DATE: November 19, 2007

TO: Chairman and Members of the Planning Commission

FROM: Development Services Department/Planning Division

SUBJECT: **CONSIDERATION OF A TENTATIVE PARCEL MAP (P-21-06) AND DEVELOPMENT PLAN (D-30-06) TO SUBDIVIDE A 7.67-ACRE SITE INTO 15 INDIVIDUAL FEE LOTS WITH 15 INDUSTRIAL BUILDINGS TOTALING 110,141 SQUARE FEET IN SIZE AND LOCATED ON THE SOUTHEAST CORNER OF AVENIDA DEL ORO AND WINDANSEA STREET. THE PROJECT SITE IS ZONED PD-1 RANCHO DEL ORO SPECIFIC PLAN (LIGHT INDUSTRIAL) AND IS SITUATED WITHIN THE IVEY RANCH/RANCHO DEL ORO NEIGHBORHOOD – PACIFIC COAST BUSINESS PARK "B" LOTS 13, 14, and 15 – APPLICANT: HEADLANDS REALTY CORPORATION**

RECOMMENDATION

Staff recommends that the Planning Commission adopt Planning Commission Resolution No. P56 approving Tentative Parcel Map (P-21-06) and Development Plan (D-30-06) as attached.

PROJECT DESCRIPTION AND BACKGROUND

Background: The site is located at the southeast corner of Avenida Del Oro and Windansea Street, within the Pacific Coast Business Park Industrial Master Development Plan area. The original 124.31-acre Pacific Coast Business Park Industrial Master Development Plan area subdivision map was processed as part of Tentative Parcel Map and Development Plan (P-8-04, D-17-04). The City approved the Pacific Coast Business Park project with resolution No. 2005-P45 and certified the Environmental Impact Report for the project with PC resolution No. 2005-P-46, allowing for phasing of individual lot development. Lots 13, 14, and 15 are part of the approved Tentative Parcel Map P-8-04.

The original Tentative Parcel Map and Development Plan established the original pad area and determined the criteria for each future phase and/or lot proposed for development, which is regulated by the Pacific Coast Business Park Industrial Master

Development Plan and the Oceanside Zoning Ordinance for Light Industrial (LI). The Zoning Ordinance and/or the General Plan regulations would apply where the adopted Master Development Plan is silent. As designed, this project either meets or exceeds the established development regulations.

Site Review: The project involves development of three vacant parcels totaling 7.67 acres, and is three of the original 30 lots created within the 124.31-acre Pacific Coast Business Park Industrial Master Development Plan area. The site is zoned PD-1 and is regulated by the PCBP Industrial Master Development Plan which establishes development and land use standards similar to the IL (Limited Industrial) zoning designation of the Oceanside Zoning Ordinance. The General Plan designation is S-1-84 (Rancho Del Oro Specific Plan) on the Land Use Map. Surrounding land uses include: undeveloped portions of the Pacific Coast Business Park Master Industrial Plan area to the north, south, east, and west.

Under the current proposal, all 15 proposed fee lots would be developed as one project and would provide for a combined total building floor area of 110,141 square feet, with 221 total parking spaces. Lots 13, 14, and 15 were graded as part of the larger mass grading operation for the entire Pacific Coast Business Park Industrial Master Development Plan area, and are proposing to cut approximately 13, 600 CY of dirt for export to an adjacent lot referred to as Park "C". The development pad is relatively flat and proposes a conceptual finish grade to be approximately 12 feet above the finish grade of Windansea Street, and gradually sloping to the south where the finished pad area would be elevated some 23 feet above Ave. Del Oro. This is one of three Business Parks, Park "B" being developed over a total of six parcels originally envisioned as part of the areas overall master plan for industrial development.

Project Description: The project application is comprised of two components; Tentative Parcel Map (P-21-06), and Development Plan (D-30-06), as follows:

<u>Tentative Parcel Map (P-21-06)</u> represents a request for the following:

(a) To subdivide three existing parcels totaling 7.67 acres into 15 fee lots with each lot containing its own attached industrial building as follows:

Parcel	*Parcel Gross s.f.*	*Building No.*	*Building Gross s.f.*
Parcel 1	27,249 s.f.	B1	5,836 s.f.
Parcel 2	26,918 s.f.	B2	5,641 s.f.
Parcel 3	18,140 s.f.	B3	5,961 s.f.
Parcel 4	14,929 s.f.	B4	5,961 s.f.
Parcel 5	18,470 s.f.	B5	5,653 s.f.
Parcel 6	17,521 s.f.	B6	5,960 s.f.
Parcel 7	14,525 s.f.	B7	5,960 s.f.
Parcel 8	16,723 s.f.	B8	4,775 s.f.
Parcel 9	15,808 s.f.	B9	5,142 s.f.
Parcel 10	13,106 s.f.	B10	5,142 s.f.
Parcel 11	17,796 s.f.	B11	5,192 s.f.
Parcel 12	16,765 s.f.	B12	5,627 s.f.
Parcel 13	13,899 s.f.	B13	5,627 s.f.
Parcel 14	65,500 s.f.	B14	18,832 s.f.
Parcel 15	37,135 s.f.	B15	18,832 s.f.

Subdivision of the subject site would be conducted pursuant to Article VI of the Oceanside Subdivision Ordinance; and as required, projects that have multiple buildings on sites over 2.5 acres shall have a minimum lot size of 5,000 s.f. based upon the Pacific Coast Business Park Industrial Master Development Plan requirements. Access to the proposed parcels would occur via one of two private driveways directly off Rocky Point Dr., an internal public roadway segment contained within the larger Pacific Coast Business Park Industrial Master Development Plan area.

Development Plan (D-30-06) represents a request for the following:

(a) To construct 15 single-story industrial buildings with a combined square footage of 110,141 square feet and will be located on approximately 33.3 percent of the combined 7.67 acre site. Architectural design is proposed to be contemporary in style, and would be constructed using tilt up concrete panels finished in earth tone colors and green storefront glazing along the front elevations of the industrial units. In order to enhance the fenestration and form of the buildings, projected metal canopies with soffit lighting, and vertical façade wall elements are proposed. Incorporation of these design elements would establish defined entry points and provide for a sense of individual industrial units rather than one single large unit. The added variations in building elements, along with the visual relief provided in the materials palette supports a superior product and highly integrated design being established for the industrial park. Overall design of the buildings establishes a maximum height of 27 feet for the two medium size buildings and 23 feet for the smaller type buildings.

The applicant's project includes 15 industrial style buildings with 14 of the industrial buildings sharing a common wall. The following table summarizes each building and maximum allowable office area permitted within Park "B":

Building No.	*Floor Area (Sq. Ft.)*	*25%Office (Sq. Ft.)*
B1	5,836 s.f.	1,080 s.f.
B2	5,641 s.f.	998 s.f.
B3	5,961 s.f.	998 s.f.
B4	5,961 s.f.	998 s.f.
B5	5,653 s.f.	998 s.f.
B6	5,960 s.f.	998 s.f.
B7	5,960 s.f.	998 s.f.
B8	4,775 s.f.	998 s.f.
B9	5,142 s.f.	998 s.f.
B10	5,142 s.f.	998 s.f.
B11	5,192 s.f.	998 s.f.
B12	5,627 s.f.	998 s.f.
B13	5,627 s.f.	998 s.f.
B14	18,832 s.f.	958 s.f.
B15	18,832 s.f.	958 s.f.

The applicant has identified that this proposal is being processed without any users identified for tenancy. Depending on market conditions, the property owner and/or applicant have indicated that each building will be sold/or leased to individual tenants. Any future building owner and/or tenant will be subject to the use restrictions of the IL zone and/or the use restrictions outlined in the resolution based on the on-site parking conditions.

Traffic impacts have been considered as part of the larger Pacific Coast Business Park Industrial Master Development Plan area traffic and parking allocation models. As designed, this project conforms with the average daily trips that have been assigned to lot's 13, 14, and 15 by the City's Transportation and Engineering Department. In order to ensure that more intense type uses do not expand beyond the limits of the sites available transportation/traffic and parking infrastructure, a maximum allowable percentage of more intense office type uses has been added to the Tentative Parcel Map and will be part of the projects conditions of approval.

Building and lot coverage for each individual lot is lower than the maximum allowable 75 percent lot coverage. Each newly created lot and each building sited on each lot provides for a range of between 21 percent and 52 percent lot coverage for each of the 15 proposed parcels, and would have an overall lot coverage of 33 percent for the entire development of Park "B".

The project meets or exceeds the minimum required setbacks established by the approved PCBP Industrial Master Development Plan, in that each newly created lot either observes the conditions of the Development Plan, and where silent, the project meets the requirements of the underlying IL zone regulations.

The project proposes an excess of 49 parking spaces. The total 221 off-street parking spaces will be distributed based on the required off-street parking count for each lot and unit, but would not exceed the maximum allowable office square footage for Park B. This project will also provide a total of 15 loading spaces to meet the required loading space regulations established within Section 3103 of the OZO.

The higher elevation of lots 13, 14, and 15 would limit visibility of rooftop equipment from adjacent properties or by those traveling along the public rights-of-ways near the business park. Staff has also established a condition that will require the project to adhere to the rooftop and mechanical equipment screening regulations.

Site landscaping has been evaluated and determined to meet the required landscape criteria established within the Pacific Coast Business Park Industrial Master Development Plan. In particular, this project meets the landscape palette and exceeds the minimum required 15 percent landscape coverage requirement for each individual lot and when considered as a whole. In all, 27 percent of the total lot area will be devoted to an enhanced landscape palette. Special attention was given to assure the continuation of landscape themes between lots within the larger Pacific Coast Business Park Industrial Master Development Plan area. Integrated throughout Park "B" and the landscaped environment would be a total of four outdoor employee areas, each designed with benches, picnic tables, trash receptacles, and adequate landscaping necessary to buffer the areas from the internal circulation and parking areas.

Signage is not proposed as part of the project. All signage associated to individual development would meet the stringent criteria established within the Pacific Coast Business Park Industrial Master Development Plan and would need to be approved by the PCBP Review Board prior to submittal to the City.

The project is subject to the following City ordinances and policies:

1. Zoning Ordinance
2. General Plan Land Use Element
3. Pacific Coast Business Park Industrial Master Development Plan
4. California Environmental Quality Act (CEQA)
5. The Subdivision Ordinance

ANALYSIS

KEY PLANNING ISSUES

1. General Plan conformance

The General Plan Land Use Map designation on the subject property is S-1-84 (Rancho Del Oro Specific Plan) on the Land Use Map. The proposed project is consistent with this designation and the goals and objectives of the City's General Plan as follows:

A. Land Use Element

Goal 1.2: Site Design
Objective: To provide high-quality site design, all proposed land development projects shall take advantage of natural or manmade environments to maximize energy conservation, natural air circulation, public safety, visual aesthetics, private and common open spaces, privacy, and land use compatibility.
Policy: C. New development or land uses shall provide coordinated site design wherever possible with existing or proposed adjacent land uses to provide complimentary site design, unified circulation access, and joint use of ancillary facilities.

The site is physically suitable for the type of uses proposed, in that the entire Pacific Coast Business Park Industrial Master Development Plan area was originally designed to accommodate small to medium light industrial type tenants, and the proposal to develop Lot's 13, 14, and 15 is consistent with the overall Master Plan envisioned for the area. Each building is currently designed for multiple tenant occupancy with tilt-up concrete shell construction.

In all, the project will make available industrial facilities that will be available to small size and medium sized industrial companies and/or ancillary services supporting larger companies. Each building provides between 4,775 square feet and 18,832 square feet of building floor area. Each new tenant will process tenant improvements for interior modifications at a future time.

The concrete tilt up structures have been designed and sited in a manner that provides for a business park type development consistent throughout the RDO community, and that establishes setbacks from public right-of-ways to the maximum extent feasible. In order to provide for a subdued transition from the natural environment, the applicant is proposing to finish the structure in muted brown earth tone colors and integration of ample landscaped buffer and slope areas.

2. Zoning Compliance

This project is located within the Pacific Coast Business Park Industrial Master Development Plan area and as designed complies with the requirements of that zone. The following table summarizes proposed and applicable development standards for the project site:

	MINIMUM REQUIRED Section 4 PCBP Industrial Master Development Plan	PROPOSED
LOT SIZE	5,000 sq ft for projects that have multiple buildings on sites over 2.5 acres	13,106 – 65,500 sq ft
LOT COVERAGE	75% (max)	21 –52 %
SETBACKS Front Corner Side Rear	 15-feet (Old Grove & Ave. Del Oro) 10-feet (Other Streets)	 50 - feet 12 - feet
PARKING	Total required: 147 spaces W/ 25 % Office – 172 spaces a) 25% office @ 1:300 12,563 sq feet = 42 spaces b) 75% Limited Industrial @ 1:750 97,578 sq feet = 130 spaces	Total provided: 221 spaces
BUILDING HEIGHT	80-feet (max)	27-feet (max) 1-story

The proposed project meets all applicable requirements of the Pacific Coast Business Park Industrial Master Development Plan as denoted above, and will exceed the required number of parking spaces required for the four proposed industrial buildings to be located south east of Old Grove Road and Ave. Del Oro.

3. Land Use Compatibility with surrounding developments

LOCATION	GENERAL PLAN	ZONING	LAND USE
Subject Property:	S-1-84 (Rancho Del Oro Specific Plan)	PD-1 PCBP Master Development Plan	Light Industrial
North of Subject Property	S-1-84 (Rancho Del Oro Specific Plan)	PD-1 PCBP Master Development Plan	Undeveloped Light Industrial
East of Subject Property:	S-1-84 (Rancho Del Oro Specific Plan)	PD-1 PCBP Master Development Plan	Undeveloped Light Industrial
South of Subject Property:	S-1-84 (Rancho Del Oro Specific Plan)	PD-1 PCBP Master Development Plan	Undeveloped Light Industrial
West of Subject Property:	S-1-84 (Rancho Del Oro Specific Plan)	PD-1 PCBP Master Development Plan	Undeveloped Light Industrial

The proposed Industrial Business Park Development has been determined to be acceptable with the surrounding undeveloped area and Master Plan vision for the area; as well as, with their respective General Plan and Zoning Ordinance designations. Staff has concluded that the design of PCBP Park "B" and the type of improvements proposed will not result in any serious public safety or health issues due to the proximity of the site and the types of uses immediately adjacent to the site.

DISCUSSION

Issue: Project Compatibility with the Existing Developed Areas: The proposed business park development would be consistent with, and compatible to, the Light industrial type developments in the surrounding area and would provide for industrial uses which are important to the City's future economic base and diversity of job opportunities close to residential development. Access is available to the site, and site design has incorporated adjacent environmental sensitivities as part of each lot and the larger project layout.

Recommendation: Staff finds that the overall design of the project is consistent with the existing developed area, and no known opposition to the project has been noted. Staff supports the project as submitted by the applicant, subject to conditions of approval contained within the draft resolution.

ENVIRONMENTAL DETERMINATION

An Environmental Impact Report (EIR) was prepared and certified for the Pacific Coast Business Park Initial Tentative Parcel Map (P-8-04) and Development Plan (D-17-04) that created the Pacific Coast Business Park Master Development Plan. The proposed project to further subdivide Parcels 13, 14, and 15 and construct 15 industrial buildings is consistent with the extent of the initial CEQA review; therefore, further environmental review is not required at this time.

SUMMARY

In summary, staff believes that the proposed Tentative Parcel Map and Development Plan are consistent with the requirements of the Pacific Coast Business Park Industrial Master Development Plan, Zoning Ordinance, and the land use policies outlined in the General Plan. The project meets or exceeds all development standards. The project is compatible in the area based on location and zoning attributes, and fits with the surrounding development pattern and architecture styles appropriate for projects within the Rancho Del Oro industrial area. As such, staff recommends that the Planning Commission approve the project. The Commission's action should be:

-- Move to approve Tentative Parcel Map (P-21-06) and Development Plan (D-30-06) and adopt Planning Commission Resolution No. 2007-P56 as attached.

