



3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

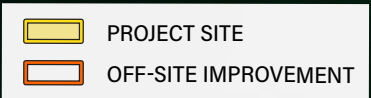
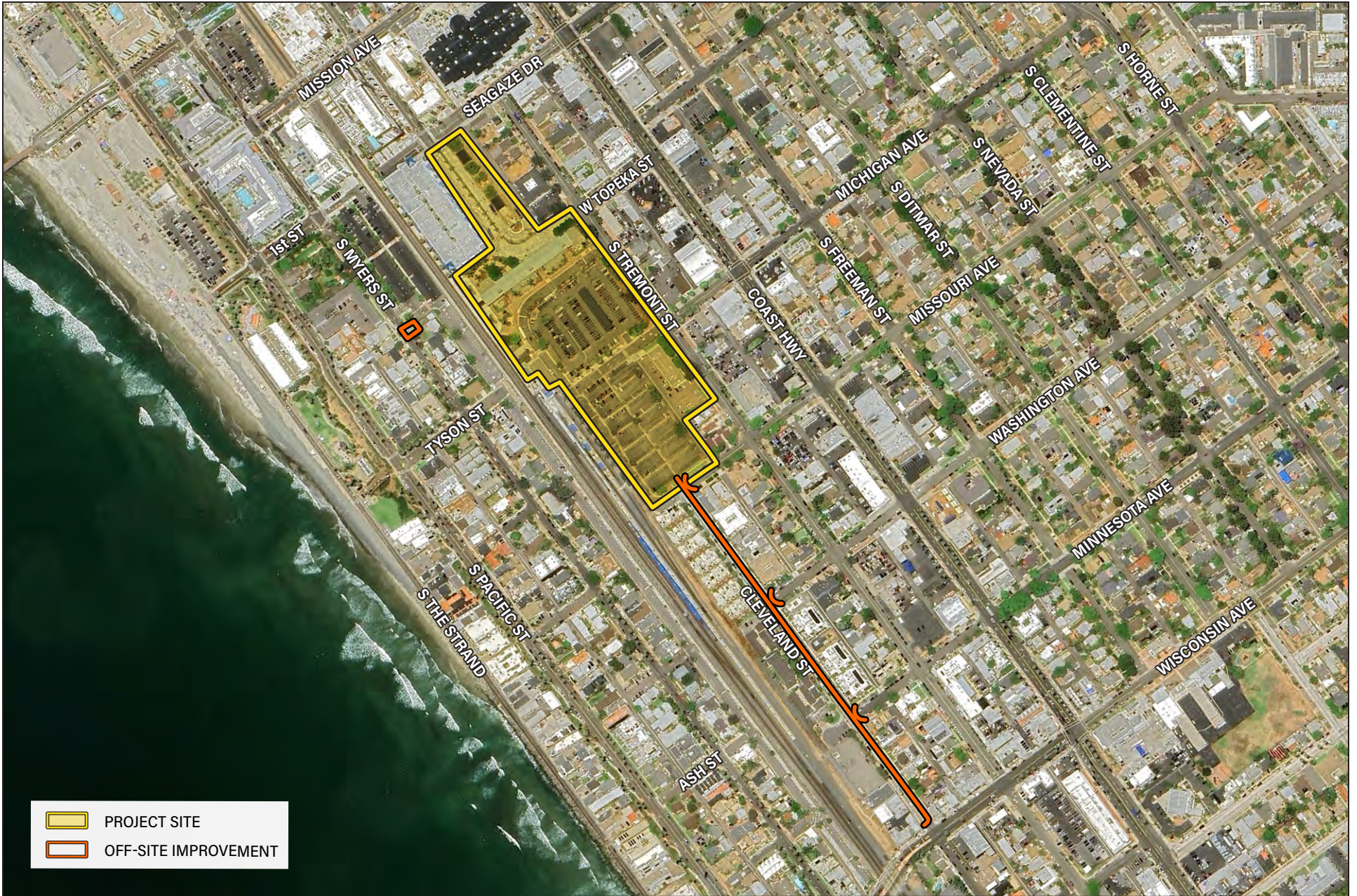
The City of Oceanside (City) is located in the northern portion of San Diego County, just south of Orange County; refer to [Exhibit 3-1, *Regional Vicinity*](#). This coastal community is a popular tourist destination owing to its harbor, beaches, and various attractions located along approximately four miles of the Pacific Ocean. Surrounding areas include Marine Corps Base Camp Pendleton to the north, the City of Vista to the east, the City of Carlsbad to the south, and the Pacific Ocean to the west.

The proposed Oceanside Transit Center Redevelopment (project) site is located at the existing North County Transit District's (NCTD's) Oceanside Transit Center (transit center) at 235 South Tremont Street, in the southeastern portion of the City within the downtown core; refer to [Exhibit 3-2, *Site Vicinity*](#). The project site is approximately 10.15 acres, situated at Assessor's Parcel Numbers (APNs) 150-046-17-00, -046-01-00 through -046-08-00, -043-01-00 through -043-04-00, -043-05-00, and -043-06-00. The project site is surrounded by a mix of commercial, retail, and residential land uses, with mixed-use, hospitality, and commercial retail and entertainment uses (including the Regal Oceanside Cinema) to the north, low-density residential and commercial uses to the east, low-to-moderate density residential uses to the south, and the Amtrak Pacific Surfliner rail line right-of-way and residential uses to the west. The project site is bounded by railroad right-of-way to the west, Seagaze Drive to the north, South Tremont Street to the east, and Missouri Avenue to the south. Local access is provided via Seagaze Drive, South Tremont Street, and Missouri Avenue. Regional access to the site is provided via Interstate 5 (I-5), Mission Avenue, and Coast Highway.

3.2 ENVIRONMENTAL SETTING

The site is located within the Peninsular Ranges Geomorphic Province of California, which stretches from the Los Angeles basin to the tip of Baja California in Mexico. This province is characterized as a series of northwest-trending mountain ranges separated by subparallel fault zones, and a coastal plain of subdued landforms; the project site is located within the coastal plain portion of the province. The site slopes from northeast to southwest. Elevations across the project site range from about 63 feet mean sea level (msl) at the northeast point of the northernmost parking lot to about 43 feet msl in the southwest corner of the site.

The project site is currently developed with the NCTD transit center, consisting of train platforms, NCTD satellite offices, and two public surface parking lots (560 spaces) that primarily serve weekday commuters and weekend beachgoers. Existing service at the transit center includes the NCTD COASTER, NCTD SPRINTER, Metrolink, Burlington Northern and Santa Fe (BNSF), and Amtrak Pacific Surfliner transit (rail) routes, NCTD LIFT Americans with Disabilities Act (ADA) Paratransit Service, as well as bus route service. A subterranean pedestrian tunnel under the railroad right-of-way accommodates pedestrian connectivity from the train platforms to Tyson Street to the south. Bus access is accommodated at existing driveways at Seagaze, South Tremont Street, and West Topeka Street. Vehicle ingress/egress to surface parking lots is accessed via driveways along South Tremont Street and



Source: Google Earth Pro, March 2024



Cleveland Street. Existing on-site ornamental landscaping includes perimeter landscaping, landscaping around on-site structures, as well as parking lot landscaping.

The existing NCTD transit center functions as a major regional transit hub, providing a unique combination of rail and bus service that affords convenient connections throughout Southern California. As previously mentioned, rail travel is provided by Amtrak and various commuter rail services; the NCTD transit center is the northern terminus of the Coaster, the western terminus of the Sprinter, and southern terminus of Metrolink services. The rail line also supports BNSF freight rail services. The San Diego and Irvine Stations may be reached in approximately one hour, and Union Station in downtown Los Angeles is about two hours distance. Bus service is provided by Greyhound, NCTD, and local commuter bus services.

GENERAL PLAN DESIGNATION AND ZONING

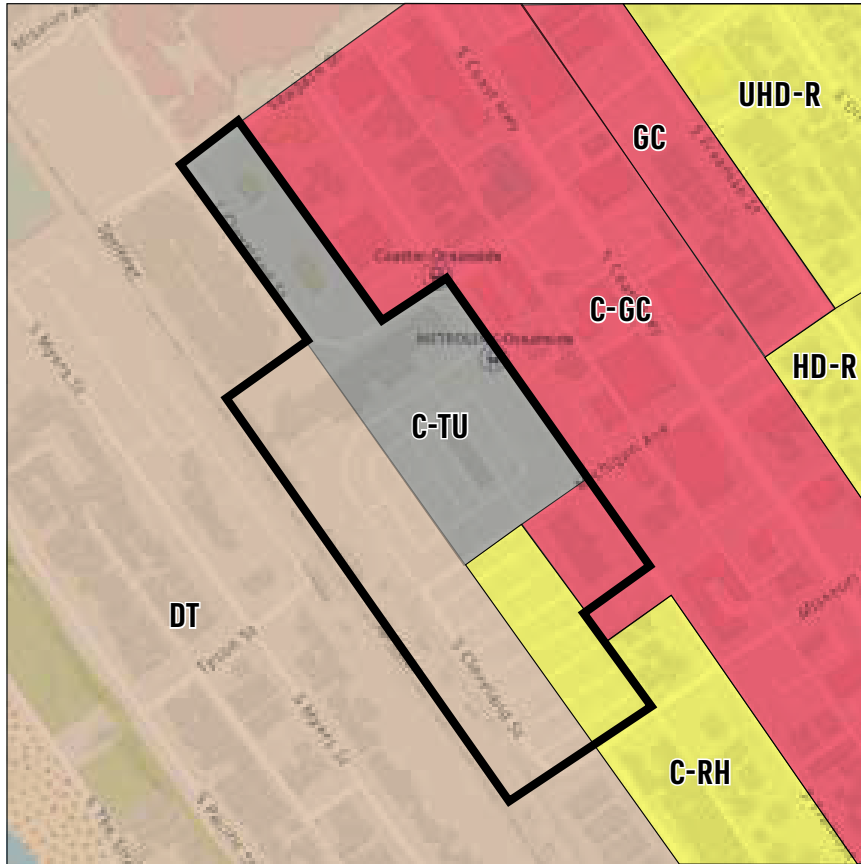
Based on the *Oceanside General Plan* (General Plan), multiple land use designations apply to the property, including Downtown (DT), Coastal Transportation and Utility (C-TU), Coastal Residential High Density (C-RH), and Coastal General Commercial (C-GC); refer to Exhibit 3-3, *Existing and Proposed General Plan Designations*. Based on the *City of Oceanside Zoning Map* (Zoning Map), the project site is divided into several zones; refer to Exhibit 3-4, *Existing and Proposed Zoning*. That portion of the site generally west of Cleveland Street falls within the Downtown District: Public Transportation and Railroad (District D-14) and High Density Residential (District D-5). The remainder of the site is zoned Public Utility and Transportation (PUT), Office Professional, Coastal (OP), and Medium Density Residential, Coastal (R-3).

