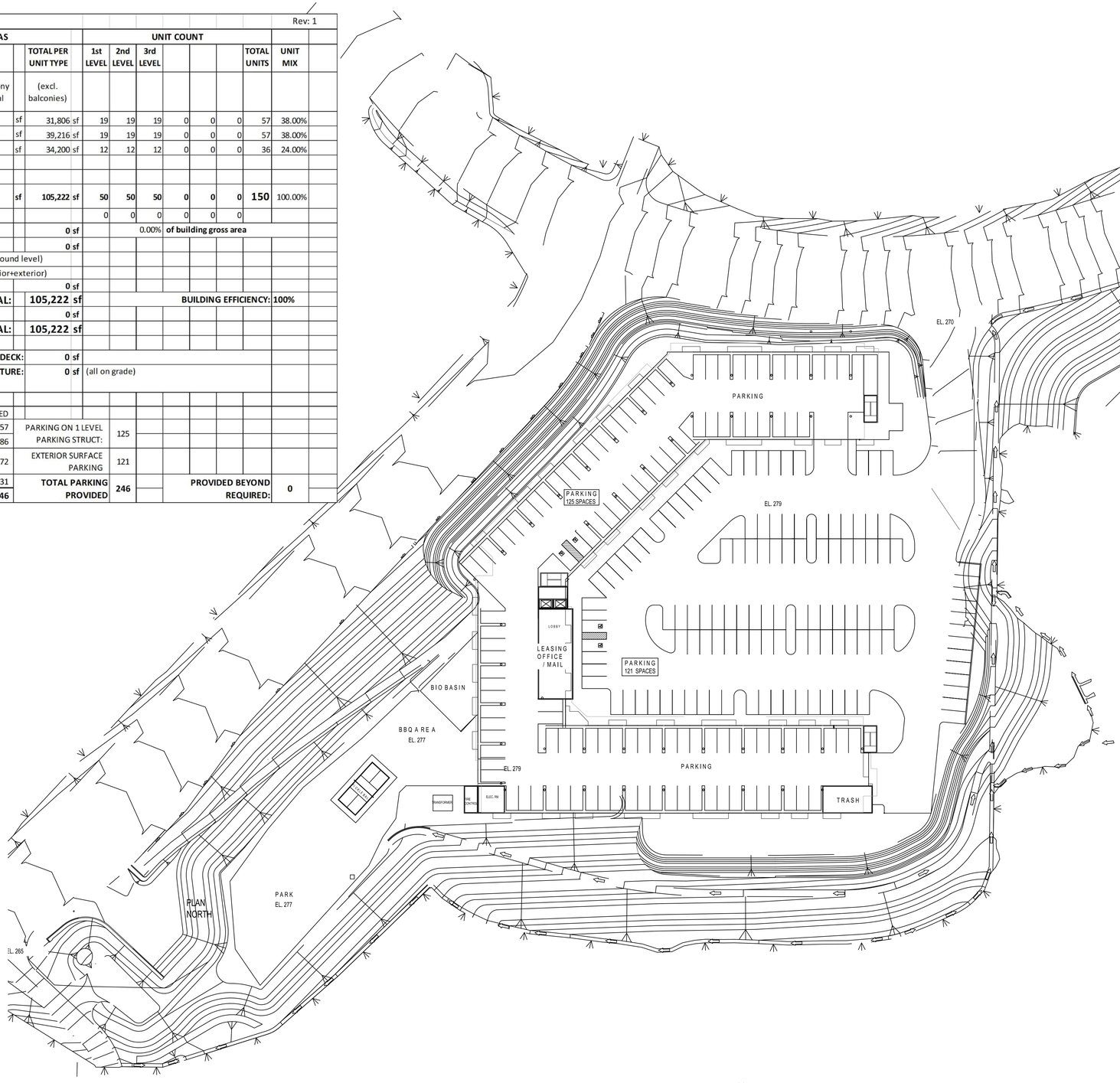
1. Number of total units,
2. Number of affordable units, very-low, low and moderate categories and how they fit into the city's RHNA in the near future,
3. Senior housing as an affordable option,
4. "By right" entitlement decision process, "Director's Decision" or administrative approval,
5. CEQA application / exemption for 100% affordable housing development plan,
6. Parking requirements for 100% affordable community vs. amenities,
7. State grant funding available for funding offsite infrastructure for affordable housing and other financing options for offsite improvements.

BUILDING SUMMARY: Rev: 1

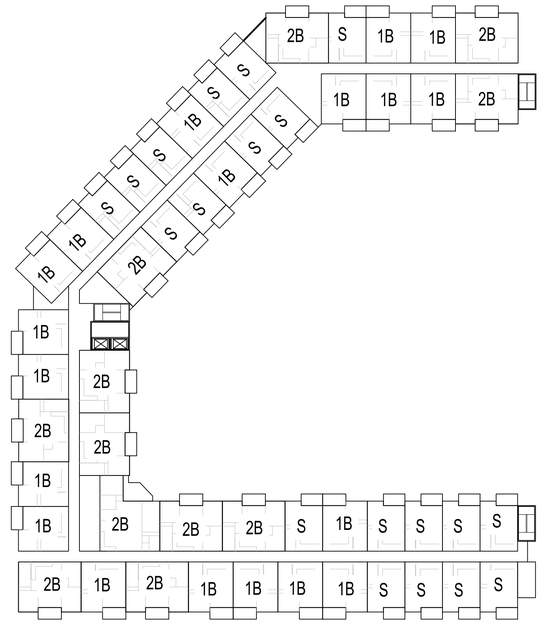
UNIT TYPES	UNIT AREAS									UNIT COUNT								
	AREA BREAKDOWN						TOTAL PER UNIT TYPE			1st LEVEL	2nd LEVEL	3rd LEVEL				TOTAL UNITS	UNIT MIX	
	R.S.F.		balc. per unit		balcony total		(excl. balconies)											
STUDIO	558	sf	0	sf	0	sf	31,806	sf		19	19	19	0	0	0	57	38.00%	
1-BR	688	sf	0	sf	0	sf	39,216	sf		19	19	19	0	0	0	57	38.00%	
2 BR	950	sf	0	sf	0	sf	34,200	sf		12	12	12	0	0	0	36	24.00%	
					PL													
RESIDENTIAL TOTALS:					**0**	**sf**	**105,222**	**sf**		**50**	**50**	**50**	**0**	**0**	**0**	**150**	100.00%	
PARKING:										0	0	0	0	0	0			
CIRCULATION:	(total for 3 levels)						**0**	**sf**				0.00%	**of building gross area**					
AMENITIES:							**0**	**sf**										
LOBBY/ LEASING			1,579	sf	(on ground level)													
POOL DECK			15,000	sf	(interior+exterior)													
RETAIL:							**0**	**sf**										
BUILDING SUB-TOTAL:							**105,222**	**sf**							**BUILDING EFFICIENCY:**		**100%**	
							0	**sf**										
BUILDING TOTAL:							**105,222**	**sf**										
ROOF DECK:							**0**	**sf**										
PARKING STRUCTURE:							**0**	**sf**	(all on grade)									

PARKING SUMMARY:

UNIT TYPE	RATIO	UNITS	REQUIRED				
STUDIO	1	57	57	PARKING ON 1 LEVEL	125		
1 BED RM	1.5	57	86	PARKING STRUCT:			
2 BED RM	2	36	72	EXTERIOR SURFACE PARKING	121		
GUEST	20%+1	150	31	**TOTAL PARKING**		**PROVIDED BEYOND**	**0**
TOTAL REQUIRED			**246**	**PROVIDED**	**246**	**REQUIRED:**	