PREPARED BY:

Richard Greenbauer
Senior Planner

SUBMITTED BY:

Jerry Hittleman
City Planner

JH/RG/fil

Attachments:

1. Tentative Parcel Map, Development Plans, and Landscape Plans
2. Planning Commission Resolution No. 2007-P56
3. Planning Commission Resolution No. 2005-P45
4. Planning Commission Resolution No. 2005-P46
5.

TENTATIVE PARCEL MAP
PACIFIC COAST BUSINESS PARK - PARK B
CITY OF OCEANSIDE

RECEIVED
OCT 2 5 2007
Planning Department

LEGEND

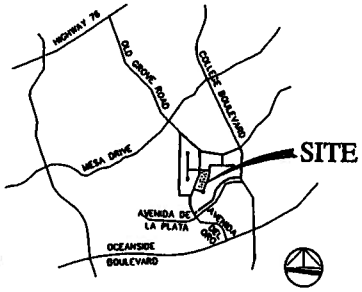
PROJECT BOUNDARY
EXISTING LOT LINES
EXISTING RIGHT-OF-WAY
EXISTING WATER LINE — (W) — (W) —
EXISTING SEWER LINE — (S) — (S) —
EXISTING GAS LINE — (G) — (G) —
EXISTING CENTER LINE
EXISTING CURB & GUTTER
EX. CONTOUR MAJOR — 55 —
EX. CONTOUR MINOR
PROPOSED SPOT ELEVATION 543.2
PROPOSED SIDEWALK
PROPOSED SEWER LINE — S — S —
PROPOSED SEWER MANHOLE — S — S —
PROPOSED CATCH BASIN
PROP DRIVEWAY APRON (G-14 A)
PROPOSED CURB & GUTTER
PROPOSED FIRE HYDRANT
EXISTING FIRE HYDRANT
EXISTING STREET LIGHT
PROPOSED RETAINING WALL
PROPOSED AT GRADE LOADING AREA
PROPOSED LOADING AREA
PROPOSED PICNIC/EMPLOYEE EATING AREA
PROPOSED STORMWATER MEDIA FILTER

PUBLIC UTILITIES

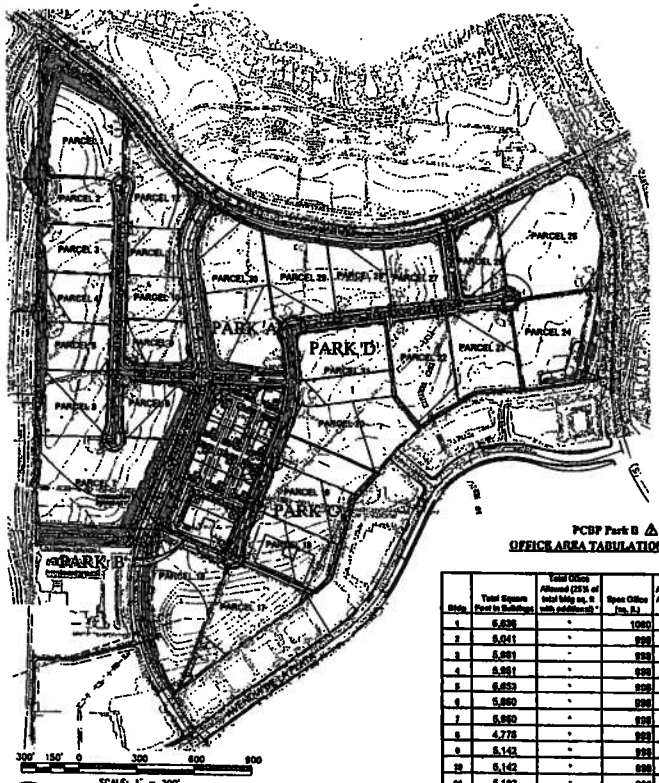
WATER SUPPLY	CITY OF OCEANSIDE
SEWER	CITY OF OCEANSIDE
STORM DRAIN	CITY OF OCEANSIDE
GAS & ELECTRIC	S.D.G.&E.
TELEPHONE	SBC
FIRE	CITY OF OCEANSIDE
POLICE	CITY OF OCEANSIDE
SCHOOLS	OCEANSIDE UNIFIED SCHOOL DISTRICT
CABLE	COX CABLE

SHEET INDEX

SHEET 1- TITLE SHEET
SHEET 2- NOTES/DETAILS
SHEET 3- TENTATIVE MAP



VICINITY MAP
NO SCALE



KEY MAP
CONTIGUOUS OWNERSHIP

LEGAL DESCRIPTION:

BEING A SUBDIVISION OF LOTS 13 THROUGH 15 OF PACIFIC COAST BUSINESS PARK PARCEL MAP, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 20308, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, RECORDED 7/24/07.

OWNER/DEVELOPER:

AMB OF'S PACIFIC COAST, LLC, A DELAWARE LIMITED LIABILITY COMPANY
17777 CENTER COURT DRIVE N., SUITE 1000
CERRITOS, CA 90703
PHONE: (562) 345-9200

10-24-07
DATE

PCBP Park B
OFFICE AREA TABULATION (NET):

Bldg.	Total Square Feet in Buildings	Total Office Allowed (25% of total bldg sq. ft with publication)*	Open Office (sq. ft.)	Additional Office Allowed (25% of total - boxes)*	Open Industrial Square Footage
1	5,836	"	1080	"	4,756
2	5,041	"	998	"	4,043
3	5,981	"	998	"	4,983
4	5,981	"	998	"	4,983
5	5,653	"	998	"	4,655
6	5,960	"	998	"	4,962
7	5,960	"	998	"	4,962
8	4,775	"	998	"	3,777
9	5,142	"	998	"	4,144
10	5,142	"	998	"	4,144
11	5,192	"	998	"	4,194
12	5,627	"	998	"	4,629
13	5,627	"	998	"	4,629
14	18,632	"	958	"	17,674
15	18,632	"	958	"	17,674
Total	110,141	27,535	14,972	13,563	95,169

*Can be distributed between buildings/suites as long as the total allowable office square footage for Park B is not exceeded.

**Any changes in office distribution require submittal of an updated chart to the City Planner.

ENGINEER OF WORK:

bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

RONALD L. HOLLOWAY
RCE 29271
10-24-07
DATE

REPRESENTATIVE:

THE LIGHTFOOT PLANNING GROUP
5750 FLEET STREET STE. 250
CARLSBAD, CA. 92008
PHONE: (760) 602-1224

GENERAL NOTES:

1. TOTAL SITE ACREAGE: 7.67 AC
2. ZONING: EXISTING: PD-I RDO SPECIFIC PLAN, LIGHT INDUSTRIAL
3. EXISTING GENERAL PLAN DESIGNATION: RDO SPECIFIC PLAN
   PROPOSED GENERAL PLAN DESIGNATION: RDO SPECIFIC PLAN
4. EXISTING LAND USE: VACANT
   PROPOSED LAND USE: LIGHT INDUSTRIAL
5. TOTAL NUMBER OF PARCELS: 15
6. ASSESSOR'S PARCEL NUMBER: PORTION OF 161-512-08
7. NEIGHBORHOOD PLANNING AREA: IVY\RANCHO DEL ORO

GENERAL DESIGN NOTES:

1. ALL STREET DESIGNS CONFORM TO THE CITY OF OCEANSIDE DESIGN STANDARDS AND AS REQUIRED BY THE CITY OF OCEANSIDE ENGINEER.
2. ONSITE SEWER AND WATER TO BE PRIVATE.
3. ALL PROPOSED UTILITIES TO BE UNDERGROUND.
4. SLOPE RATIOS SHALL BE 2:1 MAX.
5. CONTOUR INTERVAL IS 2'.
6. GRADING QUANTITIES: CUT: 16,100 CY
   FILL: 1,500 CY EXPORT: 13,600 CY (TO PARK C)
   REMEDIAL GRADING: 0 CY
7. SETBACKS:

	ROCKY POINT DRIVE	AVENIDA DEL ORO	OLD GROVE ROAD	INTERNAL PROP. LINE
FRONT:	10'	15'	15'	- -
CORNER SIDE:	10'	15'	15'	- -
REAR:	10'	15'	15'	- -
PARKING:	10'	10'	10'	5'

8. PERCENT OF PROJECT IN STREETS/PARKING: 40.1%
9. LANDSCAPE AREA REQUIRED: 15%
   LANDSCAPE AREA PROPOSED: 28.6%
10. SOURCE OF TOPOGRAPHY: FLOWN TOPOGRAPHY
    SAN-LO AERIAL SURVEYS/ GRADING PLAN #2567
    12-04-03
11. PROJECT IS NOT WITHIN A 100 YEAR FLOOD PLAIN.
12. REFER TO HYDROLOGY AND HYDRAULIC REPORT PREPARED BY BHA INC. DATED OCTOBER, 2006. (REVISED JANUARY 12, 2007)
13. REFER TO STORMWATER MITIGATION PLAN PREPARED BY BHA INC. DATED JANUARY, 23 2006. (REVISED AUGUST 2, 2007)
14. REFER TO RECOMMENDATIONS AND SPECIFICATIONS SET FORTH IN SOILS AND GEOLOGICAL REPORTS DATED 6-14-06 AND 6-23-06 PREPARED BY CHRISTIAN WHEELER ENGINEERING.
15. PARKING FOR EACH LOT WITHIN PARK B WILL BE RECIPROCAL THROUGHOUT PARK B.
16. ALL STREETS LESS THAN 32 FEET WIDE SHALL BE POSTED "NO PARKING FIRE LANE" PER VEHICLE CODE SECTION 22500.1 AND IN ACCORDANCE WITH THE FIRE DEPARTMENT STANDARD GUIDELINES FOR EMERGENCY ACCESS.

DATE OF PREPARATION: 2/26/07

REVISIONS	DESCRIPTION	DATE
1	RESPONSE TO COMMENTS	4/17/07
2	RESPONSE TO COMMENTS	8/10/07
3	RESPONSE TO COMMENTS	10/17/07

REGISTERED PROFESSIONAL ENGINEER
RONALD L. HOLLOWAY
NO. 29271
EXP. 9-30-08
CIVIL
STATE OF CALIFORNIA

bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

TENTATIVE PARCEL MAP:
PACIFIC COAST BUSINESS PARK
CITY OF OCEANSIDE, CALIFORNIA

SHEET 1 OF 4

R:\Land Projects J\006-0057-005\000\LOT 13, 14 & 15 TM\006-0057-TM01.dwg 10/17/2007 4:01 PM PST

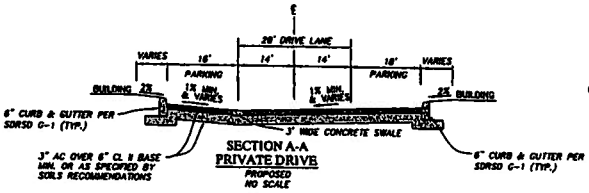
TENTATIVE PARCEL MAP
PACIFIC COAST BUSINESS PARK - PARK B
CITY OF OCEANSIDE

FIRE DEPARTMENT/FIRE PREVENTION

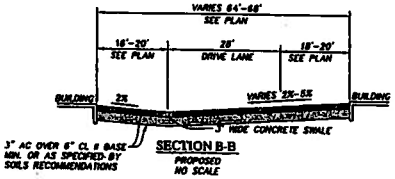
1. A MINIMUM FIRE FLOW OF 3000 GALLONS PER MINUTE SHALL BE PROVIDED.
2. THE SIZE OF FIRE HYDRANT OUTLETS SHALL BE 2-1/2" X 2-1/2" X 4".
3. ALL PROPOSED AND EXISTING FIRE HYDRANTS 400 FEET OF THE PROJECT SHALL BE SHOWN ON THE SITE PLAN.
4. THE FIRE HYDRANTS SHALL BE INSTALLED AND TESTED PRIOR TO PLACING ANY COMBUSTABLE MATERIALS ON THE JOB SITE.
5. PROVIDE ON-SITE HYDRANTS(S) AND MAINS CAPABLE OF SUPPLYING THE REQUIRED FIRE FLOW.
6. DETAILED PLANS OF UNDERGROUND FIRE SERVICE MAINS SHALL BE SUBMITTED TO THE OCEANSIDE FIRE DEPARTMENT FOR APPROVAL PRIOR TO INSTALLATION.
7. BLUE HYDRANT IDENTIFICATION MARKERS SHALL BE PLACED AS PER OCEANSIDE'S ENGINEERS DESIGN AND PROCESSING MANUAL STANDARD DRAWING NO. M-13.
8. ALL WEATHER ACCESS ROADS SHALL BE INSTALLED AND MADE SERVICABLE PRIOR TO AND DURING TIME OF CONSTRUCTION. SEC. 902. UNIFORM FIRE CODE.
9. A FIRE APPARATUS ACCESS ROAD SHALL BE PROVIDED TO WITHIN 150 FEET OF ALL EXTERIOR WALLS OF THE FIRST FLOOR OF THE BUILDING. THE ROUTE OF THE FIRE APPARATUS ACCESS ROAD SHALL BE APPROVED BY THE FIRE DEPARTMENT. THE 150 FEET IS MEASURED BY MEANS OF AN UNOBSTRUCTED ROUTE AROUND THE EXTERIOR OF THE BUILDING.
10. FIRE DEPARTMENT EMERGENCY ACCESS MUST NOT EXCEED 15 PERCENT.
11. WHEN FIRE SPRINKLER SYSTEMS ARE REQUIRED IN BUILDINGS OF UNDETERMINED USE, THEY SHALL HAVE A SPRINKLER DENSITY OF .33 GPM/SQ.FT WITH A MINIMUM DESIGN AREA OF 3,000 SQUARE FEET.
12. BUILDINGS SHALL MEET OCEANSIDE SPRINKLER ORDINANCE IN EFFECT AT THE TIME OF BUILDING PERMIT APPLICATION.
13. IN ACCORDANCE WITH THE UNIFORM FIRE CODE SEC. 901.1.4.4, APPROVED ADDRESSES FOR COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL OCCUPANCIES SHALL BE PLACED ON THE STRUCTURE IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THEIR BACKGROUND.
14. MULTI-TENANT BUILDINGS REQUIRE INDENTIFICATION ON THE REAR EXIT DOORS WITH INDIVIDUAL SUITE NUMBERS.
15. COMMERCIAL BUILDINGS AND MULTI-FAMILY DWELLINGS REQUIRE 6-INCH ADDRESS NUMBERS.
16. INDUSTRIAL BUILDINGS REQUIRE 12-INCH ADDRESS NUMBERS
17. PLANS SHALL BE SUBMITTED TO THE FIRE PREVENTION BUREAU FOR PLAN CHECK REVIEW AND APPROVAL PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
18. BUILDINGS SHALL MEET OCEANSIDE FIRE DEPARTMENTS CURRENT ADOPTED CODES AT THE TIME OF BUILDING PERMIT APPLICATION.