The project site is also within the Local Coastal Program (LCP) and *Coast Highway Vision and Strategic Plan* (CHVSP). An LCP is defined by the California Coastal Commission (CCC) and regulates development within the City's Coastal Zone. The CHVSP is an advisory document that provides guidance for revitalization of the Coast Highway Corridor. It envisions the transit center as a transit-oriented development that becomes an extension of the downtown business area. The plan depicts this catalytic site as in-fill mixed use that incorporates a town square and transit facilities and reconnects Cleveland Street.

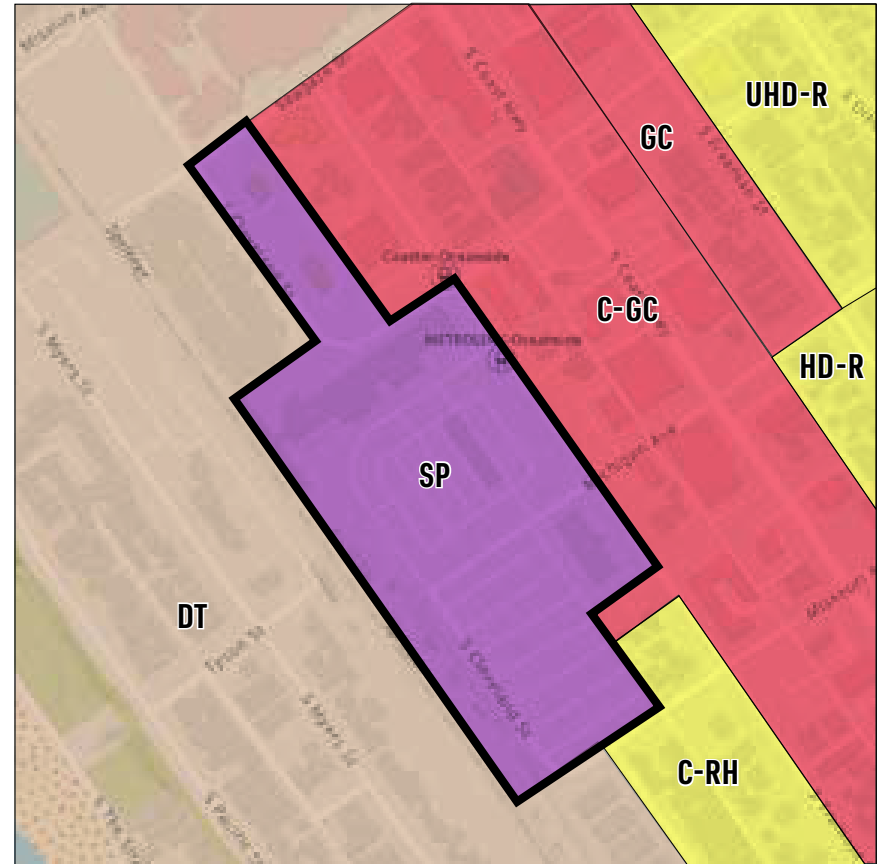
SURROUNDING LAND USES

Surrounding land uses include a mix of commercial and residential uses, which are further described as follows:

- North: Seagaze Drive bounds the project site to the north. Further north is a mixed-use building with a restaurant (Domino's Pizza) and parking garage on the ground floor and residential units on the upper stories. These parcels are designated DT and zoned Subdistrict D-1 Mixed Use (Commercial/Residential/Professional).
- East: Institutional (i.e., Grace Christian Center), single-family residential, commercial uses, and surface parking are present to the east. South Tremont Street bounds the central portion of the project site to the east. These parcels are designated C-GC and C-RH and zoned OP, General Commercial (C2) (Coastal), and R-3.

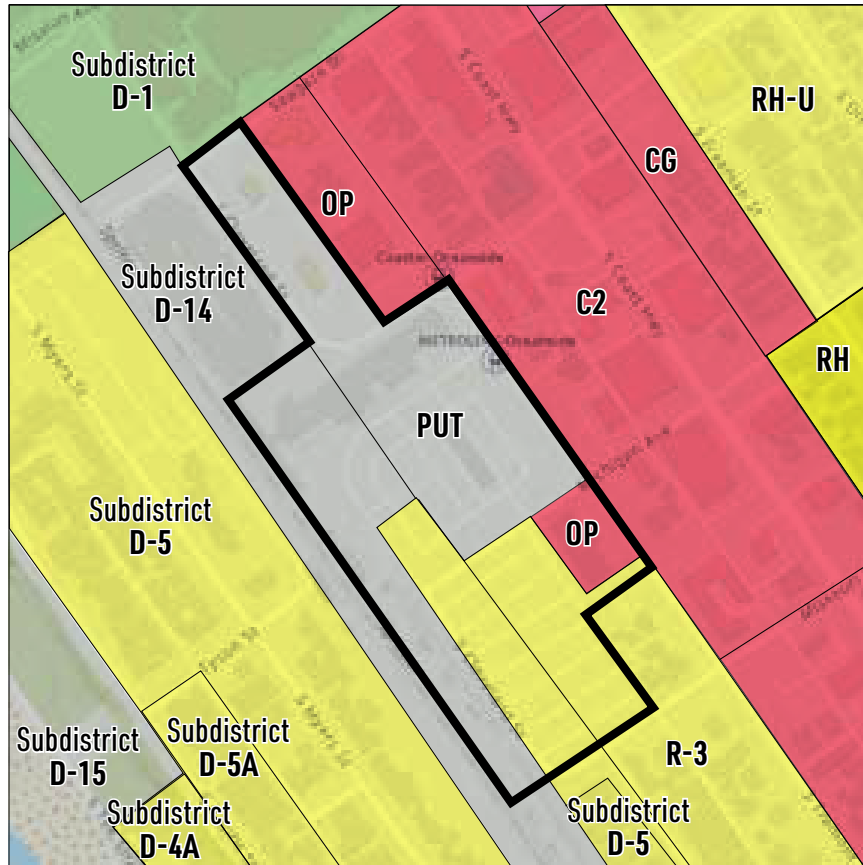


LAND USE MAP - EXISTING PLAN

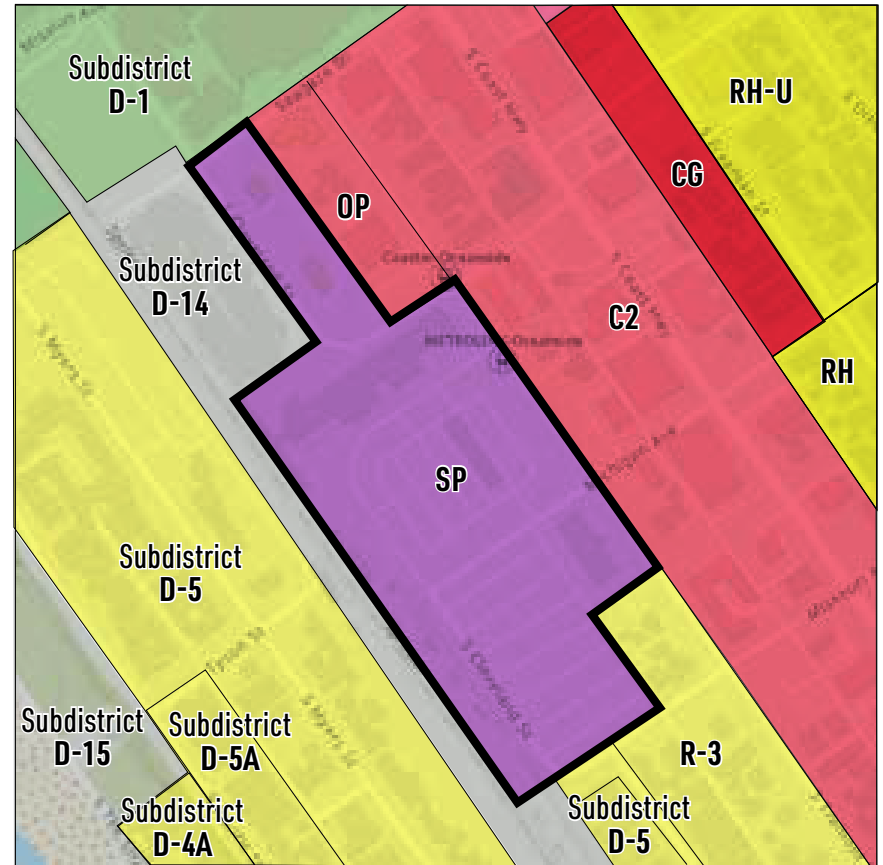


LAND USE MAP - PROPOSED

Source: City of Oceanside General Plan



ZONING MAP - EXISTING PLAN



ZONING MAP - PROPOSED

Source: City of Oceanside Zoning Map



- *South*: Missouri Avenue bounds the project site to the south. Commercial uses (i.e., American Import Auto Group, Huey Surfboards) and a mix of single and multi-family residences are further south. These parcels are designated C-RH and DT, are zoned R-3 and Subdistrict D-5.
- *West*: Railroad right-of-way bounds the project site to the west. Public surface parking lots and single-family residential uses are present further west. These parcels are designated DT and zoned Subdistrict D-14 and Subdistrict D-5.

3.3 PROJECT BACKGROUND AND HISTORY

The project site occupies a high-profile location at the heart of Oceanside. Oceanside is the third largest city in San Diego County with a population of approximately 176,500. It is a popular tourist destination owing to its harbor, beaches, and various attractions, including Mission San Luis Rey, California Surf Museum, and Oceanside Art Museum. Locational advantages of the project site include its position roughly three blocks east of The Strand and Oceanside City Beach, and one block south of Mission Avenue which functions as the City's downtown core. Farther to the north are other nearby attractions, including the Municipal Pier, Oceanside Harbor, and Marine Corps Base Camp Pendleton.

The City's economic development strategy is to build a broad-based economy that features significant public sector employment, while strengthening its presence in a wide range of economic sectors such as healthcare, biotechnology, information and communications technology, sports and active lifestyle products, hospitality, and agriculture. Key to the City's economic development strategy is the provision of a diverse supply of quality housing that meets anticipated population growth. The San Diego Association of Governments (SANDAG) projects a growth in population to about 183,500 through 2025, as well as a significant increase in employment through 2035. Accordingly, the Regional Housing Needs Assessment (RHNA) allocates the City 5,443 dwelling units across various income levels for the next housing cycle (2021-2029). The City is expected to meet its obligation by focusing housing development in smart growth opportunity areas, particularly transit-oriented sites and major commercial corridors.