SITE PLAN



BUILDING LAYOUT

OCEANSIDE ,CA APARTMENTS

ALLIANCE DEVELOPMENT, INC

YIELD STUDY

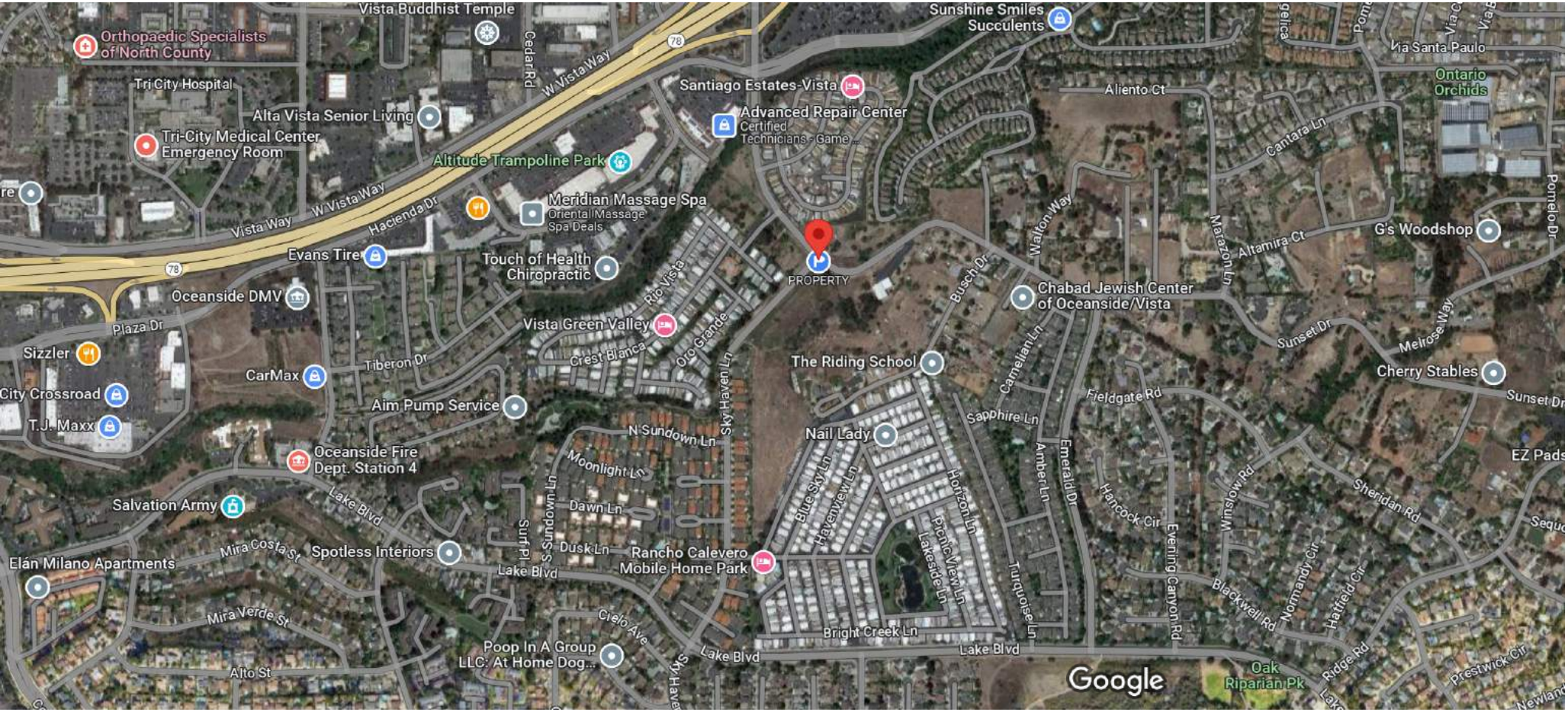
23055.00 10-02-23

DANIELIAN ASSOCIATES

Google Maps

Sunset Dr & Sky Haven Ln

7.78 acres at SE corner of Sunset Dr. and Sky Haven Ln.



Imagery ©2023 Airbus, Maxar Technologies, U.S. Geological Survey, USDA/FPAC/GEO, Map data ©2023 Google 500 ft

PROPERTY

Intersection

Directions Save Nearby Send to phone Share

Vista, CA 92081

Photos

ITEM 2


OCEANSIDE BLVD
BRADLEY ST
COLLEGE BLVD
JOANN DR
MARCELLA ST
WOOSTER DR
THUNDER DR
CHASIN ST
NORMA ST
PAULINE WAY
SHENANDOAH DR
SHERBOURNE DR
TERESA ST
GALBAR ST

To be completed by City staff **Project Number**: ADM 23 - 00043

Developer's Conference (Pre-Application) **Request Form**

Development Services Department, Planning Division
300 N. Coast Hwy, Oceanside, CA 92054, (760) 435-4373

General Information

Project/Property Address: West terminus of Olive Dr. (+/- 1,000' west of College Ave)

Assessor's Parcel Number: 162-111-04-00 Lot Area (acres or SF): 43.5ac

Existing Use: Vacant Land

Brief Description of Proposal:

Development of a 100% affordable residential project with +/-400 units on 5.8 ac

Property Owner & Applicant Information

Owner Name: Oceanside Trolley Place, LLC

Phone Number & E-Mail Address:

Applicant Name: Capstone Equities - Brian Mikail

Phone Number & E-Mail Address: 310-666-6860 bmikail@capstoneequities.com

Applicant's Representative: Dan Niebaum / TLPG; 760-692-1924 dan@lightfootpg.com

To be completed if the Applicant is not the Property Owner:

I authorize the applicant indicated above to submit the application on my behalf: DocuSigned by: Greg Smith 13C8323CD4AE4A7...

Signature of Property Owner
(or attach a Letter of Authorization)

Requested Meeting Date/Time (please provide 2 options)

1st choice date: 10/25/23 Time preference: ☐ 9:30 am ☐ 10:30 am ☑ either

2nd choice date: 11/8/23 Time preference: ☐ 9:30 am ☐ 10:30 am ☑ either

Requested Divisions to Attend (Planning attends all meetings)

☑ Building ☑ Fire ☑ Water ☑ Engineering ☑ Transportation ☐ Solid Waste ☐ Other

Email the following PDF documents to PlanningStaff@oceansideca.org:

- Project description letter
- Regional and vicinity maps (e.g. Google Maps aerial)
- Conceptual site plans and elevations

To be completed by City staff:

Assigned meeting date: October 25, 2023 *Time:* 10:30 am

Assigned Project Planner: Shannon Vitale

THE LIGHTFOOT PLANNING GROUP

October 25, 2023

City of Oceanside Developer's Conference

Oceanside Trolley Place
100% Affordable Senior Housing Development

Project Description

Property Owner: Oceanside Trolley Place, LLC

Project Applicant: Capstone Equities | Brian Mikail

Applicant's Representative: Dan Niebaum | The Lightfoot Planning Group

Property Details

Project Location: West terminus of Olive Drive (approx. 1,000' west of College Blvd.)

APN: 162-111-04-00

Current General Plan Designation: Medium Density A - Residential (MDA-R)

Current Zoning Designation: Single Family Residential (RS)

Proposed Zoning Designation: Residential Medium – A (RM-A)

Property Surroundings

The site is located at the western terminus of Olive Drive with single-family subdivisions in the RS zone located to the east and south. The subdivision to the south is located at a much higher elevation than the proposed development site with existing homes along Wooster Drive backing to the top of steep slopes located in the southern portion of the subject parcel. Vacant land with areas designated as light industrial and open space as part of the Rancho Del Oro Specific Plan area is located to the west. The Sprinter light rail transit line and Loma Alta Creek border the site along its northern boundary. The College Boulevard Sprinter Station is located directly adjacent to the northeast corner of the property. Light industrial and commercial uses are also located north of the site situated along the south side of Oceanside Boulevard.

The project site would extend from the existing terminus of Olive Drive with a small community park designed at the northeastern corner of the site providing a buffer for existing homes on Olive Drive. The park site will also provide a pedestrian path connecting directly to the College Boulevard sprinter station and serve as a key amenity for both the existing neighborhood and the proposed affordable seniors community.

Development Summary: Oceanside 100% Affordable Senior Housing Development

Total Units:	400 units	Developer:	Capstone Equities
Affordability:	100% affordable senior	Architect:	Architects Orange
Total Parcel Size:	43.52 gross acres	Civil Engineer:	Hunsaker & Associates
Total Development Pad:	5.86 net acres	Geotechnical:	Geocon Incorporated
Total Parking:	240 spaces	Biologist:	Dudek Environmental
Major Cross Streets:	Oceanside & College	Planning:	Lightfoot Planning Group

Proposed Development:

The proposed project concept is to develop a portion of the currently vacant site with a 100% affordable senior housing development consisting of 400 units, likely to be developed in two phases. The proposed project is on an ideally situated site to serve the Oceanside community with direct access to light rail transit via the existing College Boulevard Sprinter Station. The proposed project would include a community park designed at the northeastern corner of the site providing a buffer for existing homes on Olive Drive. The community park will also provide a pedestrian path connecting directly to the College Boulevard sprinter station and serve as a key amenity for both the existing neighborhood and the proposed affordable seniors community.

Key Project Design Elements:

- New public park at property entrance with tall and lush landscaping serving as visual barrier
- New pedestrian connection to College Boulevard Light Rail Station
- Design allows project to be tucked in under hillside and against existing rail line
- Intentionally designed a sunken development pad, allowing for proposed development to sit below grade of existing homes on Olive Drive
- Proposed three- and four-story structures have a similar finished height as the homes on Olive Drive in an effort to complement the existing fabric of the residential neighborhood (see massing above and Exhibits D and E)
    - Pad's grade is 10-15 feet below at East end and roughly 20 feet below at West end
    - Development's three-story design (36 feet in height) facing homes on Olive Drive results in a similar finished height (20-25 feet net of the sunken pad) as the existing two-story homes

Benefits to City of Oceanside:

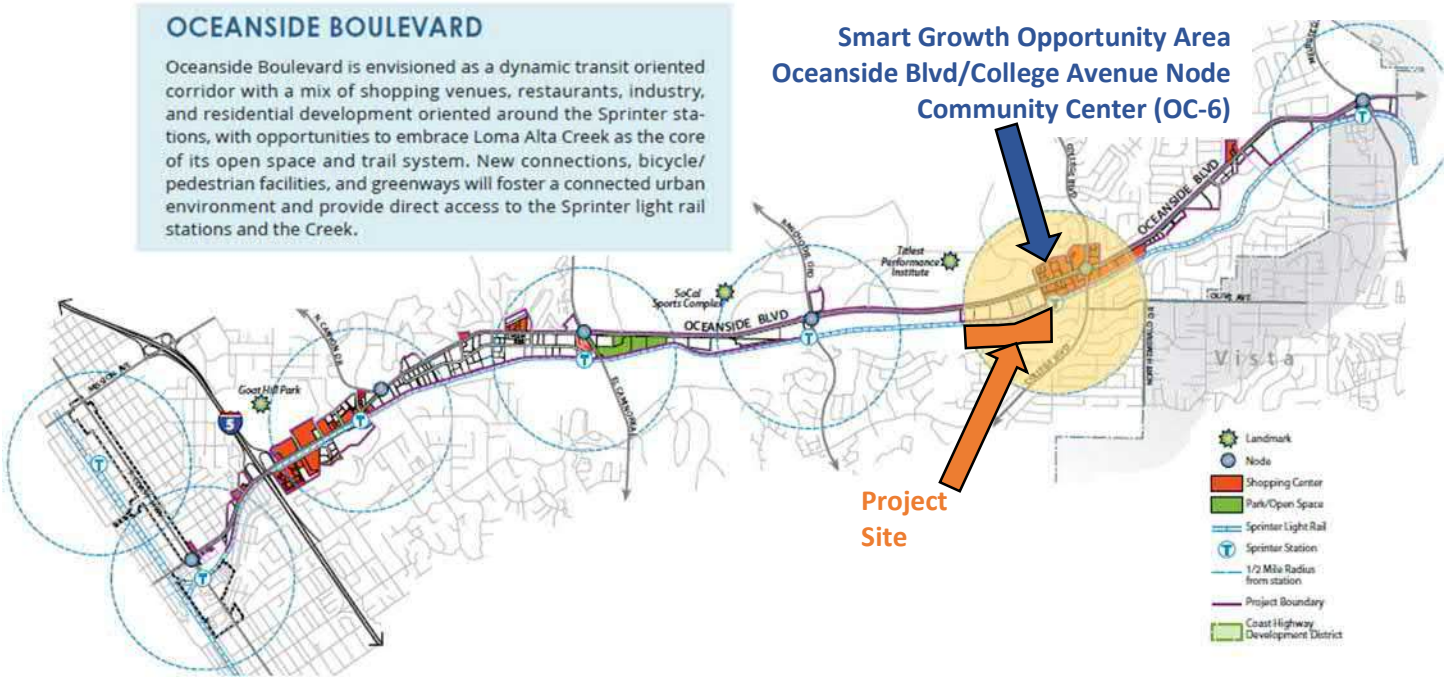
- 100% affordable senior housing (age-restricted and income-restricted)
- Helps City of Oceanside achieve RHNA numbers
- Resident demographic of seniors creates less traffic for surrounding neighborhood during peak hours
- Serves the community's moderate income senior population with incomes averaging 60% of AMI (~ $65,000)