WATER UTILITY NOTES

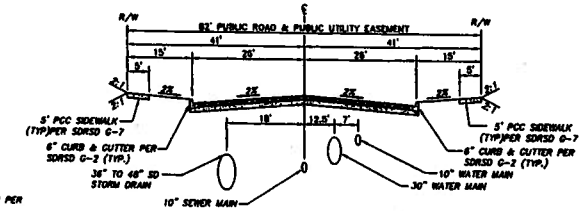
1. ALL PUBLIC WATER AND/OR SEWER FACILITIES NOT LOCATED WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE PROVIDED WITH EASEMENTS SIZED ACCORDING TO THE ENGINEER'S MANUAL. EASEMENTS SHALL BE CONSTRUCTED FOR ALL WEATHER ACCESS.
2. NO TREES, STRUCTURES OR BUILDING OVERHANG SHALL BE LOCATED WITHIN ANY WATER OR WASTEWATER UTILITIES LOCATED ON PRIVATE PROPERTY.
3. THE PROPOERTY OWNER WILL MAINTAIN PRIVATE WATER AND WASTEWATER UTILITIES LOCATED ON PRIVATE PROPERTY.
4. A SEPERATE IRRIGATION METER AND APPROVED BACKFLOW PREVENTION DEVICE IS REQUIRED.
5. THE DEVELOPER SHALL CONSTRUCT A PUBLIC RECLAMATION WATER SYSTEM THAT WILL SERVE EACH LOT AND OR PARCELS THAT ARE LOCATED IN THE PROPOSED PROJECT IN ACCORDANCE WITH THE CITY OF OCEANSIDE ORDINANCE NO. 81-15. THE PROPOSEDRECLAMATION WATER SYSTEM SHALL BE LOCATED IN THE PUBLIC RIGHT-OF-WAY OR IN A PUBLIC UTILITY EASEMENT.
6. A WATER AND SEWER STUDY MUST BE PREPARED BY THE DEVELOPER AT THE DEVELOPERS EXPENSE, AND REVIEWED AND APPROVED BY THE WATER UTILITIES DEPARTMENT. OFFSITE SEWER IMPROVEMENTS WILL BE REQUIRED BASED ON THE CITY DEPTH OF FLOW CRITERIA.
7. WATER SERVICES AND SEWER LATERALS CONSTRUCTED IN EXISTING RIGHT-OF-WAY LOCATIONS ARE TO BE CONSTRUCTED BY APPROVED AND LICENSED CONTRACTORS AT DEVELOPERS EXPENSE.
8. THE DEVELOPER WILL BE RESPONSIBLE FOR DEVELOPING ALL WATER AND SEWER UTILITIES NECESSARY TO DEVELOP THE PROPERTY. ANY RELOCATION OF WATER AND/OR SEWER UTILITIES IS THE RESPONSIBILITY OF THE DEVELOPER AND SHALL BE DONE BY AN APPROVED LICENSED CONTRACTOR AT THE DEVELOPERS EXPENSE.
9. ALL LOTS WITH A FINISH PAD ELEVATION LOCATED BELOW THE ELEVATION AT THE NEXT UPSTREAM MANHOLE COVER OF THE PUBLIC SEWER SHALL BE PROTECTED FROM BACKFLOW OF SEWAGE BY INSTALLING AND MAINTAINING AN APPROVED TYPE OF BACK WATER VALVE, PER THE UNIFORM PLUMBING CODE (U.P.C.).
10. AN INSPECTION MANHOLE DESCRIBED BY THE CITY'S ENGINEERING MANUAL, SHALL BE INSTALLED IN EACH BUILDING SEWER LATERAL AND THE LOCATION SHALL BE CALLED OUT ON THE APPROVED IMPROVEMENT PLANS.



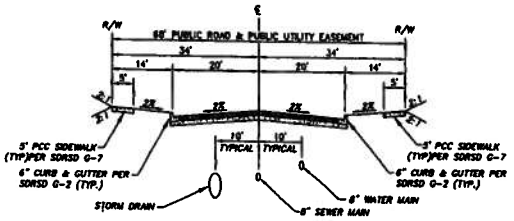
SECTION A-A
PRIVATE DRIVE
PROPOSED
NO SCALE



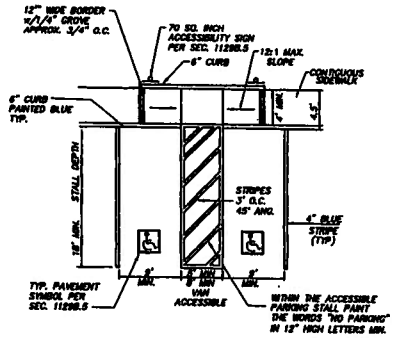
SECTION B-B
PROPOSED
NO SCALE



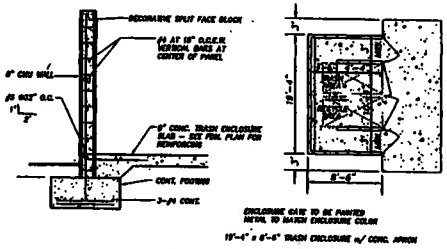
AVENIDA DEL ORO- PUBLIC
(EXISTING)
NTS
IMPROVEMENT PLANS R-13816



INTERIOR STREETS- PUBLIC
ST. "B" - WINDANSEA STREET, ST. "C" - ROCKY POINT DRIVE
(EXISTING)
NO SCALE
IMPROVEMENT PLANS R-13816



DISABLED PARKING DETAIL (TYP)
NTS



TRASH ENCLOSURE
NTS

WATER UTILITY NOTES CONTINUED

11. WATER AND WASTEWATER BUY-IN FEES AND THE SAN DIEGO COUNTY WATER AUTHORITY FEES ARE TO BE PAID TO THE CITY AND COLLECTED BY THE WATER UTILITIES DEPARTMENT AT THE TIME OF BUILDING PERMIT ISSUANCE.
12. ALL WATER AND WASTEWATER CONSTRUCTION SHALL CONFORM TO THE MOST RECENT EDITION OF THE CITY OF OCEANSIDE ENGINEERS MANUAL, OR AS APPROVED BY THE WATER UTILITIES DIRECTOR.

DATE OF PREPARATION: 3/26/07

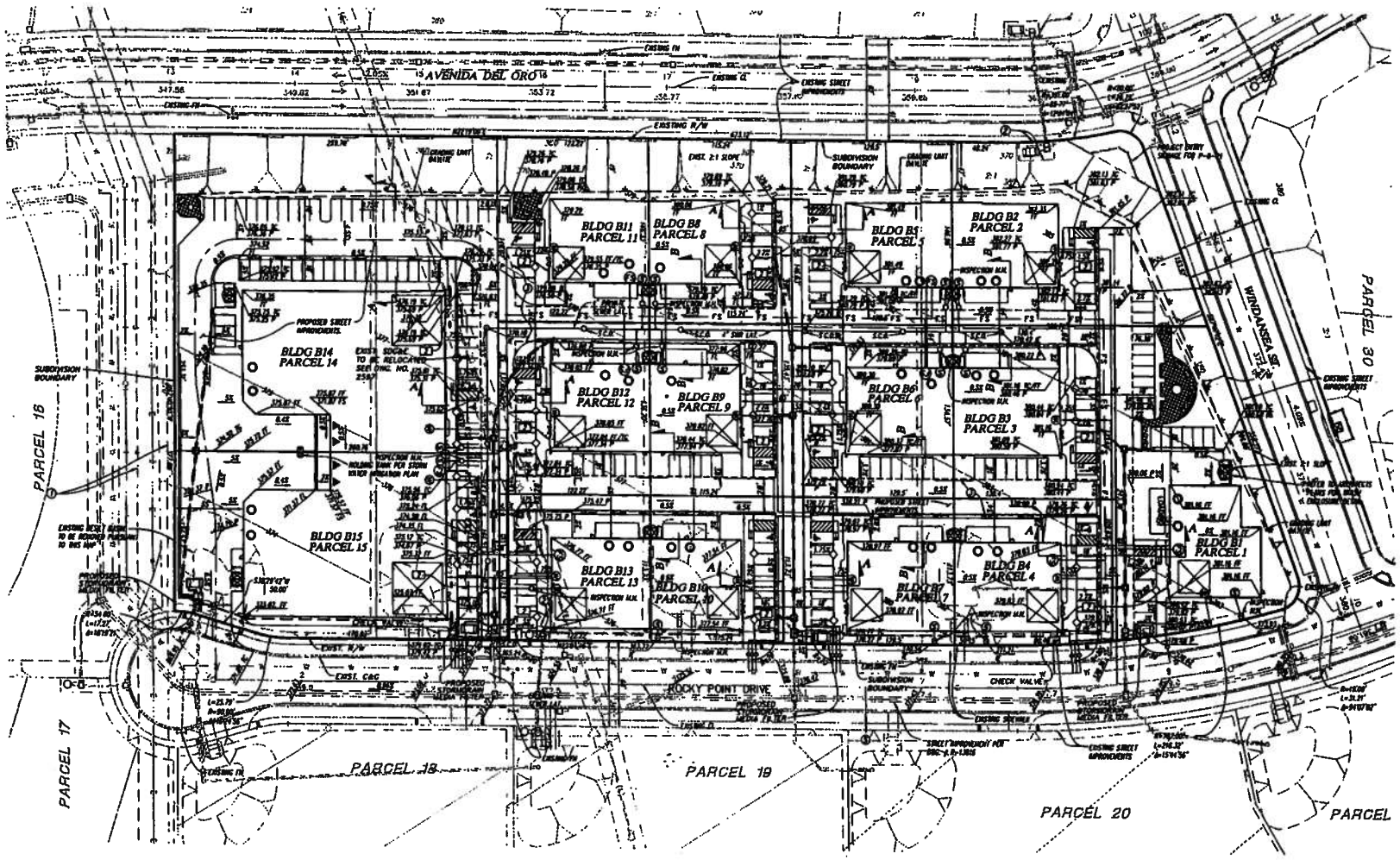
REVISIONS	DESCRIPTION	DATE
1	RESPONSE TO COMMENTS	4/17/07
2	RESPONSE TO COMMENTS	8/14/07
3	RESPONSE TO COMMENTS	10/17/07

bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

TENTATIVE PARCEL MAP:
PACIFIC COAST BUSINESS PARK
CITY OF OCEANSIDE, CALIFORNIA

SHEET 2 OF 4

TENTATIVE PARCEL MAP
PACIFIC COAST BUSINESS PARK - PARK B



SCALE: 1" = 40'

EASEMENT NOTES:

1. 24' SIGHT EASEMENT PER DOC. NO. 2007-0023020
2. PRIVATE STORM DRAIN EASEMENT PER SEPERATE DOCUMENT.
3. RECIPROCAL PRIVATE ACCESS & UTILITY EASEMENTS SHALL BE GRANTED FOR ALL PARCELS.

SITE TABULATION:

	S.F.	ACRES
GROSS AREA	334,086	7.67
PAD AREA	281,986	6.48
SLOPE AREA	52,100	1.19

BUILDING TABULATION:

BUILDING NO.	BUILDING AREA/SF
B1	5,835
B2	5,641
B3	5,961
B4	5,961
B5	5,653
B6	5,960
B7	5,960
B8	4,775
B9	5,142
B10	5,142
B11	5,152
B12	5,627
B13	5,627
B14	18,832
B15	18,832
TOTAL	110,141

PARKING TABULATION:

PARKING REQUIRED	1/750 SF	147 SPACES
PARKING PROVIDED		204 SPACES
DISABLED PARKING PROVIDED		17 SPACES
TOTAL PROVIDED		221 SPACES

	S.F.	PERCENTAGE
BUILDING AREA	111,100	33.3%
PAVEMENT AREA	134,043	40.1%
LANDSCAPE AREA	88,943	26.6%
TOTAL	334,086	100%

PARCEL TABULATION:

	GROSS:	NET:
1	27,249 SF	23,804 SF
2	26,916 SF	22,536 SF
3	18,140 SF	12,833 SF
4	14,929 SF	11,868 SF
5	18,470 SF	13,750 SF
6	17,621 SF	12,034 SF
7	14,535 SF	11,474 SF
8	16,723 SF	14,152 SF
9	15,808 SF	10,731 SF
10	13,106 SF	10,214 SF
11	17,796 SF	15,768 SF
12	16,763 SF	11,471 SF
13	13,899 SF	10,687 SF
14	65,500 SF	63,069 SF
15	37,135 SF	33,087 SF

SITE PLAN NOTES

1. 7 BICYCLE LOOPS TO BE MOUNTED ON EACH BUILDING NEAR ENTRANCE, TYPICAL ON 15.