NCTD issued a Request for Proposal (RFP) on January 6, 2020 for the redevelopment of the Oceanside Transit Center property as a mixed-use mobility hub to accommodate the needs of NCTD, the community, the development, future transit riders, and public visitors to the area. On September 17, 2020, the NCTD Board of Directors approved the Source Selection Committee recommendation to select Toll Brothers, Inc. as the highest ranked proposer for the Oceanside Transit Center Redevelopment project pursuant to the RFP. The NCTD Board of Directors authorized the Executive Director to enter into the appropriate Agreements with Toll Brothers, Inc. to redevelop the property into a mixed-use transit-oriented development that includes commercial and residential uses, while also improving on-site intermodal connectivity serving the existing on-site transit center, which is the subject of this EIR.

The proposed Specific Plan for the project site has been prepared pursuant to Section 65450 et seq. of the State of California Government Code which sets forth minimum requirements for a Specific Plan, including provisions for a land use plan, infrastructure plan, and inclusion of criteria and standards for development. The Specific Plan for the project site has been drafted to meet the intent



and requirements of the California Government Code and the City of Oceanside's Zoning Ordinance. It customizes the development standards and regulations to achieve the desired vision for the project site.

The existing land use designations of the project site do not accommodate the proposed project and a General Plan Amendment would be required to establish the appropriate land use designation of Specific Plan (SP) across the project site. Additionally, the existing zoning of the project site does not support the proposed project; as such, a Zone Amendment would be required to designate the site as Specific Plan (SP) to achieve consistent zoning across the site that would support the envisioned project. The Specific Plan for the project site would serve as the regulating document, including applicable land use regulations, development standards, and design guidelines. As previously mentioned, the project site is within the LCP; Local Coastal Program Amendment (LCPA) would be required due to the proposed changes in underlying land use designation and zoning for the project site. These changes would support development that further revitalizes the coastal area and fosters coastal tourism. The proposed development is consistent with the CHVSP, except that it alters the program mix based on more current and targeted market analysis, by reducing the retail and commercial component and incorporating a hotel and additional residential density.

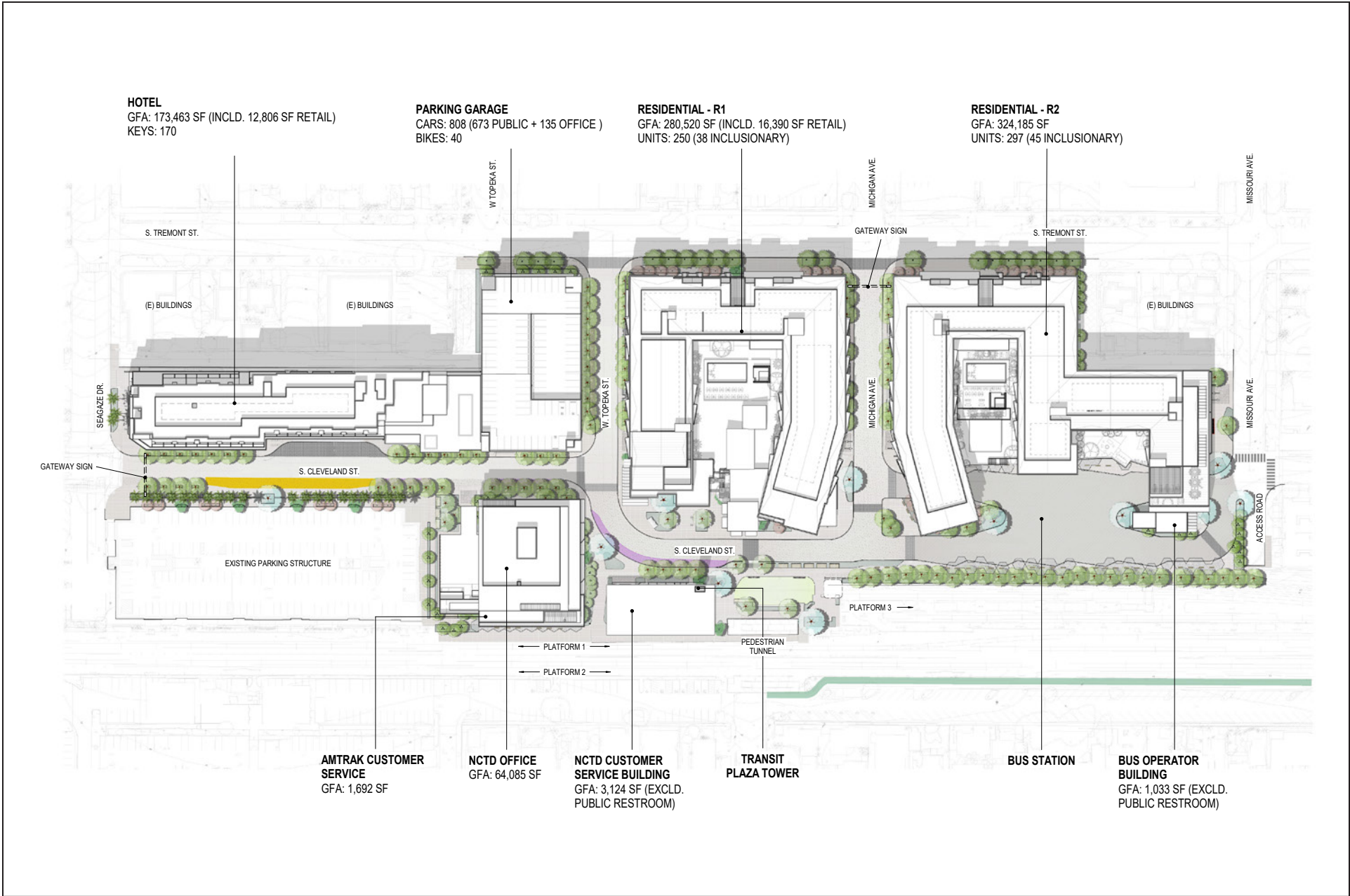
Redevelopment of the existing NCTD transit center would extend and further activate the City's downtown core and reinforce transit ridership, including parking that would serve the transit center and support the various land uses and public amenities that are intended to enliven and enrich the project and serve the community. The proposed project would also help the City meet its housing obligations by adding new residential units.

3.4 PROJECT CHARACTERISTICS

The project proposal includes a General Plan Amendment (GPA), Zone Amendment (ZA), approval of a Specific Plan (Oceanside Transit Center [OTC] Specific Plan), Local Coastal Program Amendment (LCPA), Regular Coastal Development Permit (RC), Development Plan, and Vesting Tentative Tract Map to allow the demolition of existing structures and construction of a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses, as well as public and private open space and associated parking and landscaping; refer to Exhibit 3-5, Overall Site Plan.

The project would construct up to 852,434 gross square feet of development, with an additional 297,673 gross square feet devoted to above-grade parking and 454,276 gross square feet for below-grade parking, supplying up to 1,868 parking stalls. On-site development would include the following:

- Two mixed-use buildings to accommodate a total of 588,322 square feet of residential use, including 547 new residential apartment units. Market rate and affordable units would range in size from studios to 3 bedrooms, with resident-focused amenities to include generous courtyards and upper floor decks. Fifteen percent of the apartments (approximately 82 units) would be designated as affordable units. Pursuant to the requirements of the City of Oceanside's Inclusionary Housing Ordinance (Chapter 14C of



Source: CallisonRTKL Inc., April 2024



the Municipal Code) that specifies at least ten (10) percent of units shall be reserved for low-income residents as defined by the ordinance. As such, the project would designate 55 units for low-income residents pursuant to the Municipal Code. The remaining 27 affordable housing units would be reserved for moderate-income residents.

- A 160,656-square foot, 170-room boutique hotel that would incorporate amenity decks, including a pool deck, as well as private balconies with ocean views for west-facing guestrooms;
- A modern 64,085-square foot NCTD Headquarters building, replacing the general administration offices located at 810 South Mission Avenue and the NCTD offices currently located on the project site. The new building would allow for consolidation of NCTD facilities and operations, while on-site placement of the building would afford the NCTD direct oversight of the station operations;
- A series of transit improvements, in addition to the NCTD Headquarters building, would enhance the user experience, increase transit use, and emphasize improved intermodal connectivity. These improvements would include a 7,427-square-foot modern intermodal transportation center, comprised of a 3,124-square-foot NCTD Customer Service Building, 1,692-square-foot Amtrak Customer Service Center located within the NCTD Headquarters building envelope, 1,033-square-foot Bus Operator Building, as well as safe and efficient bus circulation improvements, 12 commuter bus stalls and bus layover space, and public restrooms. Moreover, transit facilities and improvements would be located to better facilitate the transfer between bus and train services;
- Commercial/retail and food and beverage services, totaling 29,196 square feet, would allow for uses such as an art studio, bar and cocktail lounge, brewery/winery, convenience market, restaurants, health club and spa, and commercial recreation and entertainment;
- Proposed parking facilities, up to 1,868 parking stalls for public and private use, would provide replacement parking for the two public parking lots currently serving weekday commuters, as well as sufficient parking to meet the needs of all other uses and activities on-site. The above grade garage would provide the majority of the public parking. To the extent feasible, shared parking would be promoted to reduce the overall parking requirement and support the project's transit orientation. Additionally, the project would provide secured bicycle parking facilities; and
- A proposed public Station Plaza would function as the active hub of the project, providing convenience and comfort for waiting transit riders and commuters, while also accommodating various community-based events of modest scale, such as seasonal events, passive art installations and street musician performances, subject to the terms and conditions as stated in NCTD Ordinance 3, Section 2.6, *Commercial Activities, Solicitation, and Expressive Activities*. The plaza would feature a high level of amenities, including patterned hardscape, native landscape materials, decorative lighting, seating areas, and public art. Moreover, various streetscape enhancements and pedestrian amenities would promote walkability and improve pedestrian connections.