Benefits to North County Transit District:

- 100% affordable transit-oriented development
- Community's 55+ senior demographic will stimulate NCTD ridership
    - Senior residents have lower propensity to own cars (less than 50% of residents on average), and thus more likely to use public transit
- Proposes improvements to the College Boulevard Station (Exhibit A – Red):
    - New public park and pedestrian connection directly from property to south side of College Boulevard Station allowing access for both project residents and residential neighborhood via public park
    - Improvements to existing service road from College Blvd accessing transformer serving College Blvd Station (increase width from 15 to 20 feet and upgrade dirt road to a gated and paved two-lane road)

Smart Growth Opportunity Area (SGOA):

- Project Site is located directly adjacent to the College Blvd Sprinter Station and connects directly to the Oceanside Boulevard/College Avenue Node (OC-6) SGOA (Exhibit C) as designated by the San Diego Association of Governments (SANDAG).
- SGOA Community Centers are identified to promote higher density development in key areas near public transit allowing for a greater density of people and jobs along key transit corridors to help support more frequent and reliable transit, as well as walkable and bikeable communities which reduce vehicle commutes.
- SGOA Community Centers are recognized as areas which incorporate the following elements:
    - Housing within walking / biking distance of transit stations
    - Feature low- to mid-rise residential, office, and commercial buildings
    - Draw from nearby communities and neighborhoods
    - Served by high-frequency transit



Smart & Sustainable Corridors Plan (SSCP):

- Project Site is situated adjacent to the Oceanside Boulevard Corridor as part of City of Oceanside's SSCP plan.
- Project Site's direct connection to the Sprinter Station and close proximity to the commercial and service uses in the corridor allows proposed project's use to help achieve the goals of the SSCP.
- SSCP Vision:
    - "The corridors are envisioned to leverage existing urban infrastructure to accommodate new housing and employment growth, which in turn will contribute to the safety, accessibility, vibrancy, and visual quality of these corridors."
    - "New nodes of activity located near transit stations and major intersections provide opportunities for infill growth, consistent with state, regional, and local smart growth initiatives."

- Recognizing the Project Site's location directly southwest of the College Sprinter Station, the proposed development is designed to provide a direct pedestrian connection to the station - affording the existing and future neighborhood residents improved access to the available light rail transit options.
- The Sprinter Line serves 15 stations along its route between transit centers in Escondido and Oceanside.
- The Oceanside Transit Center provides connections to the NCTD Coaster, L.A. Metrolink and Amtrak train.
- Bus service is also readily available with stops located in close proximity to the site.
- SSCP Land Use Recommendations:
    - Residential:
        - "With California and the San Diego region in the midst of a profound housing crises, and with many residents experiencing homelessness, it is incumbent upon local jurisdictions to facilitate additional housing production across the income spectrum, with an emphasis on senior, supportive, and lower income housing. This Plan seeks to boost availability of housing sites by promoting a range of housing opportunities along the corridors."
    - Housing locations:
        - Support medium- to high- density development along the corridor in strategic locations near transit hubs while balancing the needs of existing industrial areas, such as between Canyon Drive and El Camino Real.
    - Support a Pedestrian-Oriented City:
        - Promote land uses that help shape new growth to create a denser, pedestrian-oriented environment in mixed-use or pedestrian-focused areas.

<u>Project Entitlements:</u>
The project will incorporate a Zone Amendment, Tentative Map, Development Plan and Density Bonus application into the discretionary entitlements. The proposed Zone Amendment from the existing Single-Family Residential (RS) zone to the Residential Medium A (RM-A) zone would bring the site into consistency with the current General Plan land use designation of Medium Density A - Residential (MDA-R) which provides for residential development with a density of 6 – 9.9 du/ac on this site. The development would incorporate established RM-A zoning regulations where applicable.

<u>Development Constraint Areas:</u>
Areas considered as "Undevelopable Lands" (slopes in excess of 40% with a minimum elevation differential of 25 feet, riparian corridors and associated vegetation) are avoided by the proposed development area and have not been included in the density calculations. The community design will preserve the significant riparian areas and sensitive habitats as found throughout this parcel. These areas will generally be designated as open space in conjunction with the future entitlement proposal and development will help facilitate a Preservation Easement for these areas. Project grading is also generally avoided in these areas that are proposed as open space.

Wetland/Riparian Areas
- Loma Alta Creek and adjacent riparian areas are located in the northwestern portion of the site. The proposed development pad area and related slope grading avoids these areas (approximately1.42 acres total) and associated 50' biological and 50' planning buffers as required by the City's Sub-Area Plan. (See Appendix A)

Habitat Areas
- Various habitat areas have also been identified across the southern and western portions of this parcel. The proposed project development area is designed to avoid existing habitat and riparian areas to the greatest extent possible. An updated Biological Report will be prepared in conjunction with any discretionary application for this site, but a current Vegetation Map and summary memo of existing Vegetation Communities and Land Covers within the Project Site is included in Appendix A.

Steep Slope Areas
- Figure 2-6 of the Oceanside MHCP Subarea Plan provides details regarding development constraints in steep slope areas. Approximately 7.04 acres (306,561 sf) of Project Site is comprised of slopes greater than 40% with more than a 25' change in elevation. The proposed development also avoids these significant slope areas occupying the southern portions of the lot and these slope areas are considered undevelopable land and have not been included in density calculations for the proposed development. (See Appendix G)

Developable Acreage Calculation:
As discussed above, the zoning code at 3039.B.5 of the hillside regulations states, "Undevelopable Land" is defined as "land with a slope in excess of 40 percent with a minimum elevation differential of 25 feet and riparian corridors and/or associated vegetated areas of rivers, intermittent streams, perennial streams, or lakes." The section goes on to note that, "Such lands shall not be included in density calculations, which establish the development potential of a site."

- Total Parcel Size: 43.52 acres
- Wetland/Riparian Areas: - 1.42 acres (Loma Alta Creek - Freshwater Marsh & Southern Willow Scrub)
- Steep Slope Areas: - 7.04 acres (slopes greater than 40% with more than a 25' change in elevation)
- Developable Acreage: 31.06 acres

Density Bonus Application:
State Density Bonus Law (SDBL) provides that for a 100% affordable senior housing development located within ½ mile of a major transit stop that no maximum controls on density shall be imposed. SDBL also entitles projects to certain development incentives or concessions and provides waivers from development standards that would physically preclude the project at the density proposed. SDBL also allows for up to four incentives and a height increase of up to three additional stories, or 33 feet. Se additional detail/references for SDBL below:

Project Qualifications:
- Project is 100% Affordable Senior Development qualifying for SDBL provisions.
- Project is within 1/2 mile of a major transit stop.
- Project therefore qualifies for unlimited density.
- Project also qualifies for no minimum parking requirement.

Density Bonus Qualification:
- 65915.b.1.G – Qualifies as a density bonus project as 100% of all units in the development, exclusive of manager's unit(s) are for lower income households (80% of the area median income or below), except that 20% of the units may be for moderate-level households. The Project will qualify using this section.

Incentives/Concessions:
- 65915.d.2.D – May receive four incentives/concessions by meeting criteria of 65915.b.1.G.
- The project will be eligible for 4 concessions from development regulations in addition to the density bonus and height increase of 33 feet detailed below. Therefore, concessions for height and maximum density will not be necessary, as the proposed development does not exceed 69-feet in height as currently designed.

Height:
- 65915.d.2.D (continued) – May also receive a height increase of up to 3 additional stories, or 33 feet, if the project is also located within one-half mile of a major transit stop or in a very low vehicle travel area.
- The proposed development will be within one-half mile of the Sprinter station, so may receive the additional height permitted under this section.

Density Bonus:
- 65915.f.3.D.ii – For projects that meet criteria of 65915.b.1.G and if the development is within one-half mile of a major transit stop, no density controls shall be imposed on the project.
- The proposed development will be within one-half mile of the Sprinter station, so may receive unlimited density under this section.

Parking:
- 65915.p.3 – For projects that qualify under 65915.b.1.G, no parking standards shall be imposed if the project is (A) located within one-half mile of a major transit stop and there is unobstructed access to the stop from the development, OR (B) the project is for-rent housing for seniors (62 years and older) and the development has either paratransit service or unobstructed access within one-half mile to a fixed bus route that operates at least 8 times per day.