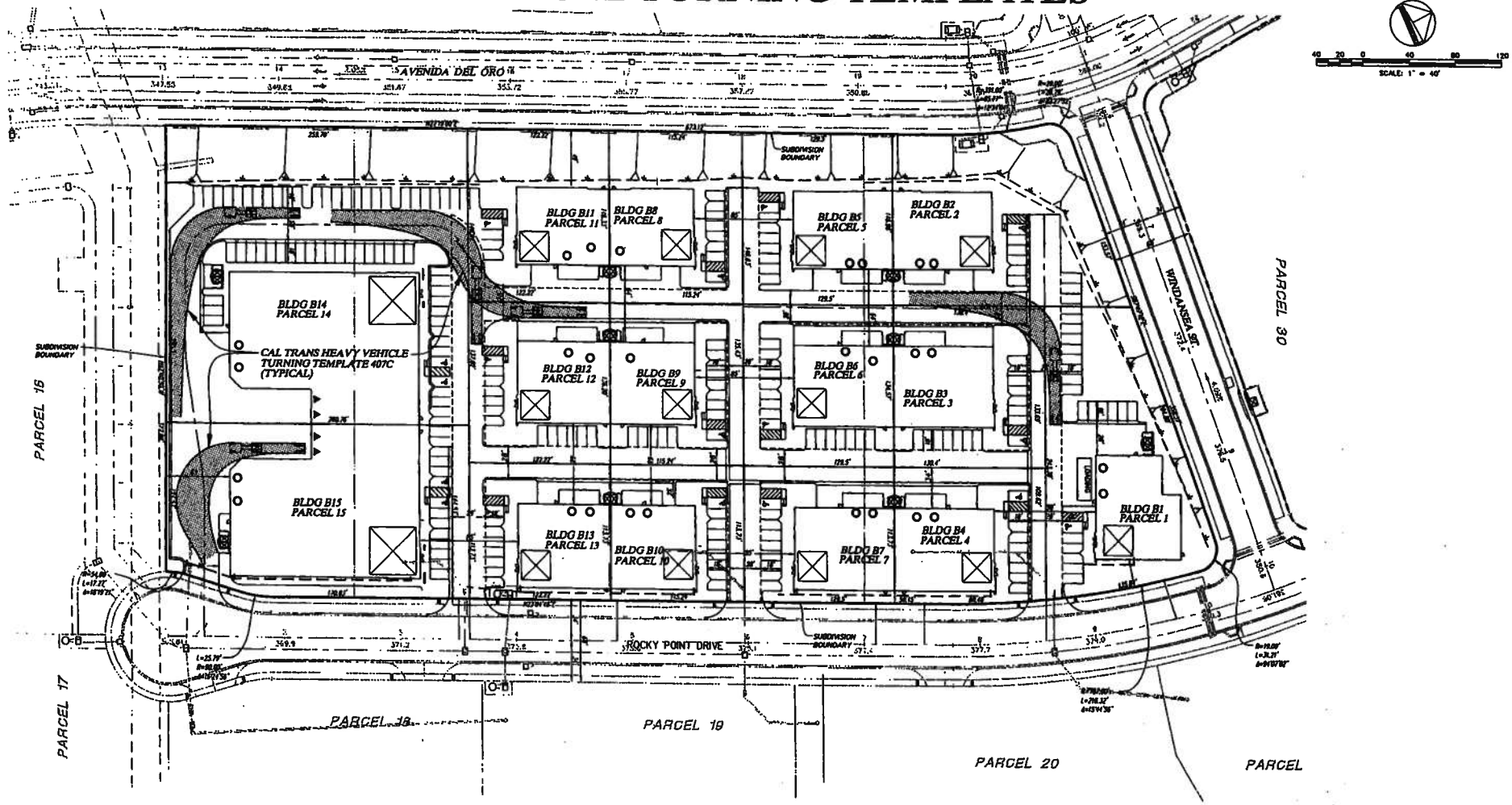
DATE OF PREPARATION: 2/26/07

REVISIONS	DESCRIPTION	DATE
1	RESPONSE TO COMMENTS	4/17/07
2	RESPONSE TO COMMENTS	8/1/07
3	RESPONSE TO COMMENTS	10/17/07

bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-8700

TENTATIVE PARCEL MAP:
PACIFIC COAST BUSINESS PARK
CITY OF OCEANSIDE, CALIFORNIA

TENTATIVE PARCEL MAP
PACIFIC COAST BUSINESS PARK - PARK B
HEAVY VEHICLE TURNING TEMPLATES

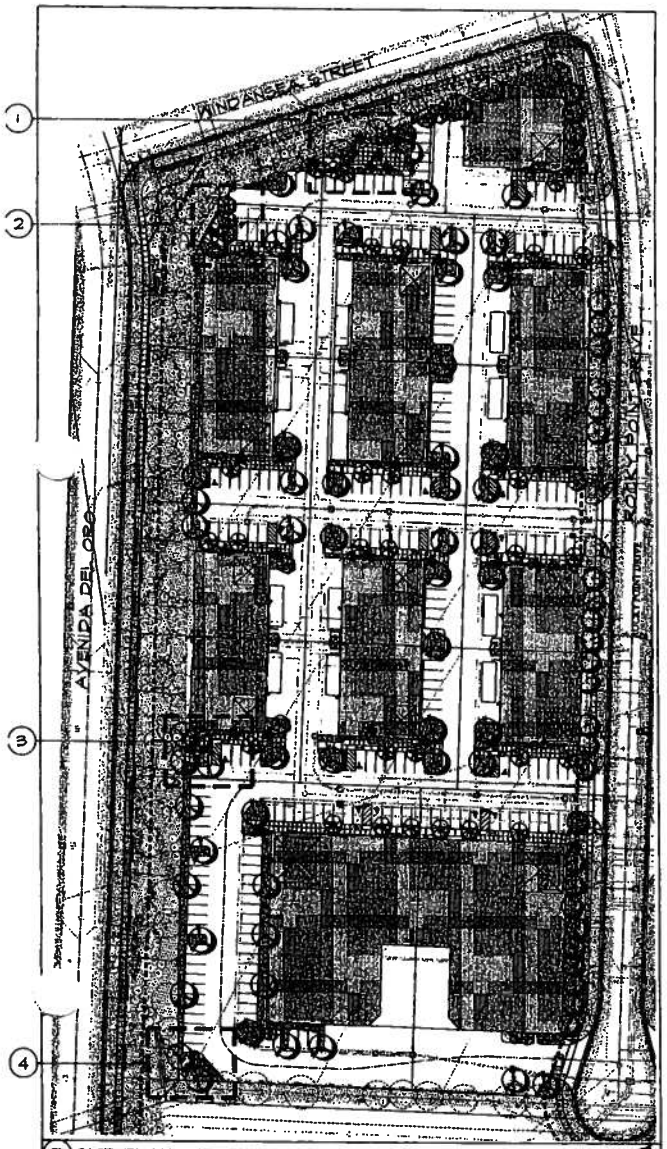


DATE OF PREPARATION: 3/26/07		
REVISIONS	DESCRIPTION	DATE
1	RESPONSE TO COMMENTS	4/17/07
2	RESPONSE TO COMMENTS	6/1/07
3	RESPONSE TO COMMENTS	10/17/07

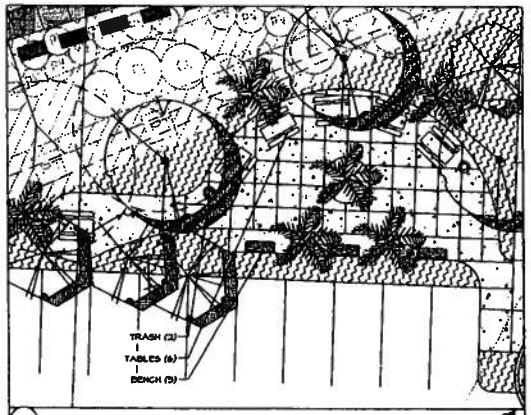
bHA, Inc.
land planning, civil engineering, surveying
5115 AVENIDA ENCINAS
SUITE "L"
CARLSBAD, CA. 92008-4387
(760) 931-0700

TENTATIVE PARCEL MAP:
PACIFIC COAST BUSINESS PARK
CITY OF OCEANSIDE, CALIFORNIA

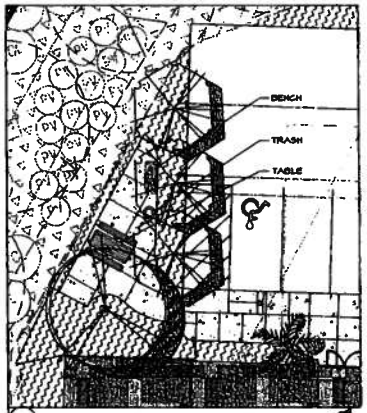
SHEET 4 OF 4



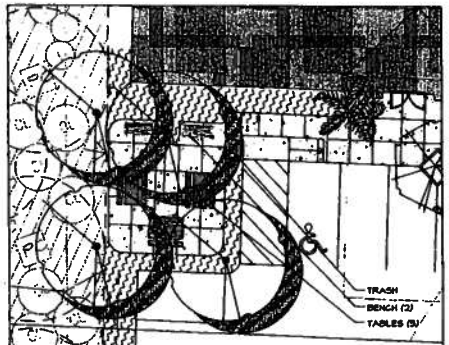
B SITE PLAN - 'B' BUILDINGS - SCALE 1" = 50'



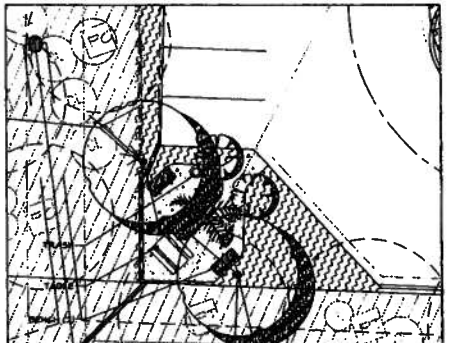
1 LUNCH AREA #1 - SCALE: 1"=10'



2 LUNCH AREA #2 SCALE: 1"=10'



3 LUNCH AREA #3 SCALE: 1"=10'



4 LUNCH AREA #4 SCALE: 1"=10'

PLANTING LEGEND

TREES

SYM	BOTANICAL NAME	COMMON NAME	SIZE
	PHOENIX DACTYLIFERA	DATE PALM	MIN. 6' TRUNK HEIGHT
	SYAGRUS ROMANZOFFIANUM	QUEEN PALM	MIN. 6' TRUNK HEIGHT
	WASHINGTONIA FILIFERA	CALIFORNIA FAN PALM	MIN. 15' TRUNK HEIGHT
	CINNAMOMUM CAMPHORA	CAMPHOR TREE	24" BOX
	ARBUTUS UNEDO	STRAWBERRY TREE	24" BOX
	PITTOSPORUM PHYLLYRAEOIDES	WEEPING PITTOSPORUM	24" BOX
	HYMENOSPORUM FLAVUM	SWEETSHADE	24" BOX
	PISTACIA CHINENSIS	PISTACHE	24" BOX

SHRUBS

SYM	BOTANICAL NAME	COMMON NAME	SIZE
	AGAPANTHUS AFRICANUS	LILY OF THE NILE	1 GAL.
	ABELIA 'EDWARD GOUCHER'	ABELIA	5 GAL.
	LIGUSTRUM J. 'TEXANUM'	PRIVET	5 GAL.
	PHORMIUM TENAX 'SPP'	FLAX	5 GAL.
	ROSMARINUS 'TUSCAN BLUE'	ROSEMARY	5 GAL.
	RHAPHIOLEPIS I. 'SPRINGTIME'	INDIAN HAWTHORN	5 GAL.
	COTONEASTER LACTEUS	COTONEASTER	5 GAL.
	LEPTOSPERMUM SCOPARIUM	RUDY GLOW TEA TREE	5 GAL.
	PITTOSPORUM VARIEGATA	HOCK ORANGE	5 GAL.

GROUND COVER

SYM	BOTANICAL NAME	COMMON NAME	SIZE
	LAMPRANTHUS SPECTABILIS	TRAILING ICE PLANT	FLATS
	GAZANIA	GAZANIA	FLATS
	HEDERA HELIX 'NEEDLEPOINT'	ENGLISH IVY	FLATS

NOTE. GROUND COVER IS TO BE USED TO UNDERPLANT ALL SHRUB AREAS

	TURF	SOD

VINES/STRUCTURAL WALL PLANTING

SYM	BOTANICAL NAME	COMMON NAME	SIZE
	FICUS PUMILA	CREEPING FIG	FLATS

NOTE.
WALLS ADJACET TO LOTS 27, 28 AND 29 TO BE PLANTED WITH VINES THAT MEET THE CITY OF OCEANSIDE REQUIREMENTS

HYDROSEED MIX

SYM	BOTANICAL NAME	COMMON NAME	SIZE
	GAZANIA SPP	TRAILING GAZANIA	20 LBS. PER ACRE
	LOBULARIA MARITIMA	SWEET ALYSSUM	20 LBS. PER ACRE

SLOPE AND STREETSCAPE PLANS

SYM

SLOPE AND STREETSCAPE PLANTING AND IRRIGATION PLANS ARE PER SEPARAE DRAWINGS "L-#100 + "L-#101 BY GMP

'B' BUILDINGS

KEY PLAN

AMB

DWC ENTERPRISES

RECEIVED
MAR 01 2007
Planning Department

PACIFIC COAST BUSINESS PARK

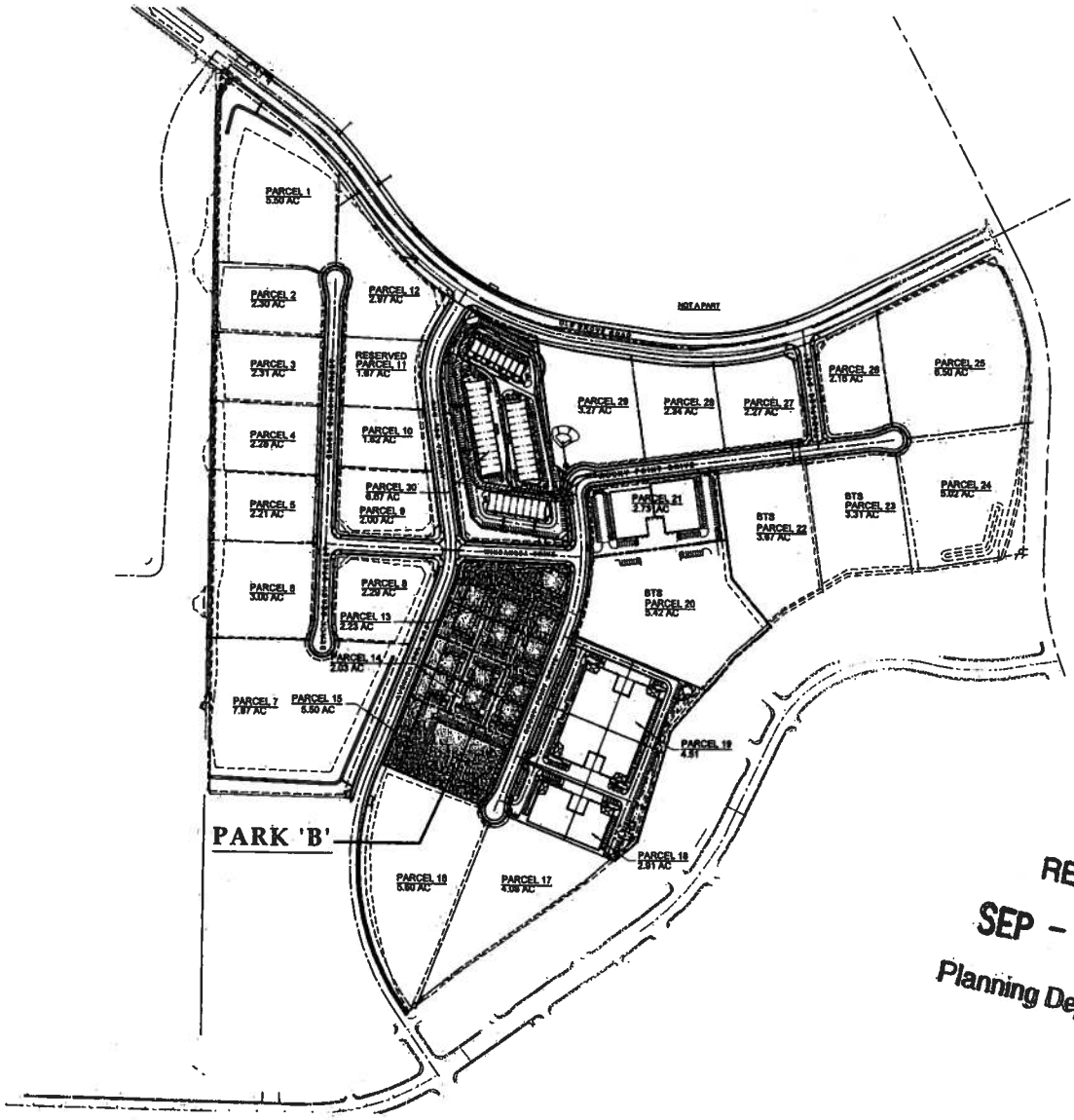
Enlarged Site Plan - Park B

Oceanside, CA.

gmp Gillespie Moody Patterson, Inc.
www.gmplandarch.com
9484 Genesee Avenue
Suite 140 La Jolla
California 92037-1353
Tel 858 558 0577
Fax 858 558 0580

GMP JOB 665-109

REVISION DATE 02-22
PLOT DATE 0



RECEIVED
SEP - 5 2007
Planning Department

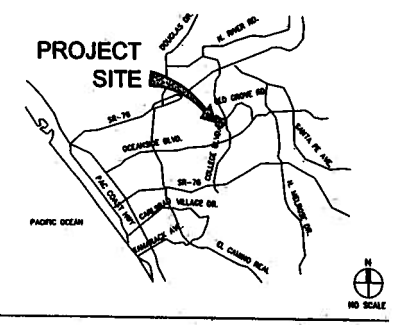
BUSINESS PARK 'B'

SHEET INDEX

ARCHITECTURAL

A1.0	OVERALL SITE PLAN
A1.1	ENLARGED SITE PLAN - PARK 'B'
A2.0	BUILDING B1, B2/B5 FLOOR PLANS
A2.1	BUILDING B3/B6, B4/B7, B9/B11 FLOOR PLANS
A2.2	BUILDING B9/B12, B10/B13, FLOOR PLANS
A2.3	BUILDING B14/B15 FLOOR PLANS
A3.0	BUILDING B1, B2/B5 ROOF PLANS
A3.1	BUILDING B3/B6, B4/B7, B9/B11 ROOF PLANS
A3.2	BUILDING B9/B12, B10/B13, ROOF PLANS
A3.3	BUILDING B14/B15 ROOF PLANS
A4.0	BUILDING B1 EXTERIOR ELEVATION
A4.1	BUILDING B2/B5 EXTERIOR ELEVATION
A4.2	BUILDING B3/B6, B4/B7 EXTERIOR ELEVATIONS
A4.3	BUILDING B8/B11 EXTERIOR ELEVATION
A4.4	BUILDING B9/B12, B10/B13 EXTERIOR ELEVATIONS
A4.5	BUILDING B14/B15 EXTERIOR ELEVATIONS
A5.0	BUILDING SECTIONS-TYPICAL PARK B LINE OF SITE STUDY-TYPICAL PARK B