OCEANSIDE TRANSIT CENTER SPECIFIC PLAN

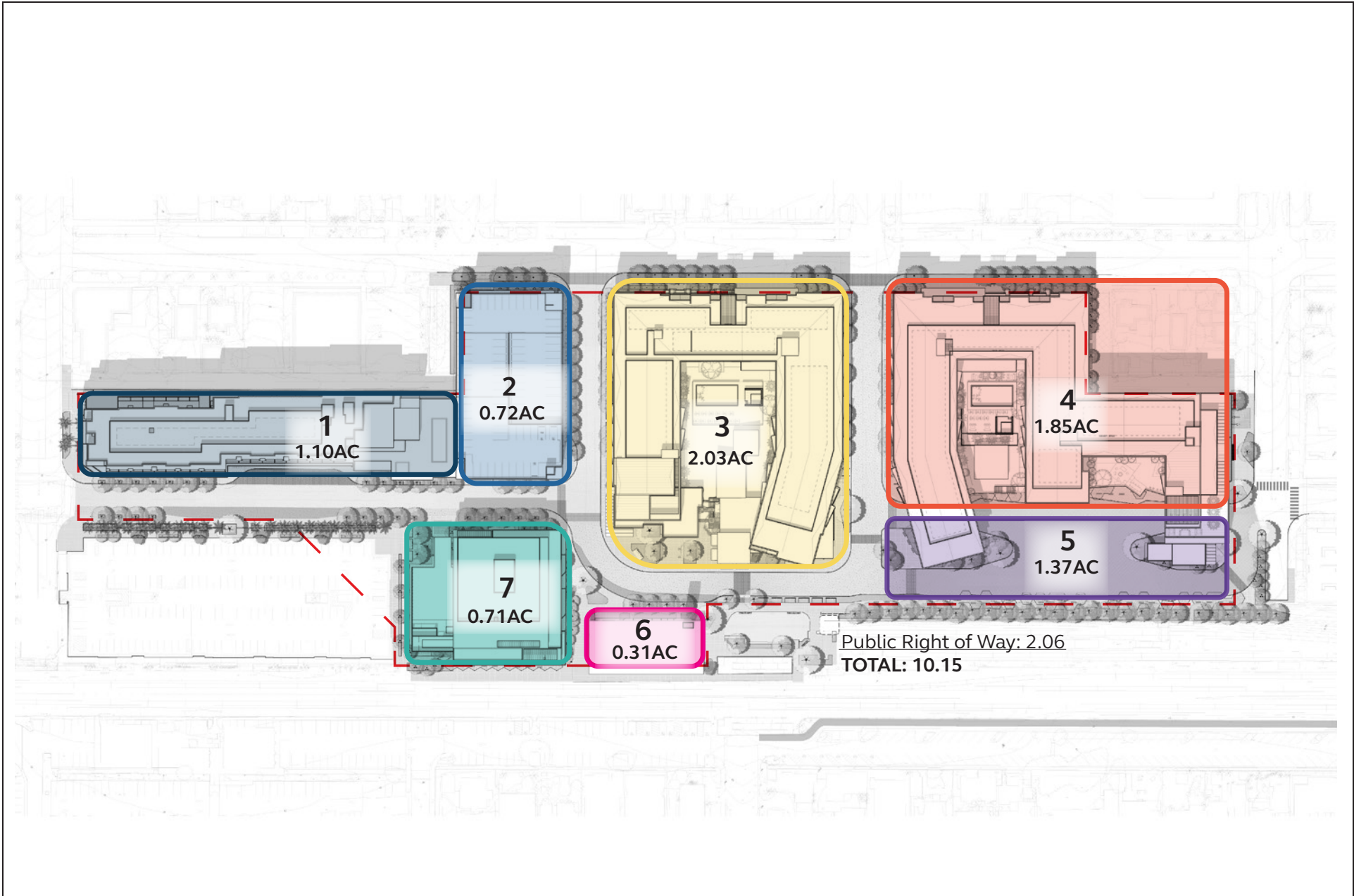
The Specific Plan is intended as a regulatory tool used to implement the City's General Plan and direct development within a defined geographic area. While the General Plan is the primary vehicle to guide city-wide growth and development, the Specific Plan customizes the development goals and objectives, as well as the land use regulations for a defined area, consistent with the City's vision for the property, the surrounding context, and the distinct characteristics of the property.

The Specific Plan designation supports the mixture of uses and density of residential living that are critical to achieving the vision of a model transit-oriented development that extends the activity of downtown and promotes ongoing revitalization of the coastal area. The Specific Plan would serve both planning and regulatory functions including land use regulations, circulation patterns, public facilities/infrastructure, and development standards. All future development within the Specific Plan area would be subject to compliance with the Specific Plan regulations, as well as other applicable City regulations.

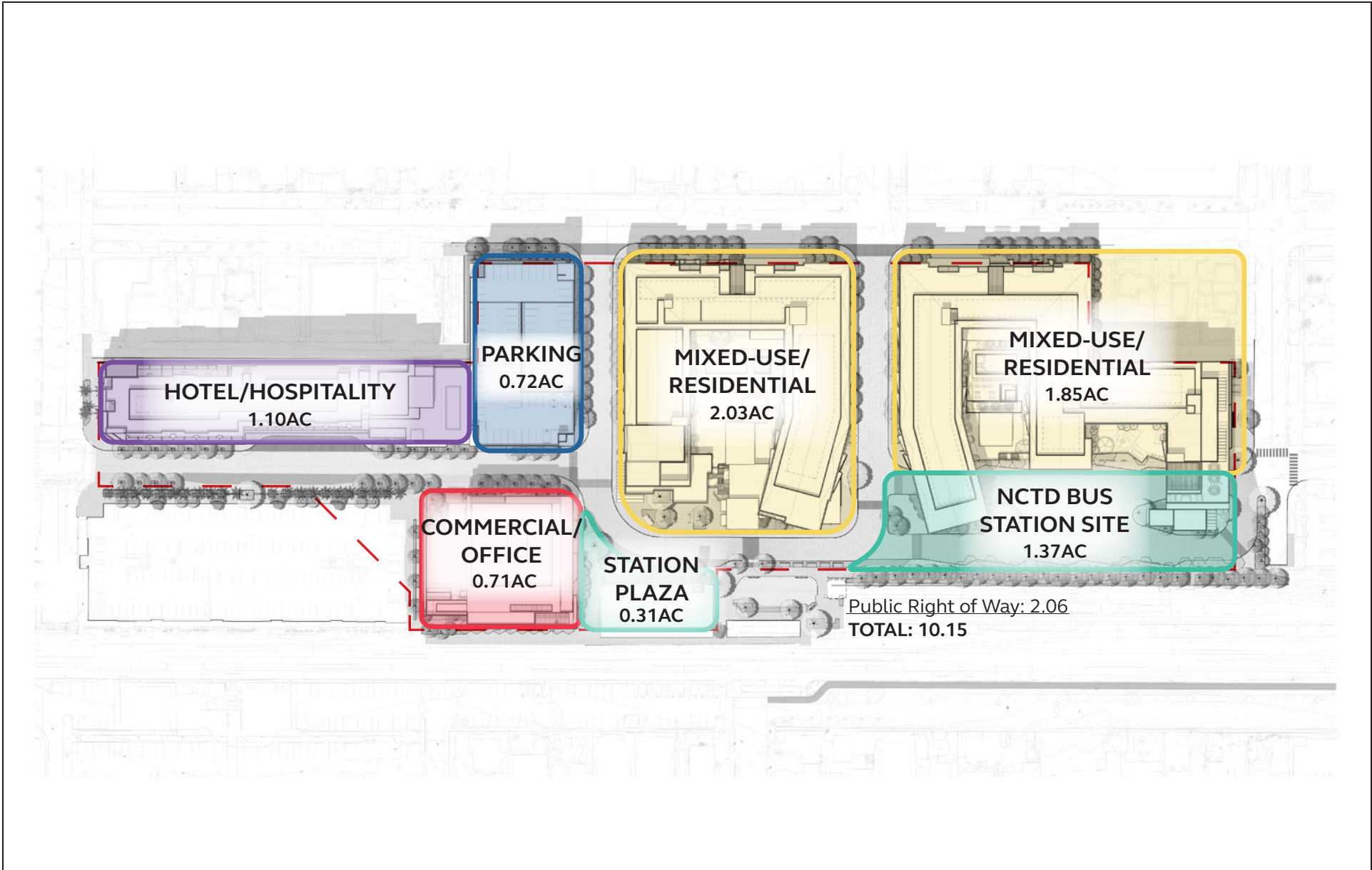
Land Use Plan

The land use framework supports transit-oriented development, recognizing the site's function as a regional transit hub, and emphasizing mixed-use development that incorporates a significant residential component to promote transit ridership. Land use distribution and programming respond to site adjacencies, with commercial functions located toward the north in proximity to the downtown core, and an emphasis on residential use occupying the southern portion of the site in response to nearby residences. For phasing and programming purposes, the project has divided the site into three private and four public blocks as follows (refer to [Exhibit 3-6, *Development Parcels*](#), and [Exhibit 3-7, *Land Use Framework Plan*](#)):

- Block 1 – Hotel/Hospitality (1.10 acres):
 - 170-room boutique hotel and amenities
 - 12,806 square feet of retail/food and beverage
 - Up to 177 above and below-grade parking stalls
- Block 2 – Parking (0.72 acre):
 - Up to 808-stall commercial, office, and commuter parking garage
- Block 3 – Mixed-Use/Residential (2.03 acres):
 - 250 residential apartment units and associated amenities
 - 16,390 square feet of retail/food and beverage
 - Up to 381 above and below-grade parking stalls