- The proposed development will be within one-half mile of the Sprinter station with the addition of a pedestrian crossing at the College Blvd. Station, so would be permitted to have no minimum parking standards.
- As noted above, the proposed development is an affordable housing project within ½ mile of a major transit stop and is therefore not regulated by parking minimums and no concessions will need to be used to reduce parking ratios if desired.
- The proposed development provides 240 parking spaces (0.60 spaces/du and 0.51 spaces/bedroom), which is beyond the average parking usage rate of 0.5 spaces/du on the Project Applicant's other similar 100% affordable housing senior developments. See unit mix and proposed parking summary in Appendix C.

Project Site Access and Circulation:
The entrance to the proposed development would be from the existing terminus of Olive Drive (eastern edge of Project Site). The site plan shown in Exhibit F provides for vehicular circulation and emergency access routes which vary from 28' – 36' wide through the site, including 3 EVA staging areas designed adjacent to the buildings. In Exhibit F, hose pull diagrams are also shown extending from these EVA points factoring in a maximum distance of 150'.

Conversations are ongoing with NCTD staff regarding securing an easement to improve, maintain and utilize the road in Exhibit F – Pages 2 and 3 for a Secondary Emergency Vehicle Access for the proposed development.

The proposed development would include the following site elements as currently designed:

- Provision of a 28' to 36' wide access route around the entire proposed development
- 36' wide EVA areas at the NE, NW and Southern portions of the proposed development
- Two 2-hour rated passageways (one in each building phase)
- Hose pull distances of no greater than 150 feet to all units in Project Site
- Proposed 20' wide secondary access route allowing for two-lane access along NCTD easement
- Pedestrian walkways and ramps will be incorporated as part of the specific project roadway design
- Direct pedestrian access is provided to the sprinter station and to the adjacent commercial center to the North via the station platform connections
- Diagonal building site dimensions provided varying from 605-778' in length across the area to be served with a distance of roughly 435 feet between access points along College Boulevard from Olive Drive and new secondary EVA road through proposed NCTD easement (Exhibit F – Pages 2 and 3).

Grading and Utilities:
The proposed development's pad area is designed to allow the project to be tucked in under the hillside to the South and against existing rail line to the North. Project Applicant has intentionally designed a sunken development pad, allowing for the proposed development to sit below the grade of the existing homes on Olive Drive. This allows for the proposed three- and four-story structures to have a similar finished height as the homes on Olive Drive in an effort to complement the existing fabric of the residential neighborhood (Exhibit E). As seen in Exhibit B, the proposed development pad's grade is 10-15 feet below at East end of the Project Site and roughly 20 feet below at West end of the Project Site. The proposed development's three-story design (36 feet in height) facing East towards the homes on Olive Drive results in a similar finished height (20-25 feet net of the sunken pad) as the existing two-story homes.

The proposed development's pad connects to the existing grade where Olive Drive meets the site with a gradual slope descending to the West (Appendix C). Landslide areas are noted to exist in the steep slopes along the southern portion of this parcel. The proposed overall pad areas and grading design would allow for the repair and stabilization of ancient landslide slopes and the protection of properties to the South at higher elevations along Wooster Drive (Appendix E).

The surrounding water infrastructure consists of an 8" AC main (511 HGL) in Olive Drive, and a 27" CCP main (511 HGL) that crosses the westerly portion of the site. The sewer infrastructure consists of an 8" CIP main that runs along the westerly property line of the site, and flows to the north. The proposed development proposes a water and sewer easement to extend from west edge of the pad area and connect to existing water and sewer mains within easements located in the western portions of the pad area (Appendix C). The project would also connect to the existing water main in Olive Drive to the east to provide for a loop water system design.

Additional Questions Requested for Review/Response by Staff:

PLANNING

1. The Project Site is zoned RS, but the General Plan has the Project Site listed as MDR-A. Table LU-2 of the General Plan provides residential unit types that correspond to the various Residential Land Use Designations. Multifamily Unit Structures are not permitted in Table LU-2. Therefore, a concession will be needed for the proposed development as currently designed.

   The Zoning Code describes "Waiver of Development Standards listed in Oceanside Zoning Ordinance Section 1030 'Residential Unit Type Regulations' to allow for a Multiple Unit Structure (MUS) in the RM-A zone where not listed as permitted."

   As part of the proposed development's Density Bonus Application, developer plans to utilize 65915.d.2.D, which allows for up to four incentives/concessions by meeting criteria of 65915.b.1.G, as detailed above.

   Therefore, please confirm that implementing a waiver of GP Section 2.33 & Table LU-2 - Residential Consistency Matrix will allow for product type included in proposed development.

2. The Project Site is located in the Softline Preserve Area of the SAP. Project Applicant has worked closely with Dudek Environmental and US Fish and Wildlife on assessing possible preservation and mitigation options for the Project Site and that coordination is ongoing. As shown in Appendix D, the proposed development has been designed such that the total impact area of the development is under 25% of the total gross acreage and is located in the least environmentally sensitive parts of the Project Site. Beyond various mitigation options, the Project Applicant, Dudek Environmental and US Fish and Wildlife have also discussed the implementation of a conservation easement on the roughly 33 acres of non-impacted area on the Project Site, as currently designed.
   a. All parties are aware of the corrective action area in the SAP, but please advise if our Developable Acreage Calculation above is correct or if the corrective action area in the SAP is to be subtracted from the Developable Acreage Calculation. We believe that the corrective action area should not be subtracted.
   b. As shown in blue on Appendix B, the current road adjacent to the College Blvd NCTD Sprinter Station (gray dashed line) is not designated as being within the Hardline Preserve area of the Oceanside SAP. According to section 3.2 of the NCMHCP, "'hardline' preserves, indicating lands that will be conserved and managed for biological resources." The Oceanside GIS system also shows that the same hardline preserve area is designated as Pre-Approved Mitigation Area (PAMA) within the Subarea Plan. PAMA are areas designated for preservation and where mitigation for impacts in other areas of the preserve are encouraged.

      The PAMA and Hardline Preserve areas in Appendix B appear intended to align with Loma Alta Creek and are located outside the secondary EVA easement area (gray dashed line).

      Therefore, please confirm that if Project Site is granted an easement by NCTD to improve, maintain and utilize this road for a Secondary Emergency Vehicle Access, that staff would concur with our understanding that the PAMA and Hardline Preserve locations are not applicable to this site, nor the proposed secondary EVA easement area.

3. Hillside development regulations are found at zoning code section 3039. Pursuant to zoning code section 3039.C, "The Hillside Development Provisions shall be applied to all residential development proposals on property, portions of which have a natural gradient in excess of 20 percent (20 feet of vertical distance for each 100 feet of horizontal distance) with a minimum elevation differential of 25 feet. A Hillside Development Plan shall be required for all residential development, consistent with the provisions of this Section and Article 43."

   However, as shown in Appendix C and Appendix G, the proposed development as currently designed avoids the qualifying slopes. Therefore, Project Applicant would like to confirm applicability of Hillside Development Regulations and if a Hillside Development Permit would be required for the proposed development or if a waiver could be requested for exemption from the Hillside Development Regulations of the code.

FIRE

4. As discussed and evaluated during the Project Applicant's prior meeting with the Fire Department, the proposed development was redesigned to include various revisions and new site elements to allow for superior emergency access and circulation, as detailed above in the Project Site Access and Circulation section of this memo. Project Applicant is engaged in ongoing conversations with NCTD regarding obtaining an easement for the secondary EVA. We would like to request any further comments from the Fire Department on the proposed development as shown in the revised conceptual plan in Appendix F, assuming that Project Applicant is able to successfully obtain the easement from NCTD to allow for the 20' wide two-lane secondary EVA.

GEOTECHNICAL

5. The current design of the proposed development does not implement shear pins west of the AWBL as shown in Exhibit B. This portion of the site only consists of a utility easement and a paved parking area located above an underground stormwater basin, as further detailed in Appendix C and Appendix E. Does staff have concerns related to this proposed design?

WATER UTILITIES

6. The project proposes connections to water and sewer utilities in easements located in the western portion of the site and connection to the existing water line in Olive Drive, as detailed in Appendix C and Appendix D. Does staff have any concerns with this design?

7. Does staff have any concerns or comments on the water and sewer line capacities for this area?

Exhibit and Appendix Summary:

- Exhibit A: Conceptual Site Plan and Proposed Improvements
- Exhibit B: Topography and Conceptual Mass Grading
- Exhibit C: Smart Growth Opportunity Areas Map
- Exhibit D: Image Board
- Exhibit E: Aerial Massing Studies

- Appendix A: Dudek Environmental Memo and Vegetation Map Update
- Appendix B: Preserve Areas
- Appendix C: Unit Mix, Conceptual Site Plan and Conceptual Mass Grading
- Appendix D: Hunsaker Civil Engineering Memo
- Appendix E: Geocon Geotechnical Memo
- Appendix F: Conceptual Site Plan for Fire Department
- Appendix G: Project Site Slope Analysis
- Appendix H: Project Information Form (PIF)

Exhibit A: Conceptual Site Plan and Proposed Improvements

Exhibit B: Topography and Conceptual Mass Grading

Intentionally designed a sunken development pad, allowing for proposed development to sit below grade of existing homes on Olive Drive. Proposed three- and four-story structures have a similar finished height as the homes on Olive Drive in an effort to complement the existing fabric of the residential neighborhood.

Pad's grade is 10-15 feet below at center of development pad and 20-30 feet below at West end of development pad. Development's three-story design (36 feet in height) facing homes on Olive Drive results in a similar finished height (20-25 feet net of the sunken pad) as the existing two-story homes.