VICINITY MAP



NORTH

SCALE 1"=200'

0 100 200 400

061-048-01

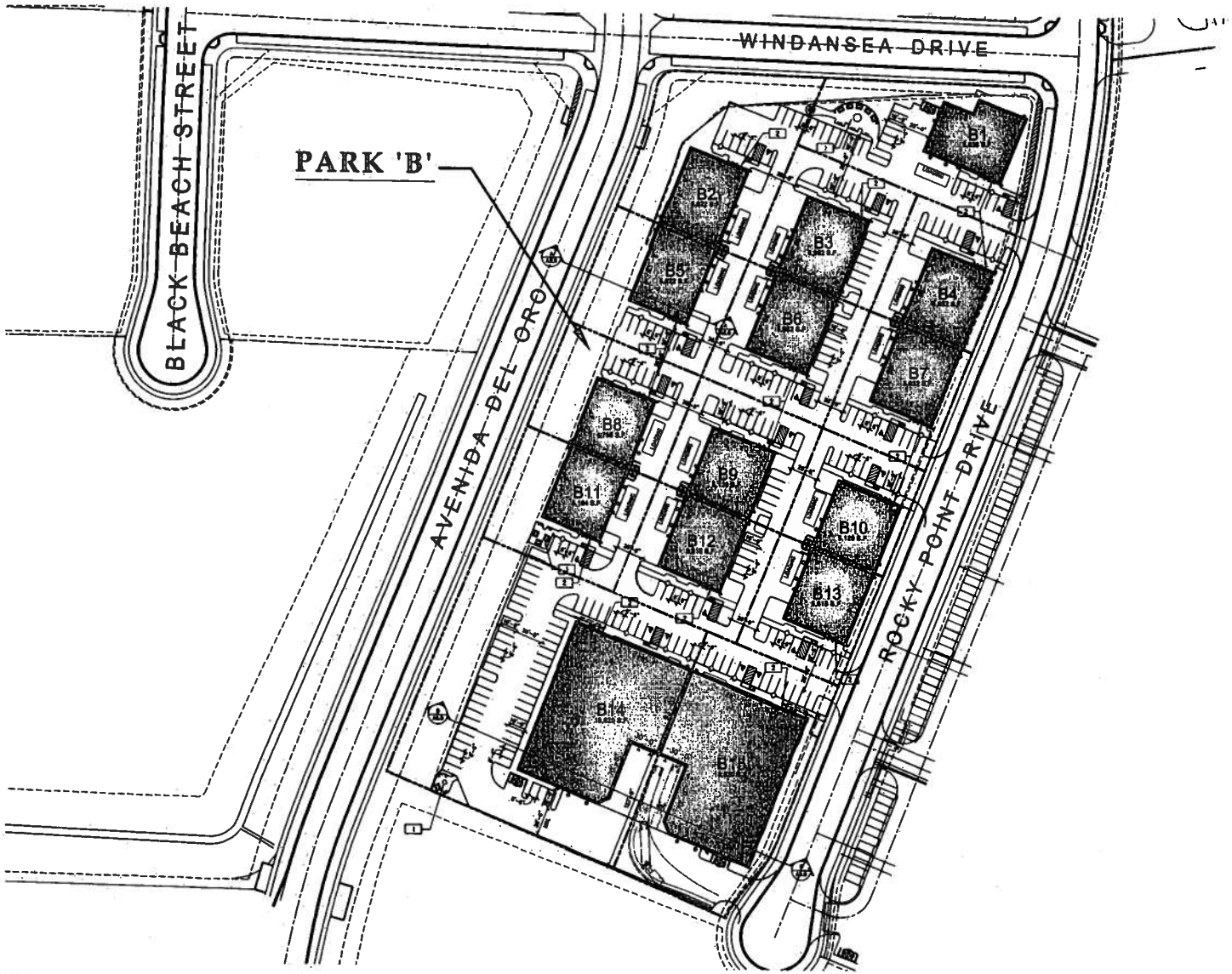
10

AMG ENTERPRISES

PACIFIC COAST BUSINESS PA

Oceanside, Calif

revised June 4, 2007 — OVERALL SITE PLAN



BUSINESS PARK 'B'

PROJECT DATA

BUILDING	BLDG. FOOTPRINT	1ST FLR. OFFICE
BUILDING B1	5,836 SF	1,000 SF
BUILDING B2	5,641 SF	998 SF
BUILDING B3	5,961 SF	998 SF
BUILDING B4	5,961 SF	998 SF
BUILDING B5	5,653 SF	998 SF
BUILDING B6	5,960 SF	998 SF
BUILDING B7	5,960 SF	998 SF
BUILDING B8	4,775 SF	998 SF
BUILDING B9	5,142 SF	998 SF
BUILDING B10	5,142 SF	998 SF
BUILDING B11	5,192 SF	998 SF
BUILDING B12	5,627 SF	998 SF
BUILDING B13	5,627 SF	998 SF
BUILDING B14	18,832 SF	958 SF
BUILDING B15	18,832 SF	958 SF
	= 110,141 SF	

SITE DATA:

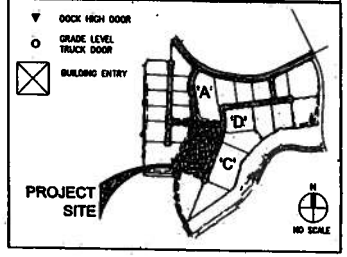
SITE AREA (GROSS):	334,086 SF (7.67 AC)
PAD AREA:	281,986 SF (6.48 AC)
SLOPE AREA:	52,100 SF (1.19 AC)
COVERAGE:	32.97%
BUILDING TOTAL:	110,141 SF
F.A.R.:	0.33
PARKING PROVIDED:	221 SPACES
PARKING REQUIRED:	147 SPACES 1/750

SITE PLAN NOTES

1. LUNCH TABLES / EATING AREA
2. 2 BICYCLE LOOPS TO BE MOUNTED ON EACH BUILDING NEAR ENTRANCES. TYPICAL OF 15.
3. 8'-6" x 18'-6" TYPICAL PARKING STALL

KEY PLAN & LEGEND

- ▼ DOCK HIGH DOOR
- O GRADE LEVEL TRUCK DOOR
- ⊠ BUILDING ENTRY



NORTH

1"= 50'-0"

0 25 50 100 250

AMB

ENTERPRISES

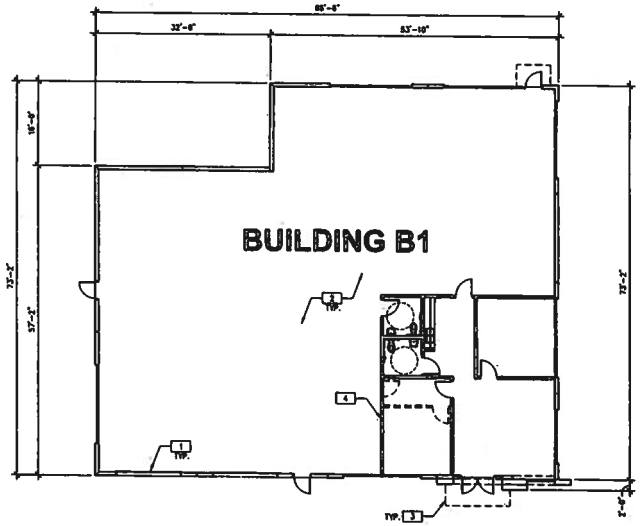
PACIFIC COAST BUSINESS PARK

Oceanside, California

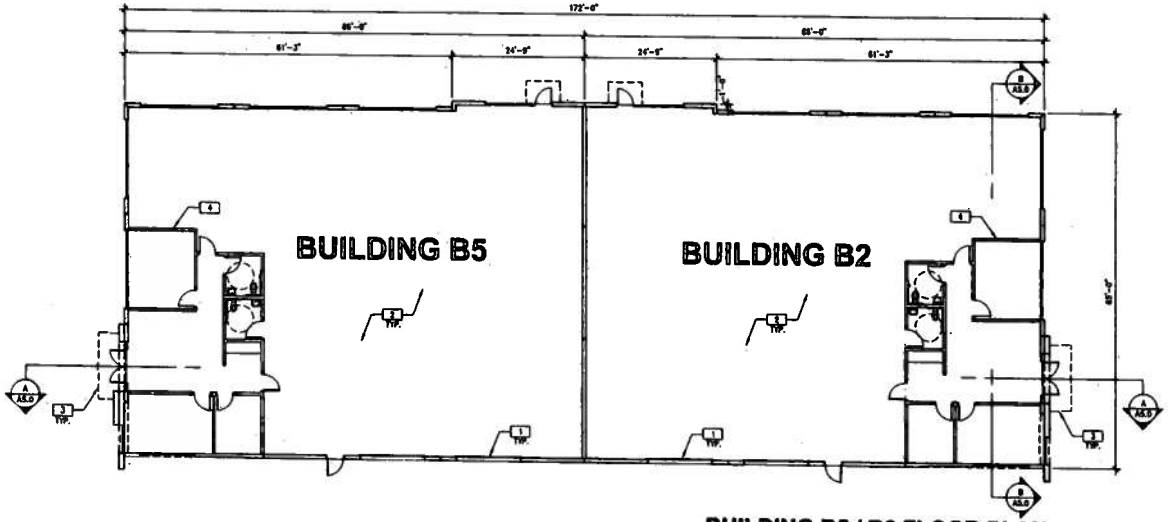
Revised June 4, 2007

ENLARGED SITE PLAN - PARK B

PARK B



BUILDING B1 FLOOR PLAN

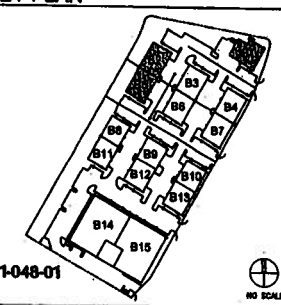


BUILDING B5 / B2 FLOOR PLAN

FLOOR PLAN NOTES

1. ROLL UP DOOR TYPICAL
2. WAREHOUSE
3. OUTLINE OF CANOPY OVERHEAD
4. GENERIC OFFICE LAYOUT SHOWN. ACTUAL OFFICE SIZE AND CONFIGURATION MAY VARY.

KEY PLAN



061-048-01

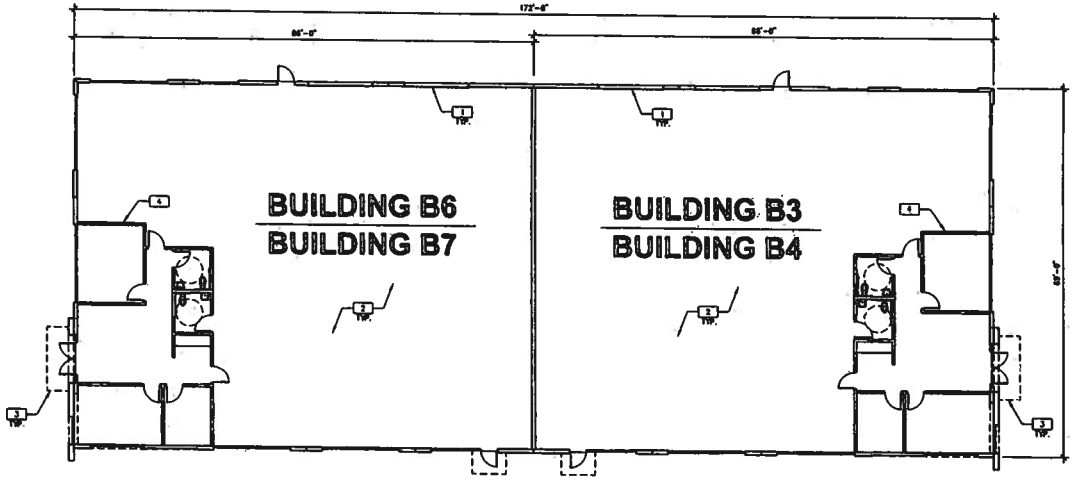
NO SCALE

ENTERPRISES

PACIFIC COAST BUSINESS PARK

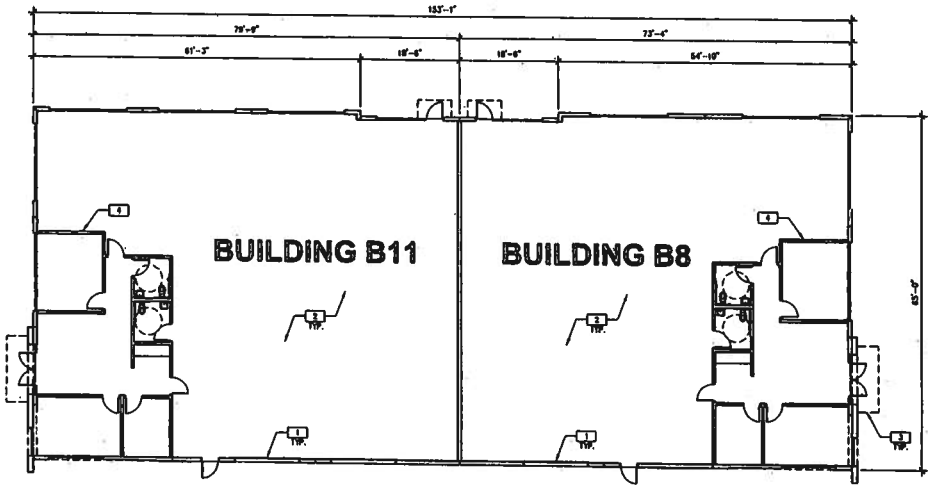
Oceanside, California

revised June 4, 2007 | BUILDING B1 & B2 / B5 FLOOR PLANS



BUILDING B3 / B6 & B4 / B7 FLOOR PLANS

SCALE: 3/32" = 1'-0"



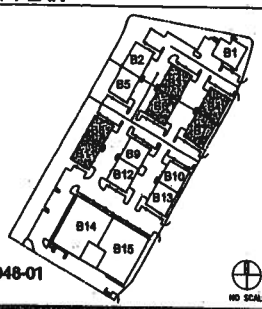
BUILDING B8 / B11 FLOOR PLAN

SCALE: 3/32" = 1'-0"

FLOOR PLAN NOTES

1. ROLL UP DOOR TYPICAL
2. WAREHOUSE
3. OUTLINE OF CANOPY OVERHEAD
4. GENERIC OFFICE LAYOUT SHOWN. ACTUAL OFFICE SIZE AND CONFIGURATION MAY VARY.