Source: Arcadis Inc., April 2024



Source: CallisonRTKL Inc., April 2024

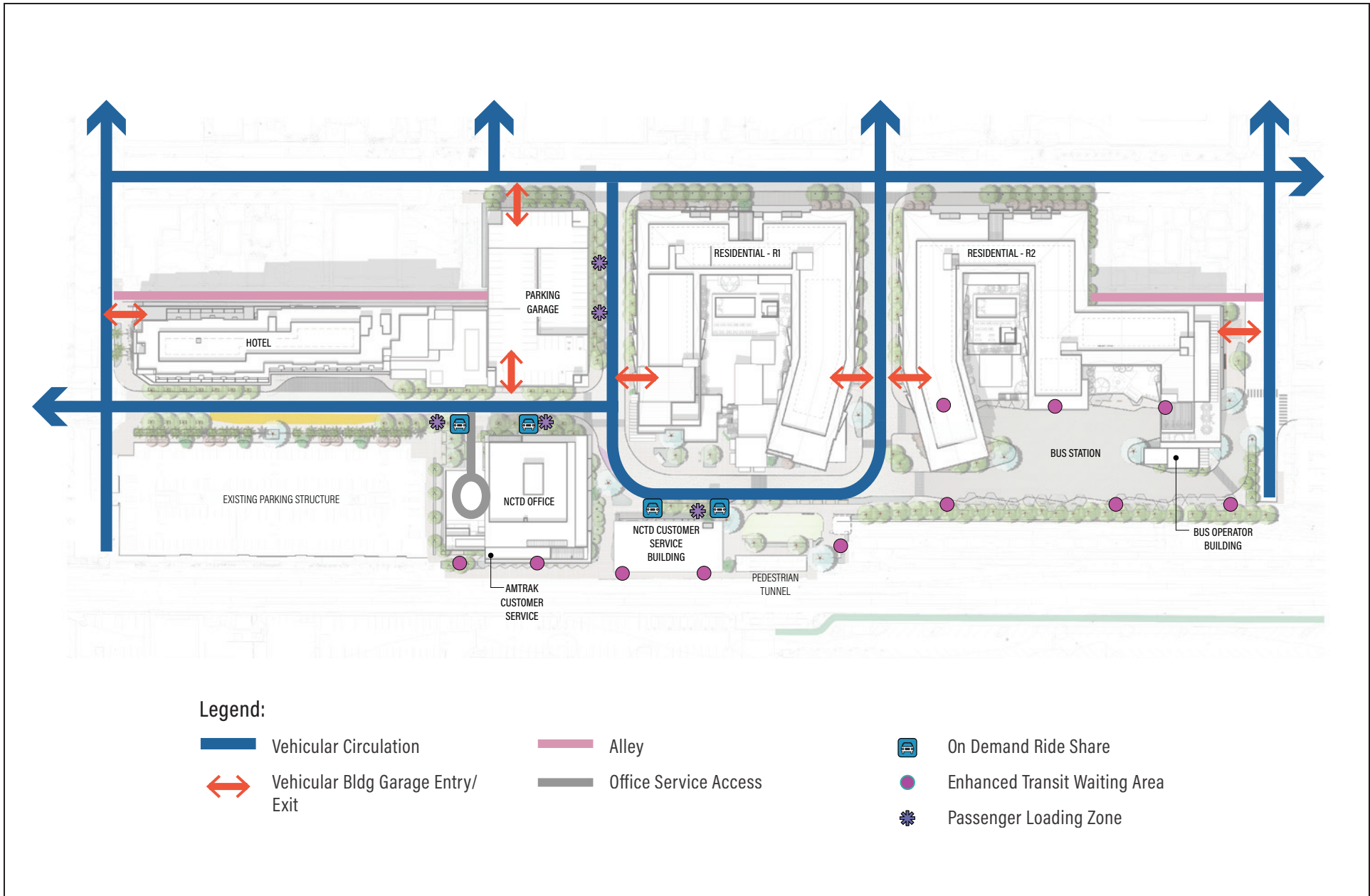


- Block 4 – Mixed-Use/Residential (1.85 acres):
 - 297 residential apartment units and associated amenities
 - Up to 409 above and below-grade parking stalls
- Block 5 – NCTD Bus Station Site (1.37 acres):
 - Bus station
 - 1,033-square foot Bus Operator Building
 - Public restrooms
- Block 6 – Station Plaza (0.31 acres)
 - 3,124-square foot NCTD Customer Service Building
 - Public restrooms
- Block 7 – Commercial/Office (0.71 acre)
 - 64,085-square foot NCTD Headquarters office building
 - 1,692-square foot Amtrak Customer Service Center
 - 93 below grade office parking stalls
- Approximately 2.06 acres would become dedicated public right-of-way.

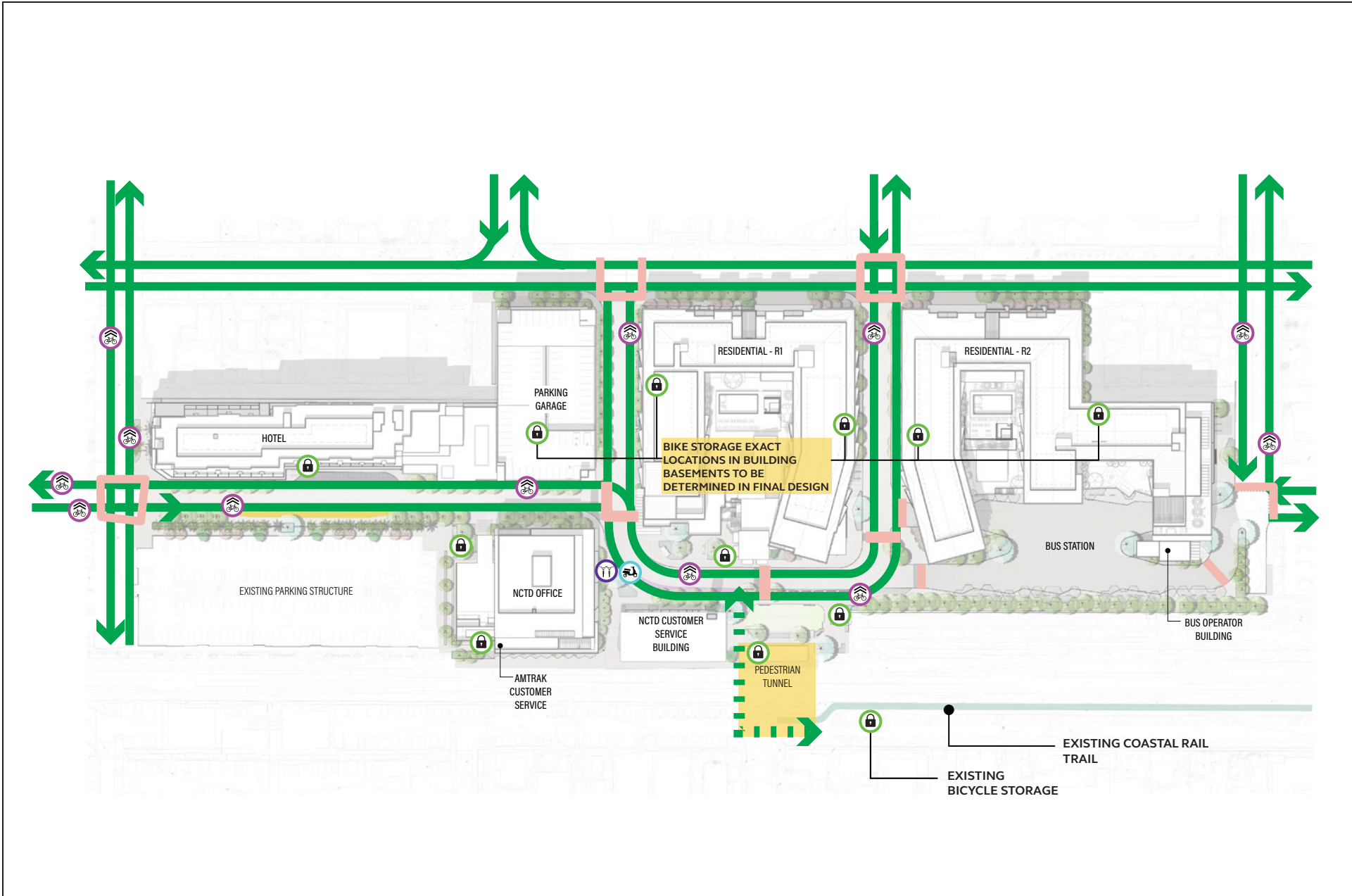
Per the proposed Specific Plan, new buildings would not exceed six stories (90 feet maximum measured from existing grade) and the Floor Area Ratio (FAR) would not exceed 4.0 on any individual development block.

Circulation Plan

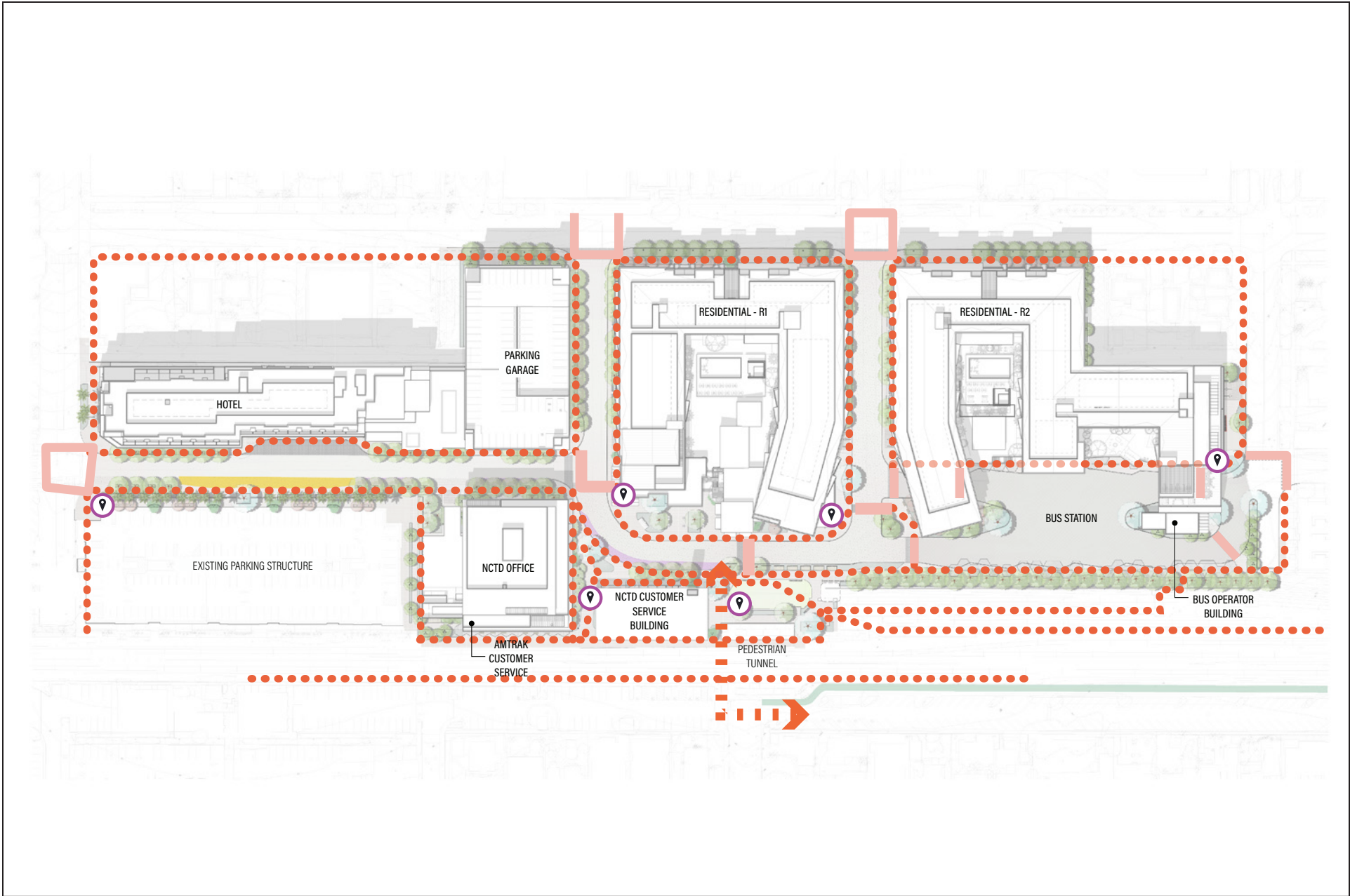
The circulation framework supports the land use concept in achieving a transit and pedestrian-oriented development. Transit improvements and enhancements to the pedestrian and bicycle networks are designed to increase transit ridership, especially through better commuter connections, promote walkability and livability, and improve the safety and convenience of on-site circulation. The circulation framework addresses proposed circulation routes and mobility hub improvements for transit, bicycle and pedestrian networks. Refer to [Exhibit 3-8a, *Vehicular Circulation Framework Plan*](#), [Exhibit 3-8b, *Bicycle Circulation Framework Plan*](#), and [Exhibit 3-8c, *Pedestrian Circulation Framework Plan*](#).