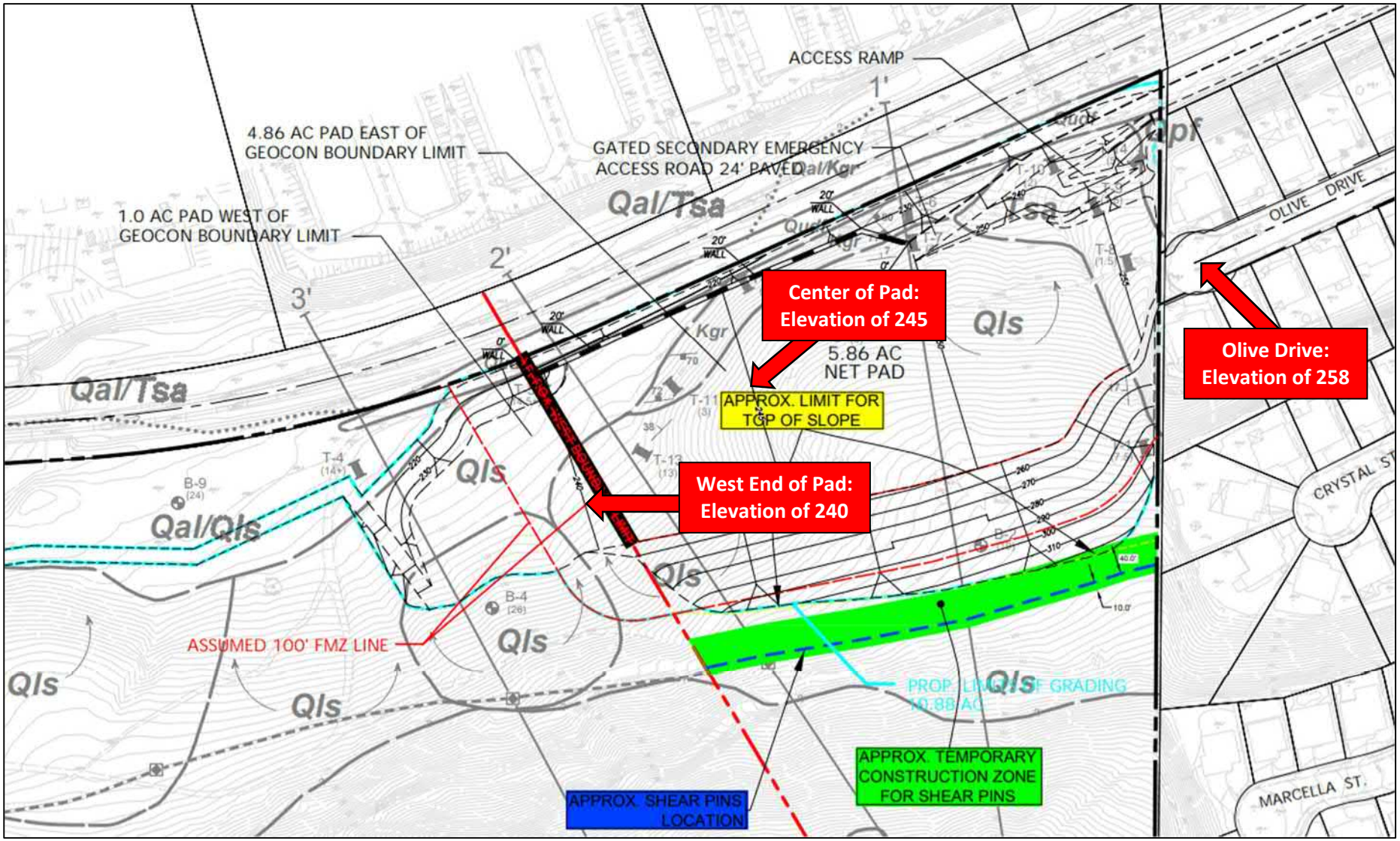


Exhibit D: Image Board

Below is an image board of the proposed architectural styles that we believe would be a great fit to complement the existing fabric of the residential neighborhood.

Exhibit E: Aerial Massing Studies

Facing South

Exhibit E: Aerial Massing Studies (continued)

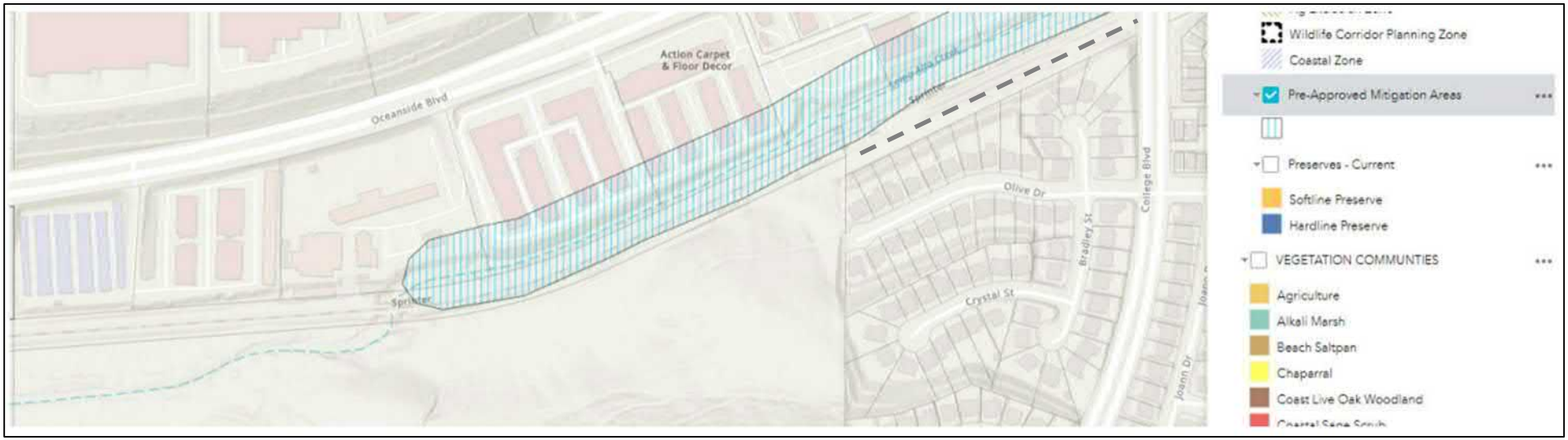
Facing East

Exhibit E: Aerial Massing Studies (continued)

Facing West

Appendix B:
Preserve Areas


Calle Platino
Oceanside Blvd
Action Carpet
& Floor Decor
Oceanside Blvd
Crystal St
Marcella St
Specific Plan
Harbor
Open Space
Public Utility and Transportation (PUT)
SUB_AREA PLAN
Preserve Planning Zones
Ag Exclusion Zone
Wildlife Corridor Planning Zone
Coastal Zone
Pre-Approved Mitigation Areas
Preserves - Current
Softline Preserve
Hardline Preserve
VEGETATION COMMUNITIES
Agriculture
Alkali Marsh
Beach Saltpan
Chaparral
Coast Live Oak Woodland
Coastal Sage Scrub
Coastal Sage-Chaparral Scrub


Oceanside Blvd
Action Carpet
& Floor Decor
Olive Dr
Crystal St
Bradley St
College Blvd
Wildlife Corridor Planning Zone
Coastal Zone
Pre-Approved Mitigation Areas
Preserves - Current
Softline Preserve
Hardline Preserve
VEGETATION COMMUNITIES
Agriculture
Alkali Marsh
Beach Saltpan
Chaparral
Coast Live Oak Woodland

Appendix C:
Unit Mix, Conceptual Site Plan and Conceptual Mass Grading

AFFORDABLE HOUSING DEVELOPMENT

4-STORY ON-GRADE

TOTAL UNITS (DU)	400
TOTAL SITE (NET AC)	5.86
TOTAL SITE (GROSS AC)	43.52
DENSITY (DU/AC)	68

UNIT COUNT

UNIT TYPE	DU	UNIT SF	SF TOT.	PCT.
PHASE 1 - STUDIO	41	450	18,450	21%
PHASE 1 - 1 BR	111	450	49,950	58%
PHASE 1 - 2 BR	39	700	27,300	20%
TOTAL PHASE 1	**191**	**501**	**95,700**	**100%**
PHASE 2 - STUDIO	50	450	22,500	24%
PHASE 2 - 1 BR	128	450	57,600	61%
PHASE 2 - 2 BR	31	700	21,700	15%
TOTAL PHASE 2	**209**	**487**	**101,800**	**100%**
TOTAL	**400**	**494**	**197,500**	**100%**

PARKING REQUIRED

UNIT TYPE	UNIT QTY.	RATIO	STALL QTY.
STUDIO	91	0.00	0
1 BR UNITS	239	0.00	0
2 BR UNITS	70	0.00	0
TOTAL PARKING	**400**	**1.00**	**0**

PARKING PROVIDED

UNIT TYPE	QTY.	RATIO	QTY.
SURFACE PARKING	240		
TOTAL PARKING		**0.60**	**240**

OCEANSIDE TROLLEY PLACE

Oceanside, CA

CAPSTONE EQUITIES

PHASE ONE & TWO
Conceptual Site Plan

0 50' 100' 200'
SCALE: 1" = 100'-0"