KEY PLAN



061-048-01

NO SCALE

OFFICE ENTERPRISES

REVISED: June 4, 2007

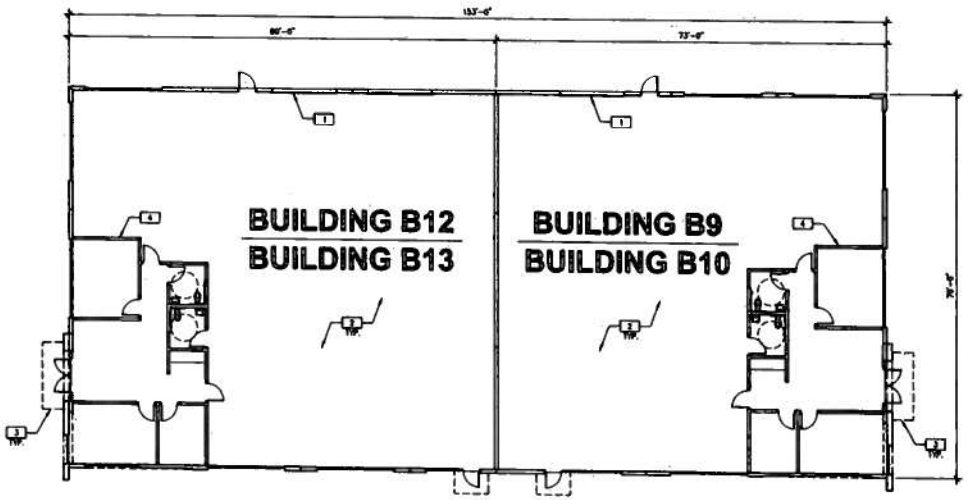
BUILDING B3, B6, B4, B7 & B8 / B11 FLOOR PLANS

PACIFIC COAST BUSINESS PARK

Oceanside, California

FLOOR PLAN NOTES

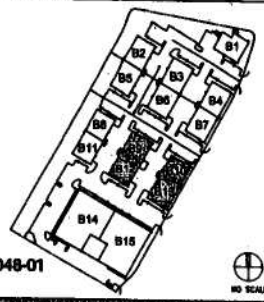
1. ROLL UP DOOR TYPICAL
2. WAREHOUSE
3. OUTLINE OF CANOPY OVERHEAD
4. GENERIC OFFICE LAYOUT SHOWN. ACTUAL OFFICE SIZE AND CONFIGURATION MAY VARY.



BUILDING B9 / B12 & B10 / B13 FLOOR PLANS

SCALE: 3/32" = 1'-0"

KEY PLAN



061-048-01

NO SCALE

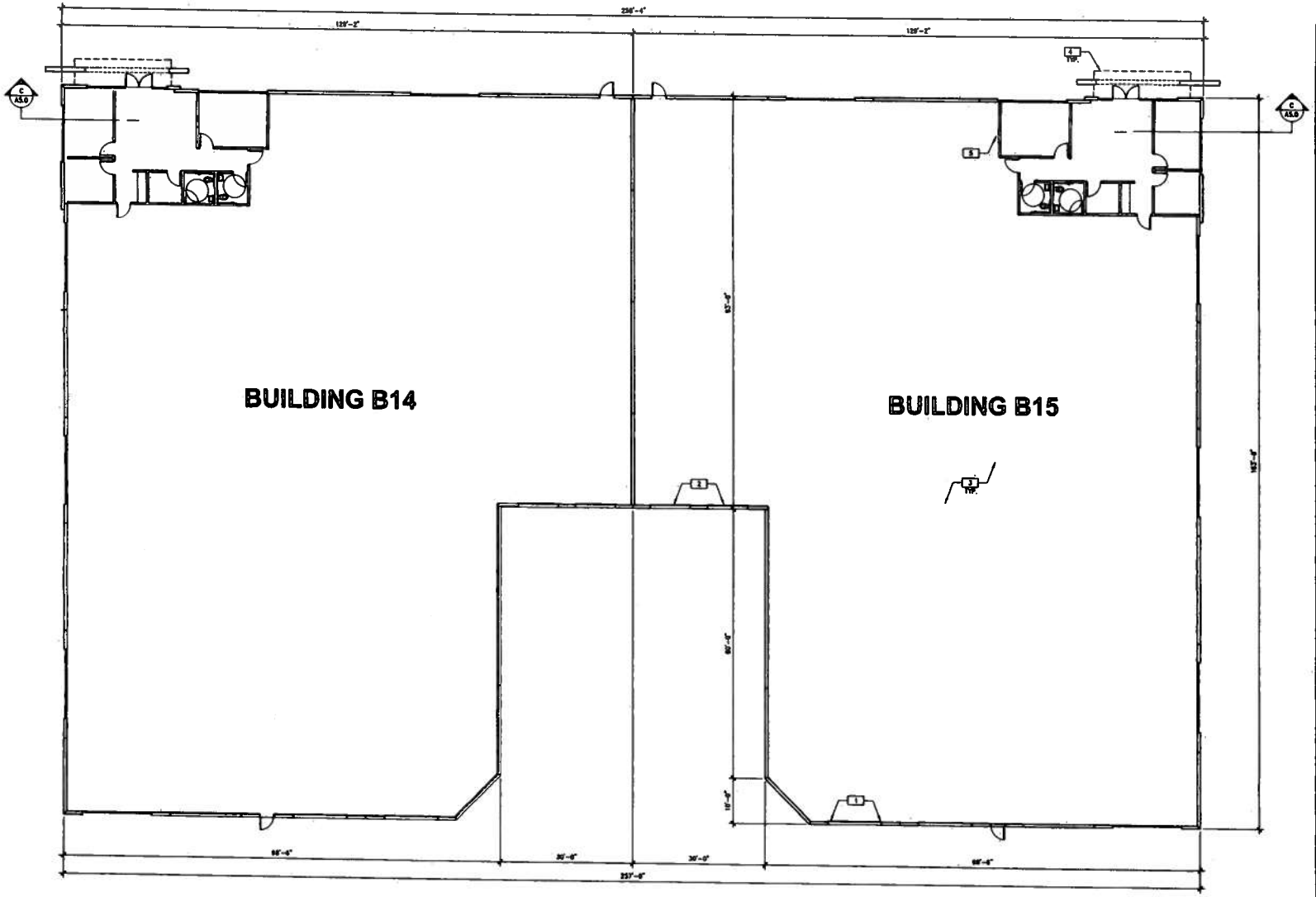
ENTERPRISES

PACIFIC COAST BUSINESS PARK

Oceanside, California

revised June 4, 2007

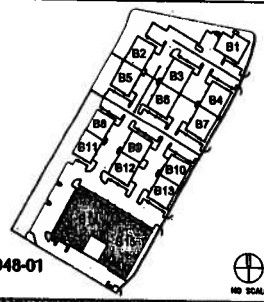
BUILDING B9 / B12 & B10 B13 FLOOR PLANS



FLOOR PLAN NOTES

1. ROLL UP DOOR TYPICAL
2. DOCK DOOR TYPICAL
3. WAREHOUSE
4. OUTLINE OF CANOPY OVERHEAD
5. GENERIC OFFICE LAYOUT SHOWN. ACTUAL OFFICE SIZE AND CONFIGURATION MAY VARY.

KEY PLAN



BUILDING B14 / B15 FLOOR PLANS

SCALE: 3/32" = 1'-0"

061-048-01

NO SCALE

LAMB ENTERPRISES

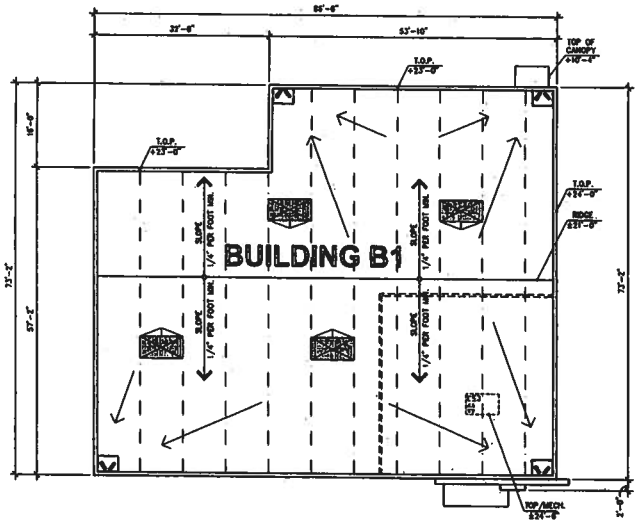
PACIFIC COAST BUSINESS PARK

Oceanside, California

revised June 4, 2007

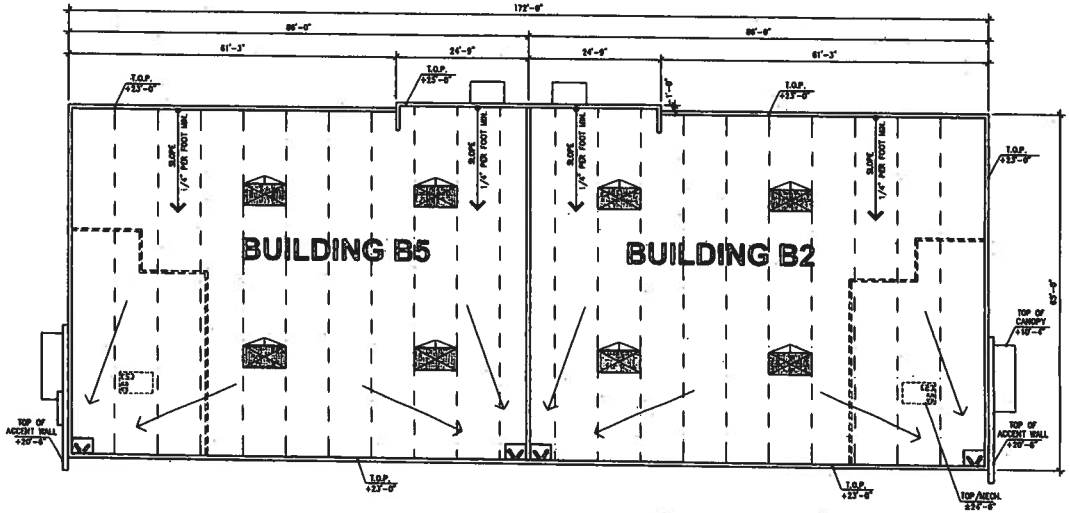
BUILDING B14 / B15 FLOOR PLAN

PAN-1



BUILDING B1 ROOF PLAN

SCALE: 3/32" = 1'-0"



BUILDING B5 / B2 ROOF PLAN

SCALE: 3/32" = 1'-0"

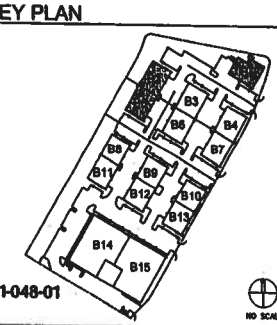
ROOF NOTES

THREE PLY ROOF SPECIFICATIONS

MANVILLE THREE PLY MINERAL SURFACED FIBERGLASS BUILT-UP ROOF 3 GNC (OR EQUAL).

NOTE: MIN. ROOF SLOPE: 1/4" PER FOOT

KEY PLAN



061-048-01

NO SCALE

AMB

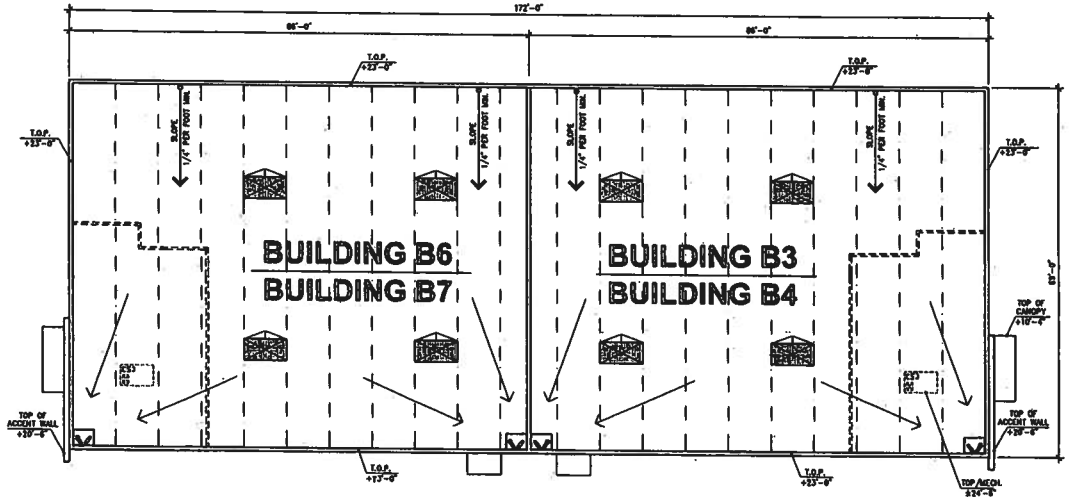
DTO ENTERPRISES

revised June 4, 2007

BUILDING B1 & B2 / B5 ROOF PLANS

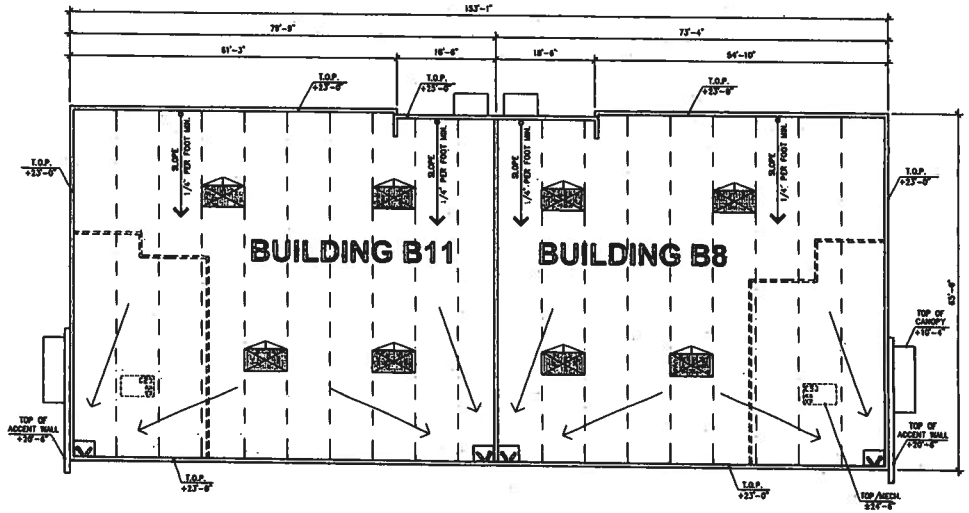
PACIFIC COAST BUSINESS PARK

Oceanside, California



BUILDING B3 / B6 & B4 / B7 ROOF PLANS

SCALE: 3/32" = 1'-0"



BUILDING B8 / B11 ROOF PLAN

SCALE: 3/32" = 1'-0"

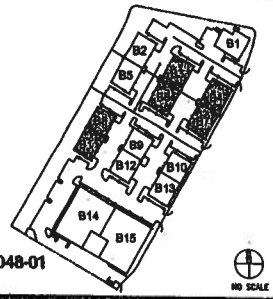
ROOF NOTES

THREE PLY ROOF SPECIFICATIONS

MANVILLE THREE PLY MINERAL SURFACED FIBERGLASS BUILT-UP ROOF 3 GNC (OR EQUAL).

NOTE: MIN. ROOF SLOPE: 1/4" PER FOOT

KEY PLAN



NO SCALE

061-048-01

AMB

ENTERPRISES

PACIFIC COAST BUSINESS PARK

Oceanside, California

Revised June 14, 2007

BUILDING B3/B6, B4/B7 & B8/B11 ROOF PLANS

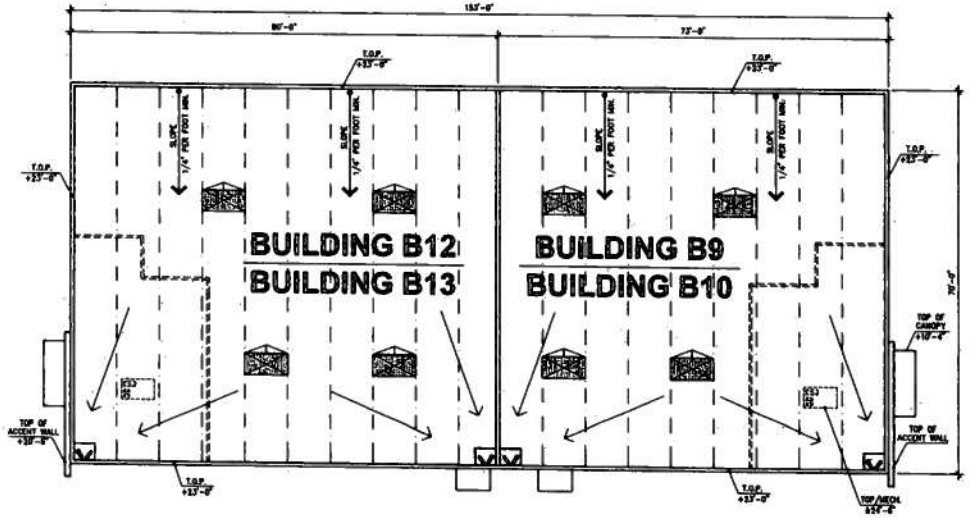
127 B1

ROOF NOTES

THREE PLY ROOF SPECIFICATIONS

MANVILLE THREE PLY MINERAL SURFACED FIBERGLASS BUILT-UP ROOF 3 GMC (OR EQUAL).