Source: CallisonRTKL Inc., September 2024



Source: CallisonRTKL Inc., April 2024



Source: CallisonRTKL Inc., April 2024



Bus Transfer Center Relocation

In 2020, NCTD undertook a study to consider options to relocate the existing bus transfer center in order to increase ridership at the transit center (Final Project Study Report¹). Based on the Final Project Study Report, the distance from the current bus transit station to the new SPRINTER/COASTER platforms requires an approximate 6 to 10 minute walk to connect between rail and bus modes. NCTD has found that at this distance and with the current bus and train schedules, patrons walking at a normal or comfortable pace have been missing their train connections because of the long distance and lack of a line of sight between modes. Patrons who are mobility impaired and/or traveling with young children may be at an even greater disadvantage for connecting between modes. The NCTD COASTER with its recently relocated train platform further south of the station has compounded this issue. A majority of bus commuters find themselves having to increase their walking speed or engage in running in order to make their train connection. An increased walking speed or running may increase the potential for tripping and increase both physical and emotional stress which decreases rider satisfaction. The primary purpose of the proposed bus transfer center relocation is to shorten the distance between the bus transit station and the Sprinter/Coaster platforms to help reduce walking times, so patrons can make their connections without having to increase their normal or comfortable walking speed or engage in running.

Based on the findings presented in the Final Project Study Report, NCTD proposes to relocate the bus transfer center to the corner of Cleveland Street and Michigan Avenue, providing proximity to both rail and bus boarding; refer to [Exhibit 3-8a](#). The bus transfer center would be relocated from the current northern location (at Seagaze Drive) to the southern portion of the site (north of Missouri Avenue). Relocated bus transfer center improvements would include 12 commuter bus bays and layover space to accommodate approximately 6 additional buses. A new 1,033-square-foot Bus Operator Building and public restrooms would also be constructed. Emergency access would be provided from Tremont Street, Topeka Street, Michigan Avenue, Missouri Avenue, and Cleveland Street.

Street Alignment and Access

The proposed on-site roadway configurations are intended to minimize conflict between pedestrians and vehicles. Personal vehicles accessing the hotel, office building, and parking structure would be afforded ingress/egress from Seagaze Drive, South Tremont Street, and the new Cleveland alignment on-site; refer to [Exhibit 3-8a](#). Parking garages for new apartment buildings would be accessed from Topeka Street, Michigan Avenue, and Missouri Avenue. Bus circulation would generally access the relocated bus transfer center from the proposed Cleveland corridor, which leads directly into the bus transfer area.

It is acknowledged that the project would be conditioned to include the following off-site improvements:

¹ North County Transit District, *Final Project Study Report Oceanside Transit Center Bus Bay Relocation (311 Seagaze Drive And 302 Missouri Avenue)*, dated September 28, 2020.



- Construct all-way stop at Tremont Street/New Topeka Street intersection with enhanced crosswalks;
- Construct enhanced crosswalks at Tremont Street/Michigan Avenue intersection; and
- Reconfigure Cleveland Street/Missouri Avenue intersection to an all-way stop.

Pedestrian/Bicyclist Circulation

The Specific Plan supports alternative modes of transportation and reduces the need for personal vehicle use by strengthening pedestrian and bicycle connectivity through the project site; refer to [Exhibit 3-8b](#) and [Exhibit 3-8c](#). A strong north/south-oriented pedestrian connection through the site (realigned Cleveland Street) connects existing and future residents to the transit center and the downtown core. The project would also introduce active ground floor uses and streetscape amenities. Enhanced crosswalks would be constructed along Cleveland Street through the project site, including the intersection of Cleveland Street and Seagaze Drive; along Tremont Street at the intersections of Topeka Street and Michigan Avenue; and at the intersection of Cleveland Street and Missouri Avenue. Various mobility hub improvements would accommodate transit users, pedestrians, and bicyclists, and would include enhanced transit waiting areas and passenger loading, pedestrian walkways and crossings, bikeways, bicycle parking and bike share, dedicated transit ways, flexible curb space, and wayfinding.

Parking

Parking facilities are located and designed to provide convenient and safe parking for site occupants and visitors, including the parking structure that would serve the NCTD office employees and the public, as well as basement and lower-level parking serving the residents. The project provides parking sufficient to replace the existing public parking serving the transit center, as well as parking to meet the needs of the proposed land uses. A combination of subterranean and above-ground parking garages is employed to satisfy the total parking demand generated by development on-site. Shared parking and reduced parking ratios are encouraged in accordance with the mixed-use and transit orientation of the project; transit-oriented development reduces parking needs by promoting alternative modes of transportation. Additionally, parking facilities include assigned spaces for electric vehicles. Applicable standards are presented in [Table 3-1, *Parking and Loading Standards*](#).

**Table 3-1
Parking and Loading Standards**

Standard	Requirement
Parking Ratios	
Residential ¹	<ul style="list-style-type: none"> • 1.0 space per studio dwelling unit • 1.25 spaces per 1-bedroom dwelling unit • 1.75 spaces per 2-bedroom dwelling unit • 2.0 spaces per 3-bedroom dwelling unit
Commercial	<ul style="list-style-type: none"> • Commercial – Retail: 2.5 spaces per 1,000 square feet • Commercial – Food and Beverage: 5.0 spaces per 1,000 square feet • Commercial & Government Office: 2.9 spaces per 1,000 square feet



Standard	Requirement
Hotel	<ul style="list-style-type: none"> • 0.8 spaces per hotel room • 10.0 spaces per 1,000 square feet of hotel meeting room space
Commuter Parking	560 replacement parking stalls for the Oceanside Transit Center shall be provided within the Specific Plan area
Parking Location	Required parking for uses on a given parcel may be provided on another parcel within the Specific Plan Area.
Parking Reduction	A reduction in parking may be approved by the City Planner for shared parking and inclusionary dwelling units, subject to the findings of a parking study.
Loading Requirements	<ul style="list-style-type: none"> • Hotel: 1 loading space per building primarily devoted to hotel use • Commercial & Government Office: 1 loading space per building primarily devoted to office • Commercial - Retail / Food and Beverage: none required; street loading permissible • Residential: none required; white curb loading permissible • Size: 10 feet x 20 feet with 10 feet vertical clearance
Electric Vehicle (EV) Parking	40% of required parking spaces shall be dedicated to EV parking / 25% of required EV spaces shall provide a charger.
Bicycle Parking	Bicycle parking shall be provided in the amount of 5% of the total parking requirement; required parking shall be for commercial use (non-public use).
Notes: ¹ Residential ratios are inclusive of guest parking	

Urban Design Plan

The urban design framework reinforces the sense of place, relying on building intensity and mass to properly contain public outdoor space and frame exceptional ocean views, while responding to surrounding conditions with an appropriately scaled village concept that draws inspiration from the character and identity of the coastal environment. The public realm is of special importance, highlighted by enhanced streetscapes and the integration of accessible outdoor gathering space.

Buildings would be located and massed to contain public outdoor space and to especially create a consistent street edge. The design promotes street-level activation through integration of retail and community amenity space along Cleveland Street. Additionally, the main residential lobbies are located along Tremont Street and feature clearly marked entrances and transparent windows, while there are a select number of residential stoop units along the side streets. Neighborhood safety and security are enhanced through activated sidewalks and an “eyes on the street” approach that orients residential porches, balconies, and windows toward public and communal outdoor space. Streetscape and outdoor public spaces incorporate amenities that support pedestrian comfort and help enrich and activate these spaces, including canopy trees, site furnishings, and special paving.

The scale of development is intended to be compatible with the downtown environment and nearby development, with building heights not to exceed six (6) stories (up to 90 feet in height). The layout and design would incorporate proper transitions in scale to nearby residential development, including articulated building facades that break down the building mass. Such features as porches, balconies, and shading devices would further reduce scale and mass and communicate a residential character. The development plan takes advantage of the east-west topographic differential to provide a significant portion of the parking in subterranean facilities, thereby reducing the apparent scale and mass of buildings.



A consistent architectural language would be incorporated to ensure that buildings relate to one another yet accommodate variations according to building program and use. A modern design language is expressed in features such as clean lines and deep eaves and balconies, creating a dramatic play of light and shadow and accentuating the strong, horizontal line of the exterior building architecture. High quality materials and finishes would be used consistently, appropriate to the coastal setting and the overall character of the project. A sign program is included in Specific Plan Appendix A, offering more detailed location and design proposals for public signage, art, and environmental graphics, as well as tenant sign criteria.

Signage

The site and buildings located within the Specific Plan area would require a comprehensive program to ensure consistency throughout. Development of a comprehensive sign package would provide consistent design, materials, and finishes for all signage elements. These package(s) would include provisions for color, size, location, types of signs, lighting, and other safety and aesthetic considerations. All signs included in the package would conform to applicable Municipal Code regulations.

Gateway Marker

The project would have a gateway identification marker to mark the entry to the project site and provide recognition for the Oceanside Transit Center. The marker would be located at the southwest corner of Cleveland Street and Seagaze Avenue. The gateway identification marker would be a cantilevered pole type structural element with a foundation located in the proposed landscape planter on the west side of Cleveland Street, outside of the proposed public right-of-way. The cantilevered portion of the gateway identification marker structure would include a sign element extending over the roadway and public right-of-way. The sign element would be approximately 16 feet in height, with a projection of approximately 10 feet into the public right-of-way. Clearance to the bottom of the sign element would be designed to meet clearance regulations imposed by the City Engineer and California Department of Transportation (Caltrans) standards for vertical clearance on roadways.