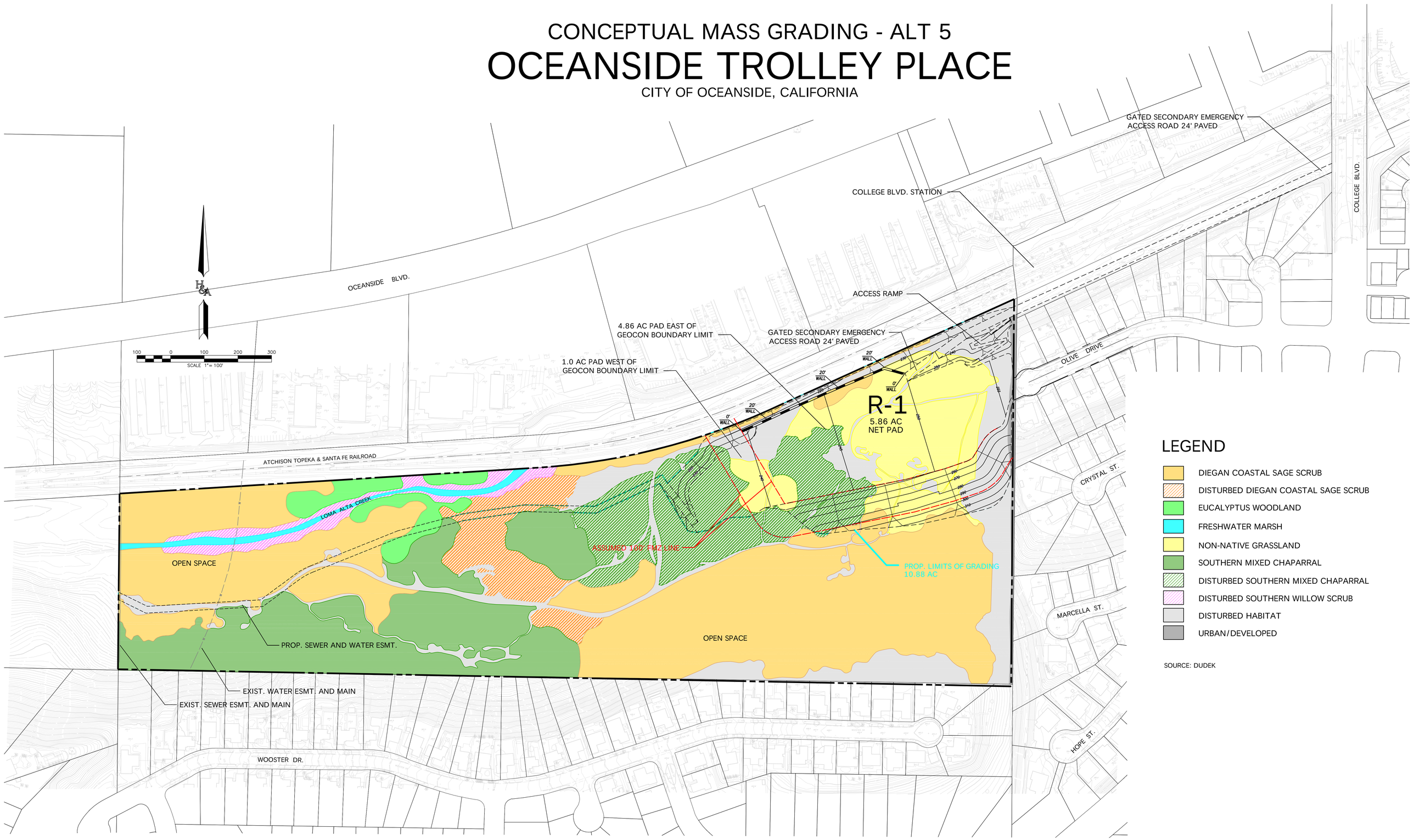
Architecture. Design. Relationships.

Job No. 2022-959
Date 2023-09-26

CONCEPTUAL MASS GRADING - ALT 5

OCEANSIDE TROLLEY PLACE

CITY OF OCEANSIDE, CALIFORNIA



LEGEND

- DIEGAN COASTAL SAGE SCRUB
- DISTURBED DIEGAN COASTAL SAGE SCRUB
- EUCALYPTUS WOODLAND
- FRESHWATER MARSH
- NON-NATIVE GRASSLAND
- SOUTHERN MIXED CHAPARRAL
- DISTURBED SOUTHERN MIXED CHAPARRAL
- DISTURBED SOUTHERN WILLOW SCRUB
- DISTURBED HABITAT
- URBAN/DEVELOPED

SOURCE: DUDEK

AUGUST 18, 2023

NOTE:
DIGITAL TOPOGRAPHIC MAPPING PROVIDED BY CLIENT AND HAS NOT BEEN VERIFIED BY H&A. DIGITAL BOUNDARY AND EASEMENTS PROVIDED BY CLIENT AND HAVE NOT BEEN PLOTTED OR VERIFIED BY H&A. WORK PRODUCT SHOWN IS CONCEPTUAL AND BASED ON PRELIMINARY BASE MAP INFORMATION SUPPLIED BY CLIENT.

HUNSAKER & ASSOCIATES
SAN DIEGO, INC

PLANNING 9707 Waples Street
ENGINEERING San Diego, Ca 92121
SURVEYING PH(858)558-4500 FX(858)558-1414

DBO6 Conceptual Mass Grading – ALT 5.dwg in R:\1746\&Fin\Studies on 8/18/2023

Appendix D:
Hunsaker Civil Engineering Memo

HUNSAKER & ASSOCIATES
SAN DIEGO, INC.

PLANNING
ENGINEERING
SURVEYING

MEMORANDUM

DATE: October 10, 2023

TO: Brian Mikail
Capstone Equities

FROM: Troy Burns
Hunsaker & Associates San Diego, Inc.

SUBJECT: Oceanside Project Comments

Per your request, below are the comments for your Oceanside project.

Sewer: The project will extent a public sewer main from the existing sewer main located at the western side of the property easterly to the proposed mass graded pad. The sewer main will run within a 20 ' public easement for approximately 1,870 LF at a depth of 6 feet and be provided with an all-weather access road acceptable to the City. The preliminary alignment minimizes impacts to sensitive biological resources and grading within mapped geotechnical landslides. Sewer capacity has not been analyzed. The project will prepare a sewer study based on the proposed site plan for the City's review and acceptance.

Water: The project anticipates a point of connection at Olive Drive and at the existing water main at the west side of the project. This proposed public water main will be located within a 20' public easement and be provided with an all-weather access road acceptable to the City. Fire hydrants will be provided along the public water main and points of connection for the buildings fire and domestic needs. A water study will be prepared to confirm fire flow, capacity and pressure to serve the project for the City's review and acceptance.

Water Quality: The project will prepare a Storm Water Quality Management Plan and hydromodification plan. The site drains from east to west into Loma Alta Creek. The project will provide a flow based provide modular wetland unit and underground storage to comply with hydromodification requirements in the western portion of the project. These storage will be located under the proposed parking area. The eastern EVA will be provided with a green streets swale along the edge of the roadway.

Retaining Wall: The project proposes an MSE retaining wall along the northern edge of the project. The wall will be approximately 20' in height and not within public view.

9707 Waples St.
San Diego, CA 92121

(858) 558-4500 PH
(858) 558-1414 FX

www.HunsakerSD.com
Info@HunsakerSD.com

Appendix E:
Geocon Geotechnical Memo

Project No. G3035-52-01
October 10, 2023

Capstone Equities
5600 W Jefferson Boulevard
Los Angeles, California 90016

Attention: Mr. Brian Mikail

Subject: PRELIMINARY SLOPE STABILITY ANALYSIS
OLIVE DRIVE – 44 ACRE DEVELOPMENT
OCEANSIDE, CALIFORNIA

References:
1. *Geotechnical Investigation, Oceanside Vista, Oceanside, California,* prepared by Geocon Incorporated, dated October 12, 2005 (Project No. 07227-52-02).
2. *Oceanside Trolley Place, Oceanside, California,* prepared by AO, dated September 9, 2023 (Job No. 2202-959).

Dear Mr. Mikail:

In accordance with your request, we prepared this preliminary slope stability letter for the proposed development located in the City of Oceanside, California. We understand the proposed residential development will consist of two, 3- to 4-story, multi-family structures along with new roadways, parking, landscaping, utilities, and other associated improvements.

We performed preliminary slope stability analyses using a two-dimensional computer program Geostudio 2018 created by Geo-Slope International Ltd. for the subject site. We analyzed the critical modes of potential slip surfaces using rotational-mode and block specified based on Spencer's method. The soil parameters used were based on the laboratory test results from our referenced geotechnical investigation. We performed the direct shear tests on ring samples and we performed tests on fully softened and residual shear samples obtained during our previous field investigation in the area.

Based on our preliminary slope stability analyses, the ascending slopes situated to the south of the proposed development have calculated factors of safety of less than 1.5. However, we calculated factors of safety of at least 1.5 when shear pins and buttresses are incorporated into the design for both deep-seated failure and shallow sloughing conditions in the areas where the proposed buildings are planned. We can provide the details of the slope stability analyses and a summary of the laboratory test results in a geotechnical investigation report once development/civil plans have been prepared.

The area west of the proposed buildings (including the parking lot, underground basin and proposed utility connection lines) could experience some distress due to being outside the shear pin design zone

and differential settlement/movement if landslides were to occur. The effects of differential settlement between rigid structures and attached settlement-sensitive surface improvements can be mitigated by designing the utilities to accommodate differential movement at the connections.

We should provide the results of our geotechnical exploration, laboratory testing and engineering analyses in a geotechnical investigation report once development plans have been prepared.

Should you have any questions regarding this correspondence, or if we may be of further service, please contact the undersigned at your convenience.