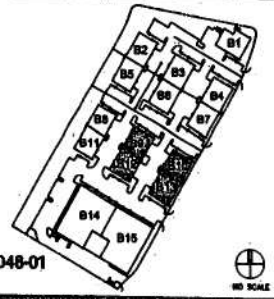
NOTE: MIN. ROOF SLOPE: 1/4" PER FOOT



BUILDING B9 / B12 & B10 / B13 ROOF PLANS

SCALE: 3/32" = 1'-0"

KEY PLAN



061-048-01

NO SCALE

AMB

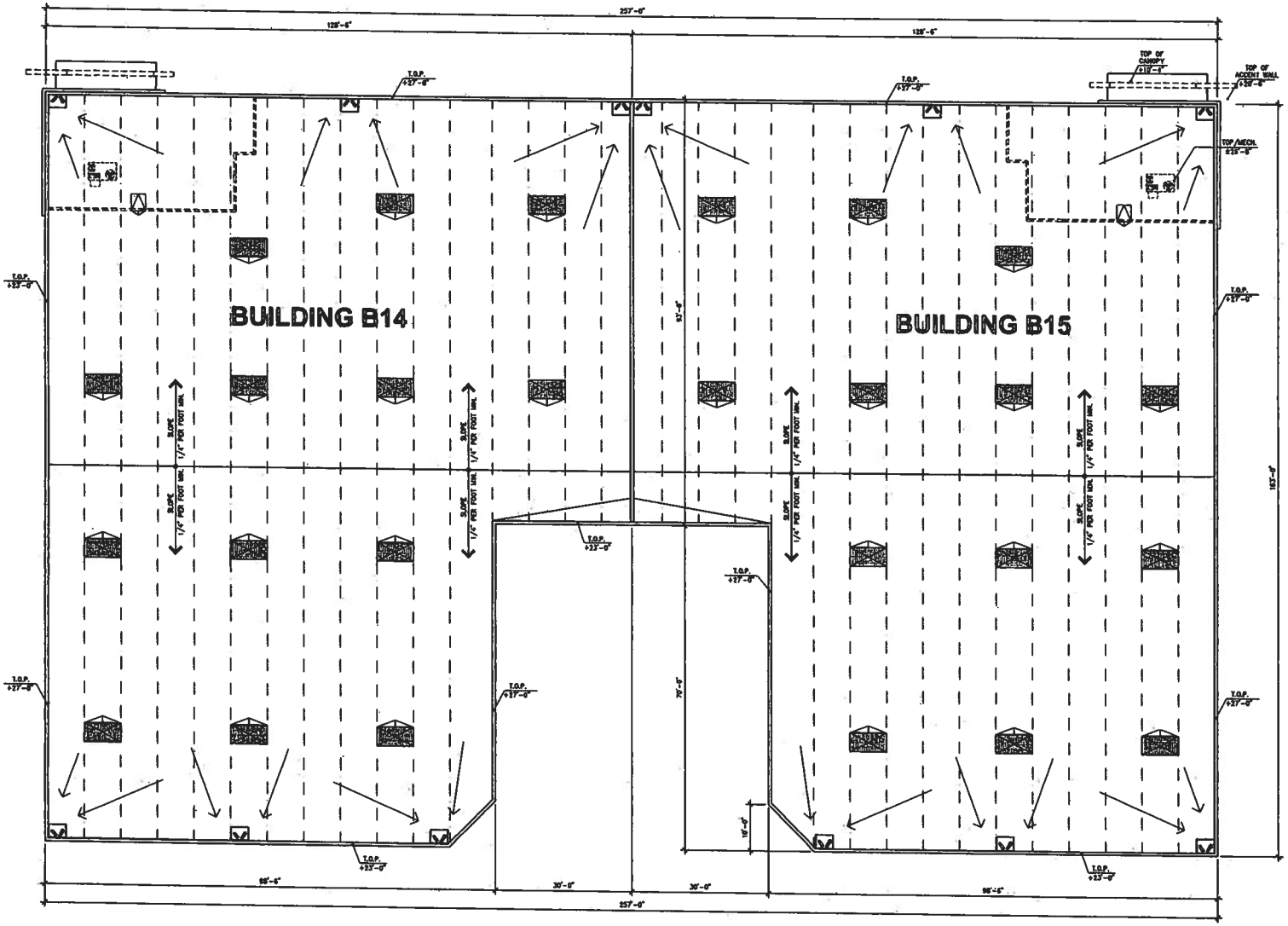
ENTERPRISES

revised: June 4, 2007

BUILDING B9 / B12 & B10 / B13 ROOF PLANS

PACIFIC COAST BUSINESS PARK

Oceanside, California



BUILDING B14 / B15 ROOF PLAN

SCALE: 3/32" = 1'-0"

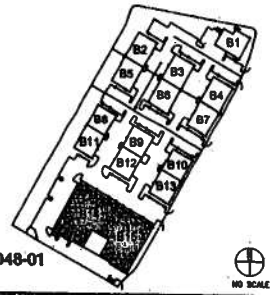
ROOF NOTES

THREE PLY ROOF SPECIFICATIONS

MANVILLE THREE PLY MINERAL SURFACED FIBERGLASS BUILT-UP ROOF 3 CHC (OR EQUAL).

NOTE: MIN. ROOF SLOPE: 1/4" PER FOOT

KEY PLAN



061-048-01

NO SCALE

AMB

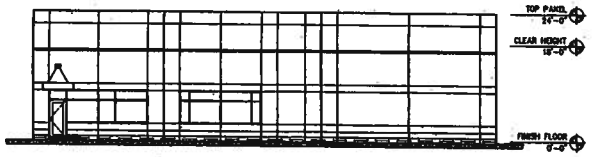
ENTERPRISES

PACIFIC COAST BUSINESS PARK

Oceanside, California

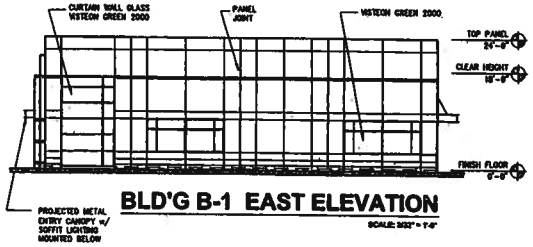
Revised June 4, 2007

BUILDING B14 / B15 ROOF PLAN



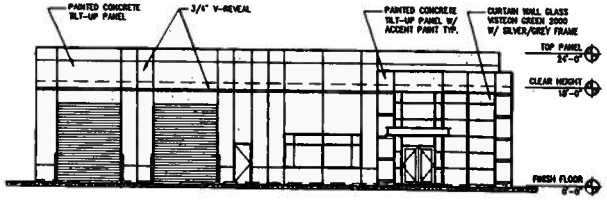
BLD'G B-1 NORTH ELEVATION

SCALE: 3/32" = 1'-0"



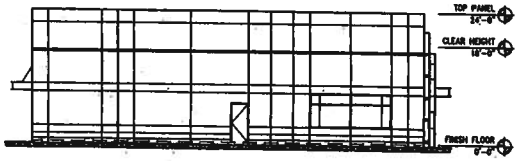
BLD'G B-1 EAST ELEVATION

SCALE: 3/32" = 1'-0"



BLD'G B-1 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



BLD'G B-1 WEST ELEVATION

SCALE: 3/32" = 1'-0"

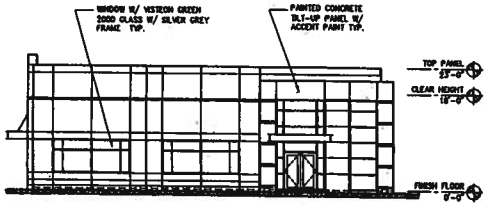
ENTERPRISES

revised June 4, 2007

BUILDING B-1 ELEVATIONS

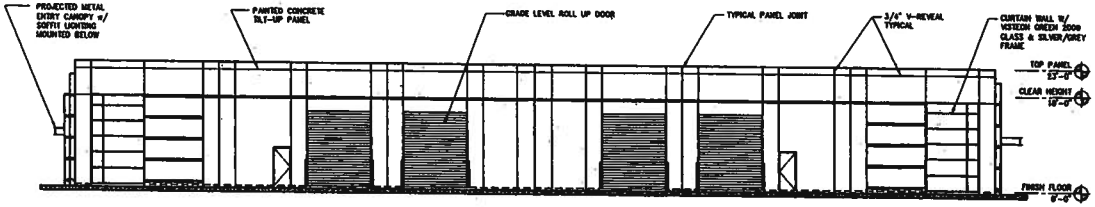
PACIFIC COAST BUSINESS PARK

Oceanside, California



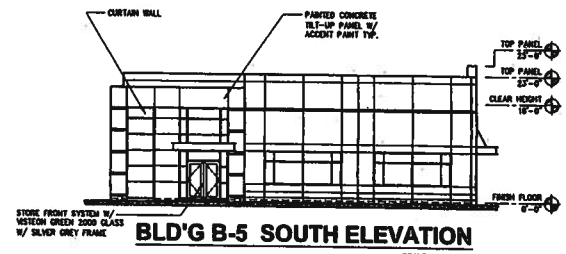
BLD'G B-2 NORTH ELEVATION

SCALE: 3/32" = 1'-0"



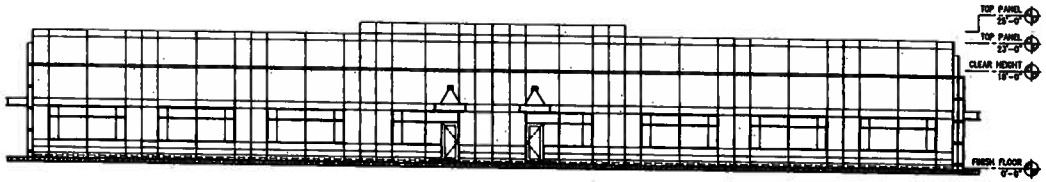
BLD'G B-5/B-2 EAST ELEVATION

SCALE: 3/32" = 1'-0"



BLD'G B-5 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



BLD'G B-2/B-5 WEST ELEVATION

SCALE: 3/32" = 1'-0"

AMB

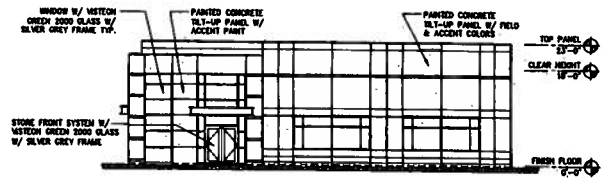
DTTO ENTERPRISES

PACIFIC COAST BUSINESS PARK

Oceanside, California

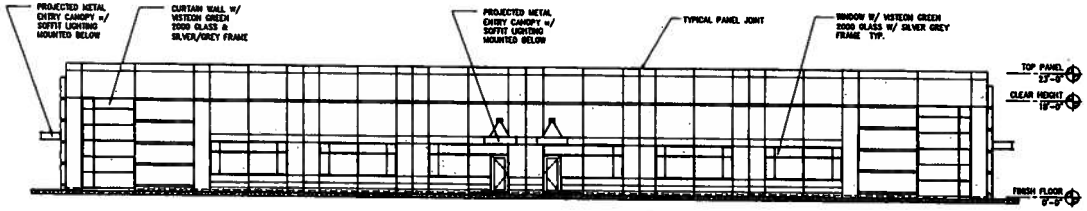
revised June 4, 2007

BUILDINGS B-2/B-5 ELEVATIONS



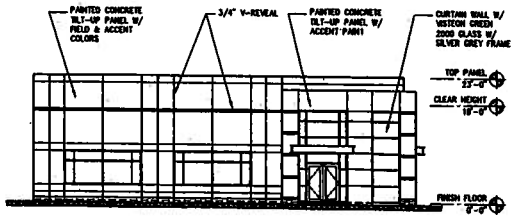
BLD'G B-3(B-4) NORTH ELEVATION

SCALE: 3/32" = 1'-0"



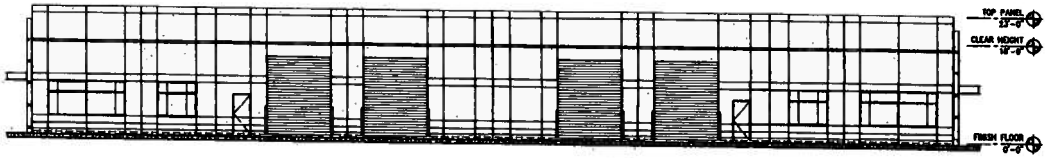
BLD'G B-6/B-3 (B-7/B-4) EAST ELEVATION

SCALE: 3/32" = 1'-0"



BLD'G B-6 (B-7) SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



BLD'G B-3/B-6 (B-4/B-7) WEST ELEVATION

SCALE: 3/32" = 1'-0"

LAMB

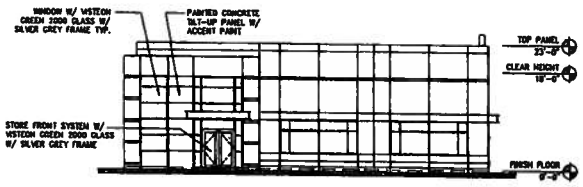
DWO ENTERPRISES

PACIFIC COAST BUSINESS PARK

Oceanside, California

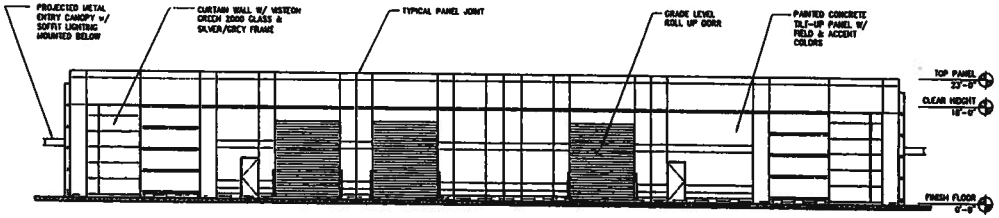
revised: june 4, 2007

A-1 BUILDINGS B-3/B-6 (B-4/B-7) ELEVATIONS



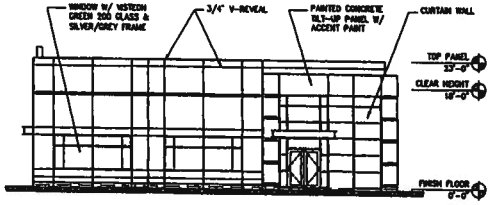
BLD'G B-8 NORTH ELEVATION

SCALE: 3/32" = 1'-0"