Open Space Plan

The proposed Specific Plan includes an open space framework that encourages an outdoor lifestyle appropriate to a coastal environment, offering access to various public, communal, and private outdoor spaces and amenities. Collectively, this range of outdoor spaces would serve the broader community, on-site residents and employees, as well as commuters and visitors. Particular consideration is given to enhancing user enjoyment and enlivening the street environment.

Publicly Accessible Outdoor Space

The proposed Station Plaza would function as the active hub of the project. The plaza, situated to the south of the new NCTD Office Building, would be designed to accommodate a variety of modestly scaled community activities and events (e.g., seasonal events, passive art installations, and street musician performances), subject to the terms and conditions in the NCTD Ordinance 3, Section 2.6, *Commercial Activities, Solicitation, and Expressive Activities*. The Station Plaza incorporates canopy trees for



shade and an enhanced micro-climate, as well as unique shade structures with interspersed seating to accommodate commuters and other plaza users. Special paving within the Station Plaza establishes a decorative pattern, while planter areas and green spaces are designed to add visual appeal and accommodate flexible use. The sidewalk environment promotes safety, convenience, and activity through the introduction of sidewalk amenities, including street trees and street furnishing such as benches and lighting.

The Station Plaza would be connected to the proposed parking structure and platform areas via pedestrian pathways and designated bike routes. Public open space would include sidewalk amenities (i.e., street trees, benches, and lighting features). Design guidelines for outdoor public space encourage safety and surveillance, low maintenance/sustainable design, and low-impact design. Amenities would include site furnishings, including shade structures, seating, trash receptacles, and bicycle racks.

The project would provide lighting to both increase nighttime safety and security and enrich the outdoor setting. Energy efficient and decorative pedestrian-scaled light fixtures that are compatible with the overall landscape design would be utilized; special landscape lighting (e.g., twinkle lights) may also be considered. Exterior lighting fixtures would be compatible with building design and have a similar aesthetic, with emphasis on efficiency and light control, while ensuring direct glare does not spill onto adjacent properties and streets.

To facilitate visitor orientation and use, the project would include wayfinding signs and graphic elements as appropriate; signage and graphic elements would be consistent with an overall program of public signage for the project that would discourage visual clutter, flash, or movement.

Additionally, public art pieces and/or special landscape features within outdoor spaces would be included, especially at activity nodes or as focal points to enrich outdoor gathering spaces.

Private Outdoor Space and Amenities

The residentially focused buildings would incorporate amenity courtyards and roof deck space. The NCTD Headquarters office building would feature cascading roof decks and terraces at each above-ground level. The hotel would also incorporate amenity decks, including a pool deck, and private balconies.

Landscape Standards

The proposed landscape design standards would function and complement the architectural character proposed; refer to [Exhibit 3-9, *Landscape Concept Plan*](#). The selected plant palette emphasizes native and drought tolerant species to reflect local character, promote sustainability, and minimize long-term site maintenance. Canopies are provided to shade the public plaza and train platform; additional shade structures and seating are provided with each bus bay. The landscape design mandates a 12 percent tree canopy for the site; the proposed site design anticipates 16 percent coverage. The City Ordinance also mandates that 22 percent of the surface area is constructed with a water permeable surface type to allow stormwater to naturally permeate in the site substrate. The proposed site design is for 22 percent permeable surface area.



Infrastructure and Public Services

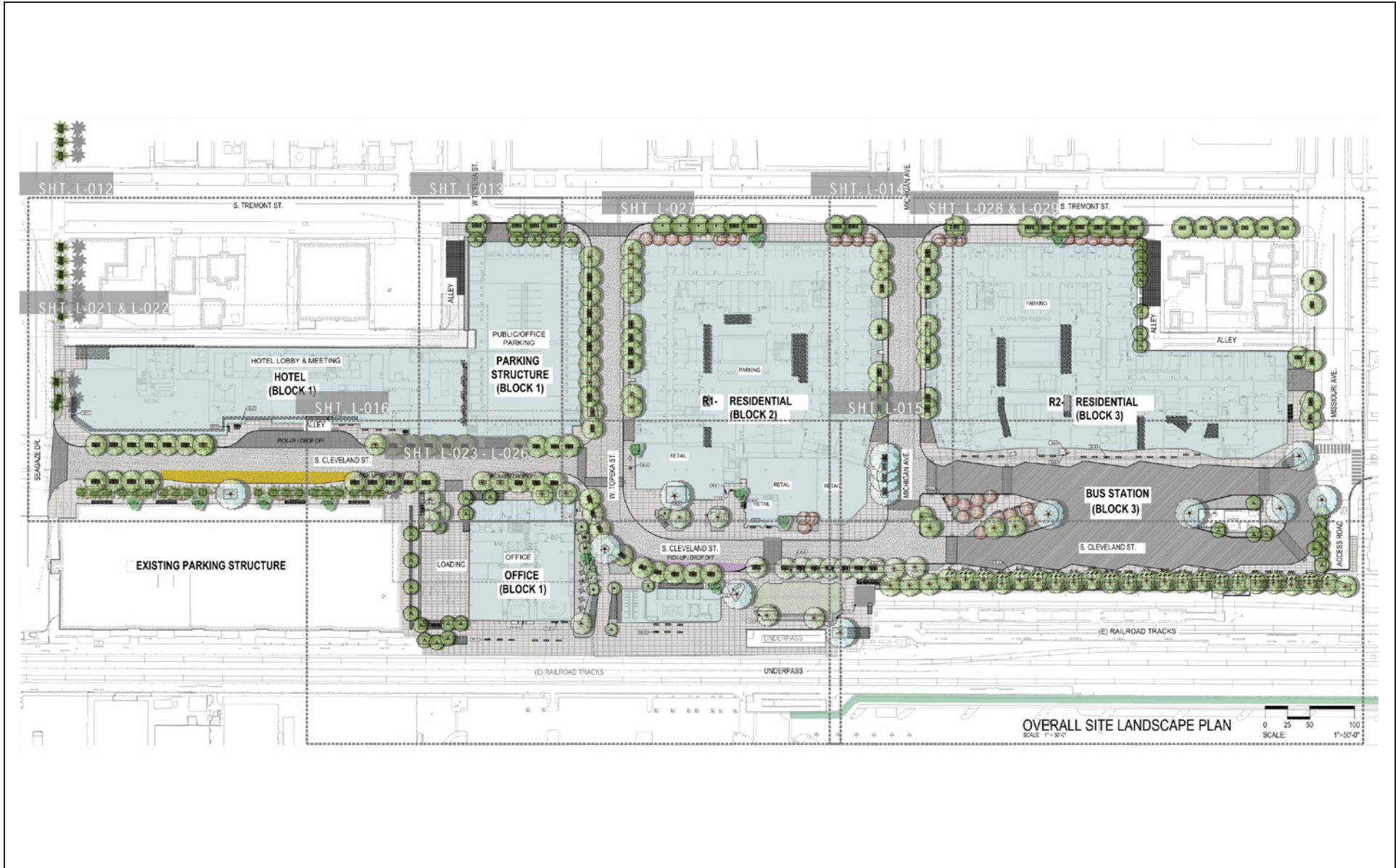
Development at the project site would require connections to existing infrastructure, including but not limited to, water, sewer, storm drains, and dry utilities, such as natural gas, electrical, and telecommunications. The following utilities and services would serve the proposed project:

Water

The City of Oceanside Water Utilities Department provides existing water service to the project site. Existing water connections for the project site include a connection to an existing 8-inch water pipeline in Seagaze Drive; a 10-inch water pipeline and an 8-inch water pipeline in Tremont Street; and a 6-inch water pipeline in Missouri Avenue. Development of the proposed project would replace existing on-site water infrastructure with a new system that would connect to the City's existing off-site water infrastructure. In addition, the project would upgrade one off-site water pipeline in Missouri Avenue from a 6-inch pipeline to an 8-inch pipeline, as well as an existing 6-inch water pipeline in the private alley, north of the proposed hotel, to an 8-inch water pipeline.

Sanitary Sewer

The City of Oceanside Water Utilities Department provides existing wastewater service to the project site. Existing sewer connections for the project site include a connection to an existing 10-inch sewer pipeline in Seagaze Drive and an 8-inch sewer pipeline in Missouri Avenue. Development of the proposed project would replace the existing on-site sewer pipeline system with a new system that would connect to the City's existing off-site wastewater infrastructure. New sewer pipelines on-site would be 8-inch pipelines connecting to the existing off-site infrastructure.



Source: CallisonRTKL Inc., September 2024



Drainage

The project site currently drains off-site in three separate directions: to the north towards the intersection of Cleveland Street and Seagaze Drive; to the west to an existing pipe underneath the railroad that discharges into Myers Street via a curb outlet; and to the south to an existing box culvert that discharges into Cleveland Street at Missouri Avenue. The project would replace the existing on-site storm drain system with a new municipal storm drain system. The new storm drain system constructed for the project would respect the drainage boundaries, discharge points, and peak flow rates of the existing condition of the project site.

The north tributary area would connect to an existing 24-inch reinforced concrete pipe (RCP) municipal storm drain in Cleveland Street.

The central tributary area would connect to the existing 15-inch reinforced concrete pipe (RCP) pipe under the railroad track to the west. The project would utilize two underground detention chambers within the NCTD property to attenuate peak flow rates to not exceed the existing capacity conditions of the existing 15-inch RCP. In addition, the project would upgrade the existing drainage structure at Myers Street to accommodate project flows, similar to existing conditions.

In the south tributary, a new municipal storm drain system would be constructed in Cleveland Street from Missouri Avenue to Wisconsin Avenue to convey flow from the project site, and public and private areas upstream of the project site. In the existing condition, stormwater flows in the south tributary are conveyed via Cleveland Street as surface discharge that flows to two existing catch basins at the Cleveland Street and Wisconsin Avenue intersection. Due to this existing condition, Cleveland Street experiences localized flooding conditions during heavy rainfall events. The project would construct a new 36-inch RCP underground municipal storm drain, approximately 1,400 feet in length, in Cleveland Street to the existing 42-inch RCP lateral at the Cleveland Street and Wisconsin Street intersection. Refer to [Exhibit 3-2](#) for the location of the new storm drain system in Cleveland Street. The new 36-inch RCP would be designed to convey the 100-year peak storm event to comply with the City's engineering design criteria. The new storm drain system in Cleveland Street would be constructed using conventional open trench construction to meet the City's construction standards for acceptance by the City of Oceanside for long-term maintenance. The new 36-inch RCP in Cleveland Street is a proposed project design feature that would provide public benefit to the area by significantly reducing flooding events by conveying the majority of peak storm event flows in an underground pipe. Additionally, the new 36-inch RCP storm drain in Cleveland Street would provide additional public benefit by providing a municipal storm drain that would reduce long-term maintenance of Cleveland Street without the damaging scour effects of surface street flow.