Very truly yours,

GEOCON INCORPORATED

Nikolas Garcia, EIT
Senior Staff Engineer

Shawn Foy Weedon
GE 2714

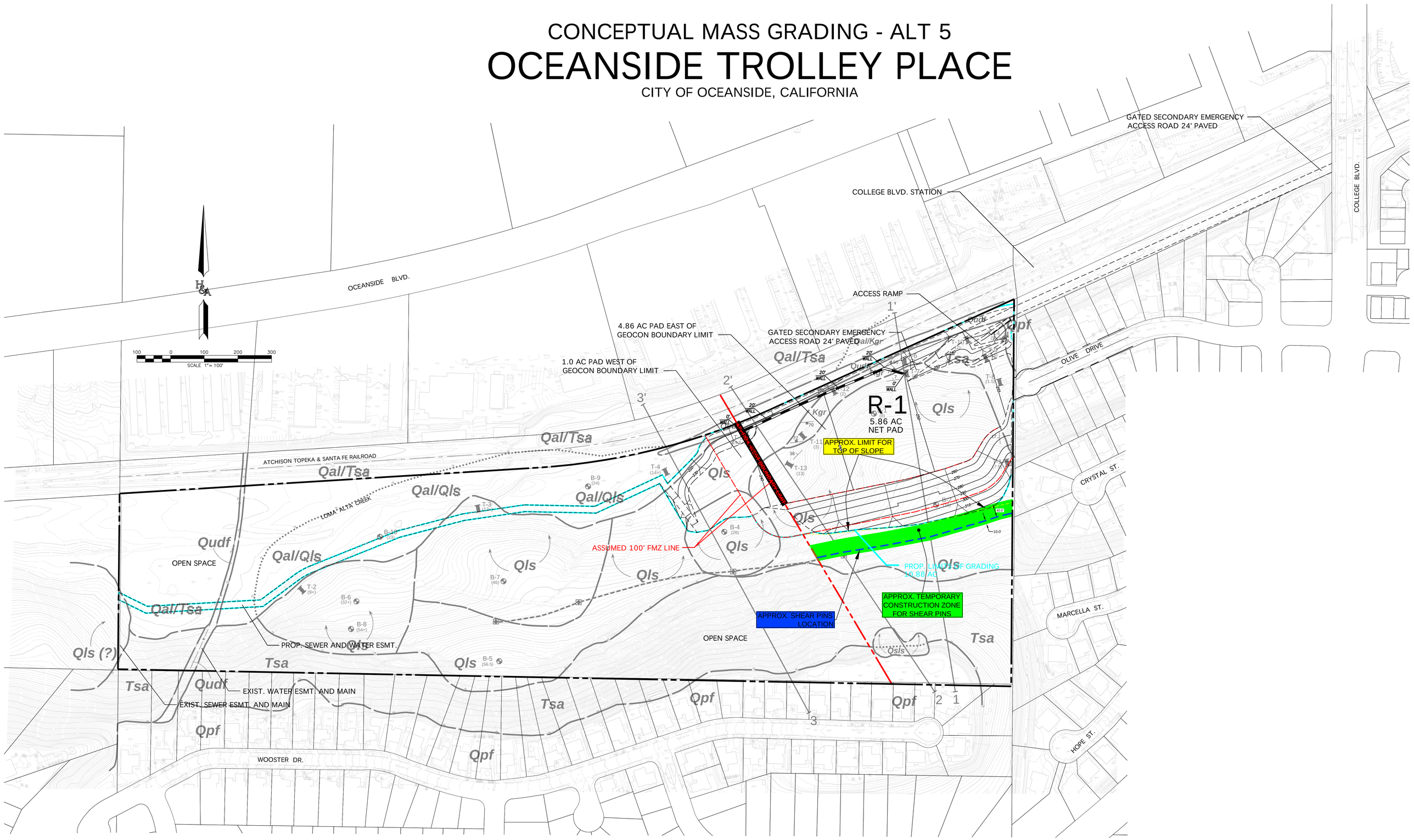
NG:SFW:arm

(e-mail) Addressee

CONCEPTUAL MASS GRADING - ALT 5

OCEANSIDE TROLLEY PLACE

CITY OF OCEANSIDE, CALIFORNIA



AUGUST 18, 2023

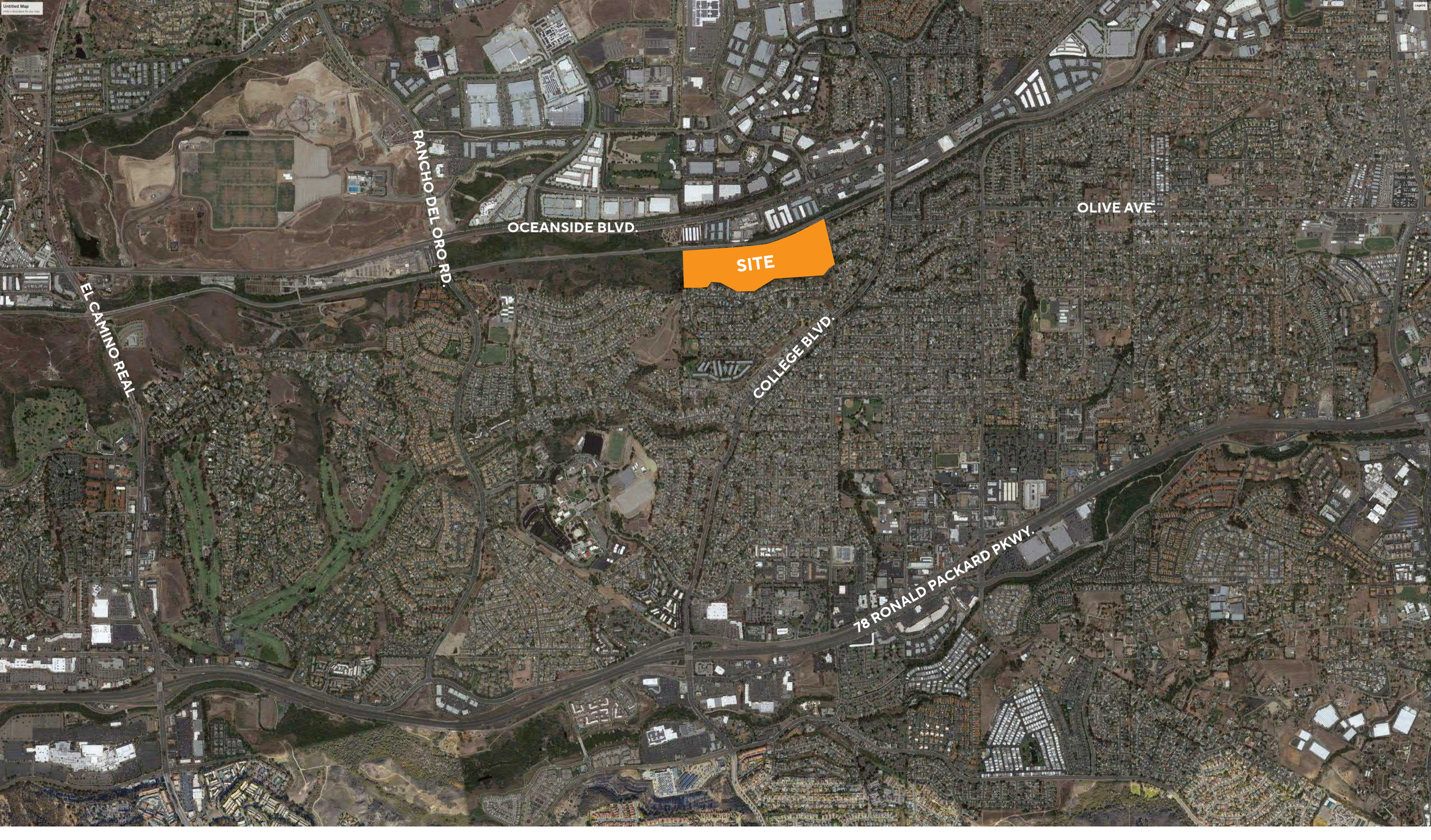
NOTE:
DIGITAL TOPOGRAPHIC MAPPING PROVIDED BY CLIENT AND HAS NOT BEEN VERIFIED BY H&A. DIGITAL BOUNDARY AND EASEMENTS PROVIDED BY CLIENT AND HAVE NOT BEEN PLOTTED OR VERIFIED BY H&A. WORK PRODUCT SHOWN IS CONCEPTUAL AND BASED ON PRELIMINARY BASE MAP INFORMATION SUPPLIED BY CLIENT.

HUNSAKER & ASSOCIATES
SAN DIEGO, INC

PLANNING 9707 Waples Street
ENGINEERING San Diego, Ca 92121
SURVEYING PH(858)558-4500- FX(858)558-1414

DB06 Conceptual Mass Grading – ALT 5.dwg in R:\1746\&Pln\Studies on 8/18/2023

Appendix F:
Conceptual Site Plan for Fire Department



OCEANSIDE TROLLEY PLACE

Oceanside, CA

CAPSTONE EQUITIES

CONTEXTUAL AERIAL

Architecture. Design. Relationships.

01

Job No. 2022-959
Date 2023-09-26

CONCEPTUAL MASS GRADING - ALT 5

OCEANSIDE TROLLEY PLACE

CITY OF OCEANSIDE, CALIFORNIA

AUGUST 18, 2023

HUNSAKER & ASSOCIATES SAN DIEGO, INC

PLANNING 9707 Waples Street
ENGINEERING San Diego, Ca 92121
SURVEYING PH(858)558-4500 - FX(858)558-1414

OCEANSIDE TROLLEY PLACE

Oceanside, CA

CAPSTONE EQUITIES

PHASE ONE & TWO

SCALE: 1'=250'-0"

Architecture. Design. Relationships.