The project would be designed to comply with the City's water quality ordinance and model storm water management plan template and would incorporate low impact design (LID) best management practices (BMPs) to improve the quality of the stormwater discharged from the site. The project LID approach would use biofiltration BMPs incorporated into landscape areas adjacent to buildings and within the new transit plaza. Public streets would also use biofiltration BMPs installed within the street tree wells regularly spaced along all public streets.



Dry Utilities

San Diego Gas & Electric (SDG&E) provides existing electrical and natural gas services to the project site. One electrical transformer serving the transit center building would be removed, while the transformer serving the transit rail at the end of Michigan Avenue would be protected in place and the line serving this transformer would be relocated. Existing overhead lines along Michigan Avenue would be relocated or undergrounded; existing overhead lines along the private alley south of Michigan Avenue would remain and be protected in place. The proposed development would also connect to the existing overhead line along the east side of Tremont Street and the existing underground facilities in Seagaze Drive right-of-way.

The existing SDG&E natural gas pipeline within Michigan Avenue right-of-way serves the existing transit center building. The project would replace the existing on-site natural gas infrastructure. An existing natural gas line crossing the railroad tracks to the west would be relocated. The proposed development would connect to the existing natural gas pipelines along Tremont Street and Michigan Avenue.

AT&T and Cox Communication would provide telecommunication services. An existing AT&T line serves the project site and trends west, under the rail tracks in the same location as the SDG&E gas main. The AT&T line under the rail tracks would remain, while the portions of the line within the project site would need to be relocated to accommodate the new site improvements. Overhead lines along Michigan Avenue would either be relocated or undergrounded. All other lines are to remain; the proposed development would connect to the existing lines along Tremont Street, Michigan Avenue, and Topeka Street. Cox Communications has existing overhead lines along Michigan Avenue that would be relocated or undergrounded; all other existing lines would remain and be protected in place. Other existing fiber/communication lines serve the project site; however, a USA Mark Out would be required to verify these line locations and confirm the locations of the other dry utilities.

GENERAL PLAN AMENDMENT

To maintain consistency between the General Plan and the Specific Plan, a General Plan Amendment (GPA) is required to change the land use designation for the project site from various designations to Specific Plan (SP). The Downtown Advisory Committee and Planning Commission must review and recommend the GPA prior to final review and approval by the City Council.

ZONE CHANGE

A Zone Amendment (ZA) is required to change the zoning designation for the project site from various designations to Specific Plan (SP). The application for reclassification to a SP is required to be provided to the Downtown Advisory Committee and the Planning Commission prior to final review and approval by the City Council. The Specific Plan would serve as the regulating document, including applicable land use regulations, development standards, and design guidelines.



DEVELOPMENT PLAN

A Development Plan would be processed concurrently with the ZA and Specific Plan, and in accordance with the processes and procedures as described in Article 43 of the Zoning Ordinance. The Development Plan would be required to be reviewed by the Planning Division and other appropriate City departments, with final review and approval by the Planning Commission; the Planning Commission has authority to impose conditions of approval on the Development Plan. The intent is to ensure architectural compliance with City ordinances, and to ensure that the proposal does not create public service and facility demands that exceed the capacity of existing and planned infrastructure.

LOCAL COASTAL PLAN AMENDMENT

The site lies within the Coastal Zone, and therefore, adoption of the Specific Plan and GPA requires a concurrent LCPA. The LCPA would require approval by the City Council, with subsequent review and certification by the California Coastal Commission. City review of the LCPA is subject to additional noticing and processing requirements as set forth in Section 4509 of the Zoning Ordinance.

REGULAR COASTAL DEVELOPMENT PERMIT

The proposed project would require a RC due to its location in the Coastal Zone. A RC (per the City's Coastal Permit Handbook) would be required to be processed concurrently with all other required approvals, although issuance of the RC is subject to the Coastal Commission's certification of the corresponding LCPA. To approve the RC, the City must find that the project is in conformance with the LCP and its policies.

VESTING TENTATIVE TRACT MAP

A subdivision map would be required to be processed through tentative and final maps to create at least eight (8) parcels, the proposed seven development parcels and the existing parking structure, consistent with the proposed Development Plan. The Tentative Map would be required to be processed concurrently with the Development Plan entitlement applications, with review and approval by the Planning Commission and City Council. The Final Map would be reviewed by staff concurrent with review of construction drawings for consistency with the approved Tentative Map and corresponding conditions of approval. Once the technical review of the Final Map is complete, staff would recommend City Council to provide the final approval of the map for recordation.

3.5 CONSTRUCTION AND PHASING

It is anticipated that the proposed project would be constructed in two phases with an estimated time frame of about seven years from entitlement through final delivery. Phasing of the development has been structured to ensure that operations of the transit facilities are not interrupted during construction of the project, including regular operation of on-site train and bus stops.



PHASE 1

During the initial phase of development, all existing uses on all blocks, except Block 4, would be demolished. New construction would involve the boutique hotel and related amenities on Block 1; the NCTD Headquarters on Block 7; the public parking structure on Block 2; the residential apartment building and related amenities on Block 3; and various transit improvements, including the new intermodal Transit Center (Blocks 5 through 7), comprised of the NCTD Customer Service Building, Amtrak Customer Service Center, Station Plaza, Bus Operation Building, bus circulation, and commuter bus bays. The public parking lot on Block 4 would remain open and operating during Phase 1.

PHASE 2

The second phase of development would include construction of the residential apartment building and related amenities on Block 4, and various roadway improvements, including connecting Cleveland Street through the site.

3.6 GOALS AND OBJECTIVES

CEQA Guidelines Section 15124(b) states that an EIR project description must include “[a] statement of objectives sought by the proposed project. The statement of objectives should include the underlying purpose of the project.” As such, the project objectives are outlined below:

- Promote economic development of the coastal zone, while enhancing livability and walkability by accommodating a compatible mixture of uses that extends the activity of the downtown core into the planning area.
- Support public transit through transit-oriented development that integrates updated transit facilities and other mobility improvements that would increase ridership and enhance the user experience.
- Improve connectivity and in particular build stronger linkages between downtown and the residential neighborhoods to the south of the site.
- Deliver benefits to the public by increasing the available housing supply, including the provision of affordable units, while providing for amenities that create a destination and enrich the quality of life for on-site occupants and the community-at-large.
- Provide adequate infrastructure and public services to support the proposed development.
- Increase off-site storm drain capacity to serve the project site and immediately downstream area along Cleveland Street (to Wisconsin Avenue) to reduce localized flooding conditions in the public right-of-way.
- Ensure compatibility with surrounding land uses and improve the character of the surrounding community.



- Achieve a high standard of design through application of development standards and design guidelines that support mixed-use development typologies and promote effective placemaking.
- Accommodate phased development of the project with sufficient flexibility in the plan and accompanying development criteria to afford minor modifications in program and design due to a change in conditions.

3.7 PERMITS AND APPROVALS

The City of Oceanside is the Lead Agency under CEQA and has discretionary authority over the proposed project. The project would be subject to various permits and approvals, including, but not limited to:

- General Plan Amendment (GPA22-00002): approval of a General Plan Amendment to revise the existing land use designations for the project site from various designations to Specific Plan (SP);
- Zone Amendment (RZA22-00001): approval of Change of Zone to change the zoning for the project site from various zones to Specific Plan (SP);
- Specific Plan (Oceanside Transit Center Specific Plan): adoption of the Oceanside Transit Center Specific Plan;
- Development Plan (D22-00016): approval of a development plan for the project;
- Local Coastal Plan Amendment (LCPA22-00004); concurrent with the proposed GPA and ZA;
- Coastal Development Permit; pending conformance with the proposed LCPA;
- Vesting Tentative Tract Map (T22-00006) to subdivide the project to allow for the proposed uses;
- CEQA Clearance;
- Issuance of subsequent approvals for the following right-of-way vacations/dedications:
 - Vacations:
 - Missouri Avenue (west of Cleveland Street to the railroad right-of-way);
 - Michigan Avenue (west of Tremont Street to the railroad right-of-way);
 - Topeka Street (west of Tremont Street to the railroad right-of-way);
 - Cleveland Street (Seagaze Drive to Missouri Avenue);



- Alley west of Tremont Street (Topeka Street to approximately 175 Feet north of Michigan Avenue);
- Public Utility Easements (over portions of vacated Tyson Street, Cleveland Street, and Michigan Avenue);
- SDG&E Easements (specific location is indeterminate from record information);
- Dedications and/or easements for public right-of-way:
 - Missouri Avenue (west of Cleveland Street to the railroad right-of-way);
 - Michigan Avenue (west of Tremont Street to Cleveland Street);
 - Topeka Street (west of Tremont Street to Cleveland Street);
 - Cleveland Street (Seagaze Drive to Michigan Avenue);
 - Public Utility and Emergency Vehicle Access Easement (Michigan Avenue to Missouri Avenue over eastern portion of Lot 5);
 - Public Utility and Emergency Vehicle Access Easement (existing alley to Tremont Street north of Lot 2);
 - Public Utility Easement (Cleveland Street to the railroad right-of-way across Lot 6 and Lot 7); and
- Applicable grading and building permits.

NCTD is a Responsible Agency under CEQA for the necessary permitting and approval of the public transportation improvements to be constructed by the project. NCTD was formed and operates pursuant to the San Diego Regional Transportation Consolidation Act (Public Utilities Code, Chapter 3 [commencing with Section 132350] of Division 12.7) and the North County Transit District Act (Public Utilities Code Section 125000, et. seq.). Pursuant to these statutes, NCTD, rather than the City of Oceanside, possesses the legislative authority to provide public transit services at the Oceanside Transit Center.

In addition, the following permits/approvals may be required of other agencies:

- National Pollutant Discharge Elimination System (NPDES) General Permit For Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order WQ 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit) – San Diego Regional Water Quality Control Board; and
- Construction Permit – San Diego Air Pollution Control District.