02

Job No. 2022-959
Date 2023-09-26

AFFORDABLE HOUSING DEVELOPMENT

4-STORY ON-GRADE

TOTAL UNITS (DU)	400
TOTAL SITE (NET AC)	5.86
TOTAL SITE (GROSS AC)	43.52
DENSITY (DU/AC)	68

UNIT COUNT

UNIT TYPE	DU	UNIT SF	SF TOT.	PCT.
PHASE 1 - STUDIO	41	450	18,450	21%
PHASE 1 - 1 BR	111	450	49,950	58%
PHASE 1 - 2 BR	39	700	27,300	20%
TOTAL PHASE 1	**191**	**501**	**95,700**	**100%**
PHASE 2 - STUDIO	50	450	22,500	24%
PHASE 2 - 1 BR	128	450	57,600	61%
PHASE 2 - 2 BR	31	700	21,700	15%
TOTAL PHASE 2	**209**	**487**	**101,800**	**100%**
TOTAL	**400**	**494**	**197,500**	**100%**

PARKING REQUIRED

UNIT TYPE	UNIT QTY.	RATIO	STALL QTY.
STUDIO	91	0.00	0
1 BR UNITS	239	0.00	0
2 BR UNITS	70	0.00	0
TOTAL PARKING	**400**	**1.00**	**0**

PARKING PROVIDED

UNIT TYPE	QTY.	RATIO	QTY.
SURFACE PARKING	240		
TOTAL PARKING		**0.60**	**240**

2 HR PASSAGE WAY

OCEANSIDE TROLLEY PLACE

Oceanside, CA

CAPSTONE EQUITIES

PHASE ONE & TWO
Conceptual Site Plan

0 50' 100' 200'
SCALE: 1" = 100'-0"

Architecture. Design. Relationships.

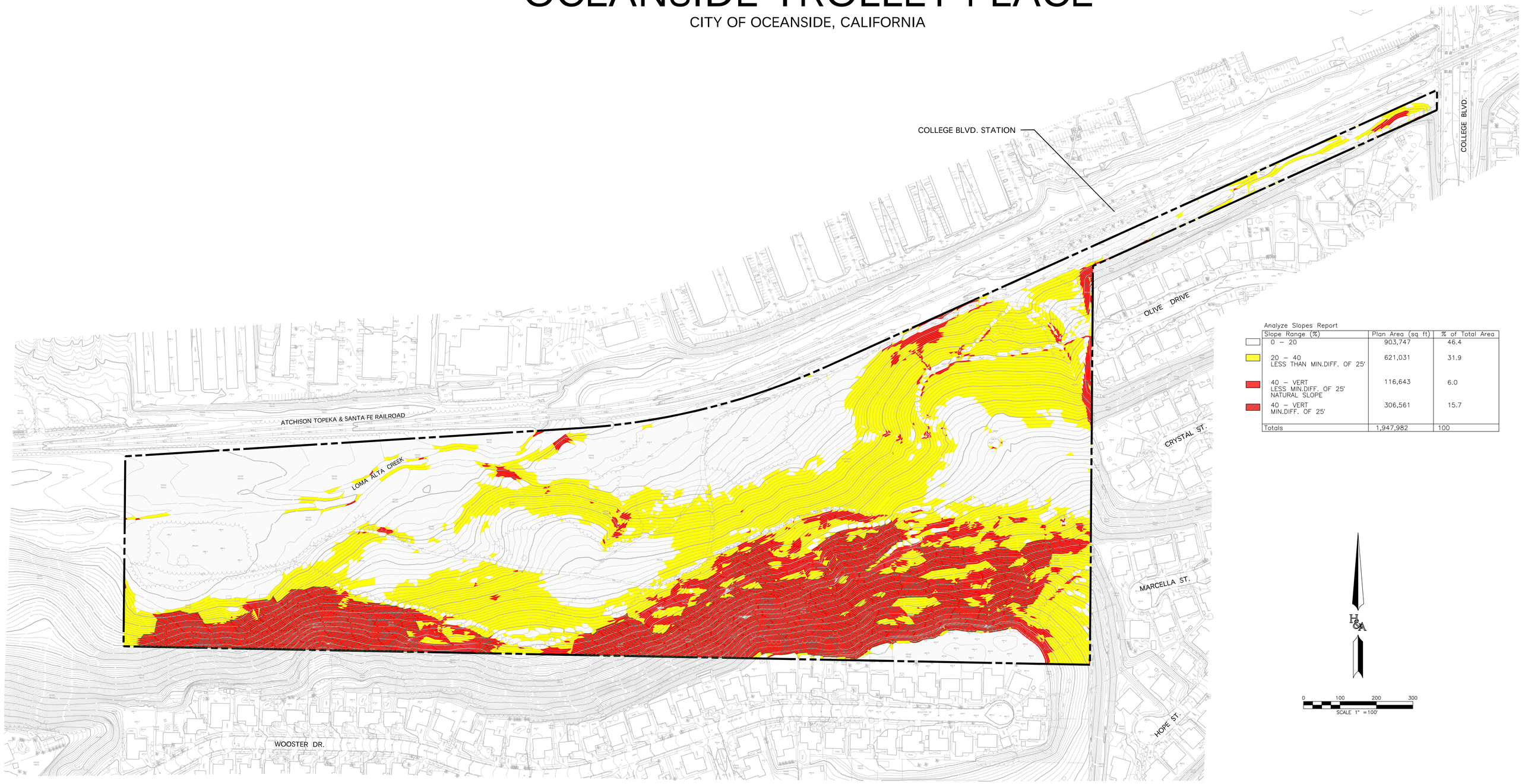
Job No. 2022-959
Date 2023-09-26

Appendix G:
Project Site Slope Analysis

SLOPE ANALYSIS

OCEANSIDE TROLLEY PLACE

CITY OF OCEANSIDE, CALIFORNIA



Analyze Slopes Report

Slope Range (%)	Plan Area (sq ft)	% of Total Area
0 – 20	903,747	46.4
20 – 40 LESS THAN MIN.DIFF. OF 25'	621,031	31.9
40 – VERT LESS MIN.DIFF. OF 25' NATURAL SLOPE	116,643	6.0
40 – VERT MIN.DIFF. OF 25'	306,561	15.7
Totals	1,947,982	100

H&A

0 100 200 300

SCALE 1" = 100'

FEBRUARY 23, 2022

NOTE:
DIGITAL TOPOGRAPHIC MAPPING PROVIDED BY CLIENT AND HAS NOT BEEN VERIFIED BY H&A. DIGITAL BOUNDARY AND EASEMENTS PROVIDED BY CLIENT AND HAVE NOT BEEN PLOTTED OR VERIFIED BY H&A. WORK PRODUCT SHOWN IS CONCEPTUAL AND BASED ON PRELIMINARY BASE MAP INFORMATION SUPPLIED BY CLIENT.

HUNSAKER & ASSOCIATES
SAN DIEGO, INC

PLANNING 9707 Waples Street
ENGINEERING San Diego, Ca 92121
SURVEYING PH(858)558-4500 FX(858)558-1414

EX01 Slope Analysis.dwg in R:\1746\6Pln\Exhibits on Wednesday, February 23, 2022 3:54:45 PM

Appendix H:
Project Information Form (PIF)

PROJECT NOTES:
1. 1/2 mile to transit & located in a Transit Priority Area
2. Connects to Sandag OC-6 smart growth opportunity area
3. VMT 16.9 or 88.8% of mean (needs to be 15% below mean to qualify as "low")
Screened out per SB743 as "Senior Housing (as defined by HUD)"

PROJECT INFORMATION FORM (PIF)

THE FOLLOWING IS TO BE COMPLETED BY THE PROJECT APPLICANT:

	PROJECT INFORMATION FORM		
1.	**PROJECT DESCRIPTION:** Oceanside Trolley Place - 100% Affordable Senior Housing		
2.	**PROJECT LOCATION:** Olive Drive, west of College Blvd.		
3.	**LAND USE:** Multi-family residential for seniors **SIZE/DENSITY:** 68 units per acre (5.86 acres with 400 units)		
4.	**ZONING AND LAND USE CONSISTENT WITH ADOPTED GENERAL PLAN?**	☒ Yes	☐ No
5.	**PROJECT LOCATED IN TRANSIT PRIORITY AREA[1], SMART GROWTH AREA[2], OR LOW VMT AREA[3]?**	☒ Yes	☐ No
6.	**PROJECT TRIP GENERATION:** 1,600 **ADT** Retirement community per Sandag - 4 per unit	☐ < 200 ADT ☐ ≥ 200 ADT ☒ ≥ 1,000 ADT ☐ ≥ 2,400 ADT	
	ATTACHMENTS		
A.	**PROJECT LOCATION MAP**	☐ Attached	
B.	**PROJECT TRIP DISTRIBUTION**	☐ Attached	
C.	**PROJECT TRIP ASSIGNMENT**	☐ Attached	

1) Projects located in a TPA must be able to access the transit station within a ½ mile walking distance or 6 minute walk continuously without discontinuity of sidewalk or obstructions to the route. Qualifying transit stops means a site containing an existing rail transit station served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (OPR, 2017). A high-quality transit corridor may also be considered if a corridor with fixed route bus service has service intervals no longer than 15 minutes during peak commute hours (OPR, 2017).
(2) See Appendix B.
(3) Based on the most recent SANDAG SB 743 Screening Map. Example shown in Appendix C.

TO BE COMPLETED BY CITY STAFF AND RETURNED TO PROJECT APPLICANT

	PROJECT STUDY REQUIREMENTS			
1)	**Does the project require a CEQA VMT analysis?**	☐ Yes	☐ No	☐ Incomplete[(1)]
	A. If yes, does the project require a SANDAG Model Run?	☐ Yes	☐ No	
2a)	**Does the project require a Local Transportation Study?**	☐ Yes	☐ No	☐ Incomplete[(1)]
	OR			
2b)	**Does the project require a Local Transportation Assessment?**	☐ Yes	☐ No	☐ Incomplete[(1)]

[(1)] Incomplete application or additional information is needed to determine study requirements.