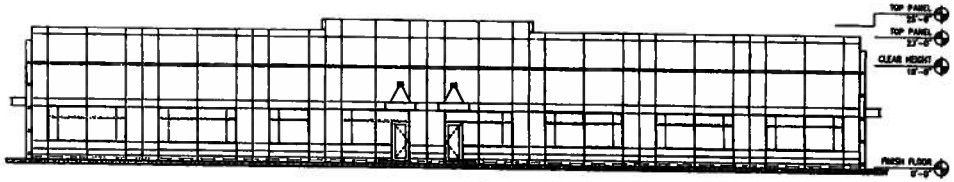
BLD'G B-11/B-8 EAST ELEVATION

SCALE: 3/32" = 1'-0"



BLD'G B-11 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



BLD'G B-8/B-11 WEST ELEVATION

SCALE: 3/32" = 1'-0"

AMB

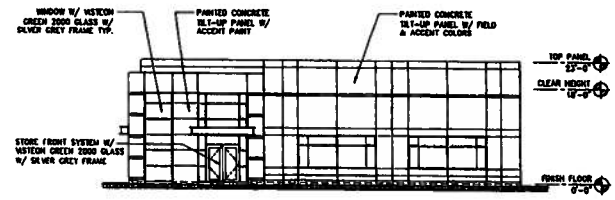
EWC ENTERPRISES

revised June 4, 2007

BUILDINGS B-8/B-11 ELEVATIONS

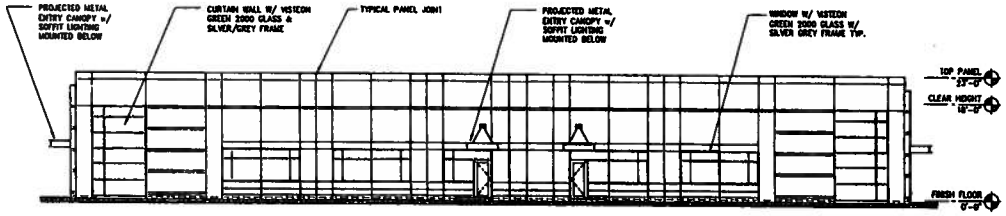
PACIFIC COAST BUSINESS PARK

Oceanside, California



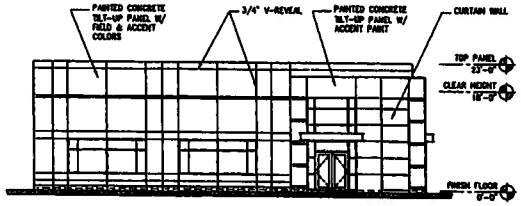
BLD'G B-9(B-10) NORTH ELEVATION

SCALE: 3/32" = 1'-0"



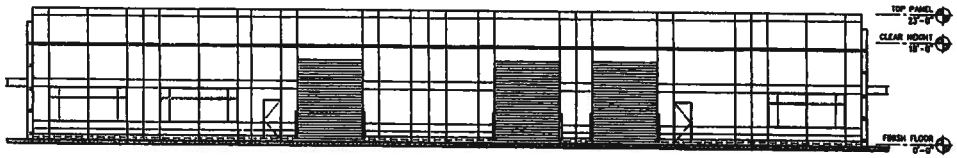
BLD'G B-12/B-9 (B-13/B-10) EAST ELEVATION

SCALE: 3/32" = 1'-0"



BLD'G B-12 (B-13) SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



BLD'G B-9/B-12 (B-10/B-13) WEST ELEVATION

SCALE: 3/32" = 1'-0"

AMB

DWC ENTERPRISES

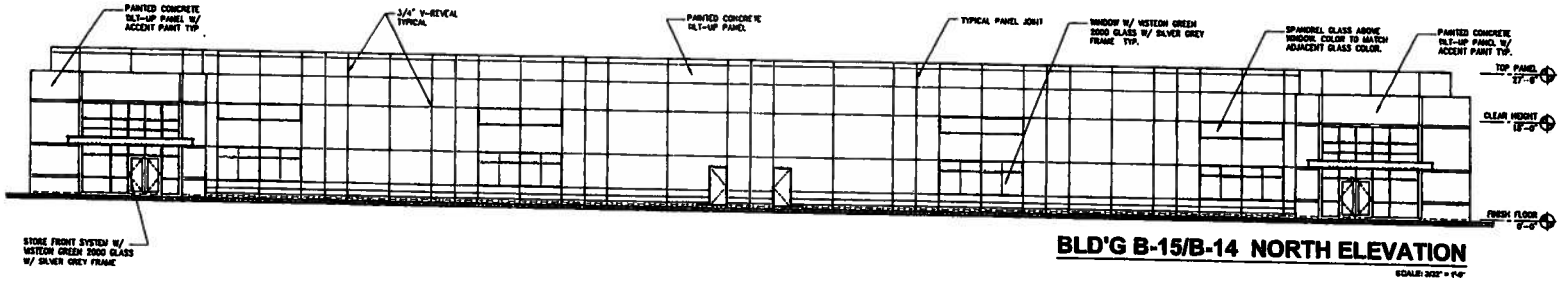
revised June 4, 2007

BUILDINGS B-9/B-12 (B-10/B-13) ELEVATIONS

PACIFIC COAST BUSINESS PARK

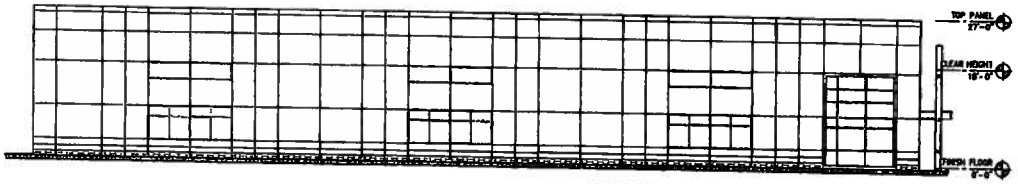
Oceanside, California

WANG



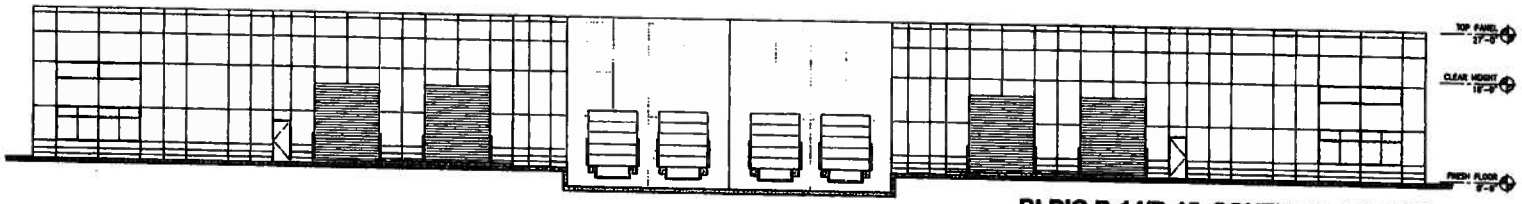
BLD'G B-15/B-14 NORTH ELEVATION

SCALE: 3/32" = 1'-0"



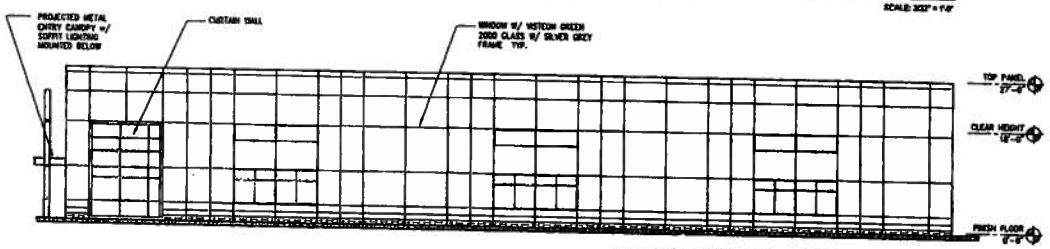
BLD'G B-15 EAST ELEVATION

SCALE: 3/32" = 1'-0"



BLD'G B-14/B-15 SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



BLD'G B-14 WEST ELEVATION

SCALE: 3/32" = 1'-0"

AMB | DWC ENTERPRISES

revised June 4, 2007

BUILDINGS B-14/B-15 ELEVATIONS

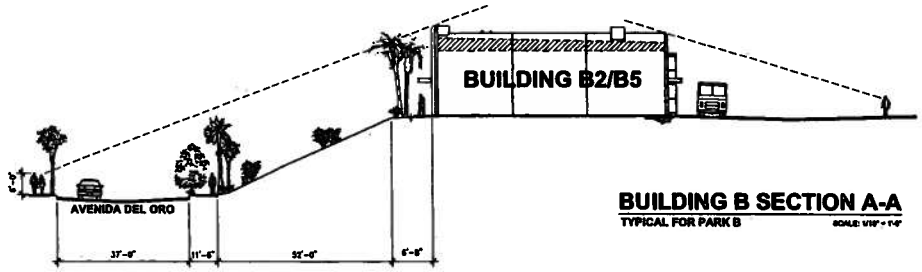
PACIFIC COAST BUSINESS PARK

Oceanside, California

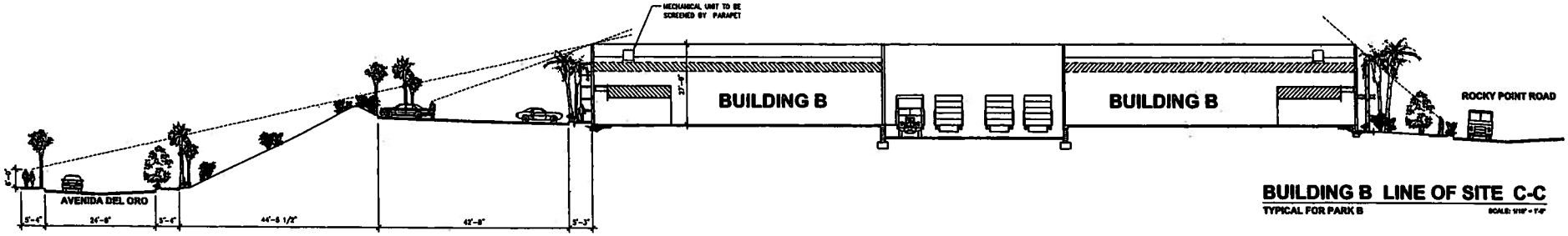
WARE MALCOMB

architecture planning interiors

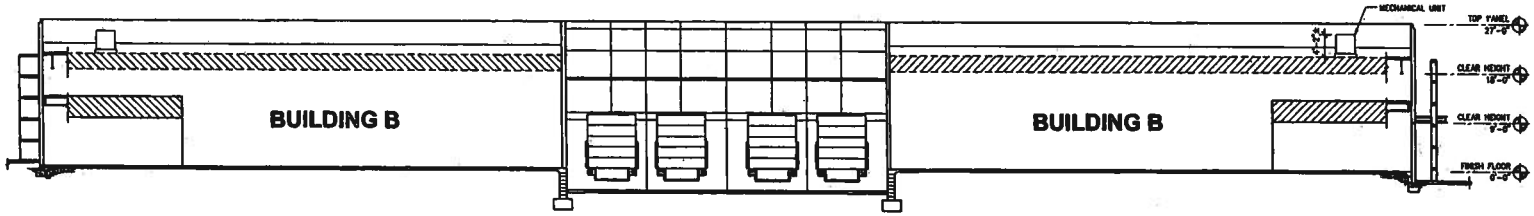
PARK 15 A4



BUILDING B SECTION A-A
TYPICAL FOR PARK B
SCALE: 1/16" = 1'-0"



BUILDING B LINE OF SITE C-C
TYPICAL FOR PARK B
SCALE: 1/16" = 1'-0"



BUILDING B SECTION C-C
TYPICAL FOR PARK B
SCALE: 3/32" = 1'-0"

ENTERPRISES

PACIFIC COAST BUSINESS PARK

Oceanside, California

revised June 6, 2007

PARK B BUILDING SECTIONS

PLANNING COMMISSION
RESOLUTION NO. 2007-P56

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA APPROVING A TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN ON CERTAIN REAL PROPERTY IN THE CITY OF OCEANSIDE

APPLICATION NO:	P-21-06, D-30-06
APPLICANT:	Pacific Coast Business Park, LLC
LOCATION:	Southeast of the intersection of Old Grove Rd. and Ave. Del Oro

THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA DOES RESOLVE AS FOLLOWS:

WHEREAS, there was filed with this Commission a verified petition on the forms prescribed by the Commission requesting a Tentative Parcel Map and Development Plan under the provisions of Articles 13 and 43 of the Zoning Ordinance of the City of Oceanside to permit the following:

the subdivision of a 7.67-acre parcel into 15 individual fee lots with 15 multi-tenant industrial buildings;

on certain real property described in the project description.

WHEREAS, the Planning Commission, after giving the required notice, did on the 19th day of November, 2007 conduct a duly advertised public hearing as prescribed by law to consider said application.

WHEREAS, pursuant to the California Environmental Quality Act of 1970, and State Guidelines thereto; an Environmental Impact Report (EIR) was prepared for the Pacific Coast Business Park Initial Tentative Parcel Map and Development Plan that created the Pacific Coast Business Park Master Development Plan, and the proposed project to further subdivide Parcels 13, 14, and 15 into 15 industrial buildings on 15 fee lots is consistent with the extent of the initial CEQA review; therefore, further environmental review is not required at this time.

WHEREAS, the documents or other material which constitute the record of proceedings upon which the decision is based will be maintained by the City of Oceanside Planning Department, 300 North Coast Highway, Oceanside, California 92054.

WHEREAS, there is hereby imposed on the subject development project certain fees, dedications, reservations and other exactions pursuant to state law and city ordinance;

WHEREAS, pursuant to Gov't Code §66020(d)(1), NOTICE IS HEREBY GIVEN that the project is subject to certain fees, dedications, reservations and other exactions as provided below:

Description	Authority for Imposition	Current Estimate Fee or Calculation Formula
Parkland Dedication/Fee	Ordinance No. 91-10 Resolution No. 06-R0334-1	$3,503 per unit
Drainage Fee	Ordinance No. 85-23 Resolution No. 06-R0334-1	Depends on area (range is $2,843-$15,964 per acre)
Public Facility Fee	Ordinance No. 91-09 Resolution No. 06-R0334-1	$.713 per square foot or $713 per thousand square feet for non-residential uses and $2,072 per unit for residential
School Facilities Mitigation Fee	Ordinance No. 91-34	$.42 per square foot non-residential for Oceanside ($.42 for Vista and Fallbrook) $2.63 per square foot residential ($2.63 for Vista; $2.63 for Fallbrook)
Traffic Signal Fee	Ordinance No. 87-19 Resolution No. 06-R0334-1	$15.71 per vehicle trip
Thoroughfare Fee (For commercial and industrial please note the .75 per cent discount)	Ordinance No. 83-01 Resolution No. 06-R0334-1	$255 per vehicle trip (based on SANDAG trip generation table available from staff and from SANDAG)
Water System Buy-in Fees	Oceanside City Code §37.56.1 Resolution No. 87-96 Ordinance No. 05-OR 0611-1	Fee based on water meter size. Residential is typically $3,746 per unit; Non-residential is $19,967 for a 2" meter.

WHEREAS, the current fees referenced above are merely fee amount estimates of the impact fees that would be required if due and payable under currently applicable ordinances and resolutions, presume the accuracy of relevant project information provided by the applicant, and are not necessarily the fee amount that will be owing when such fee becomes due and payable;

WHEREAS, unless otherwise provided by this resolution, all impact fees shall be calculated and collected at the time and in the manner provided in Chapter 32B of the Oceanside City Code and the City expressly reserves the right to amend the fees and fee calculations consistent with applicable law;

WHEREAS, the City expressly reserves the right to establish, modify or adjust any fee, dedication, reservation or other exaction to the extent permitted and as authorized by law;

WHEREAS, pursuant to Gov't Code §66020(d)(1), NOTICE IS FURTHER GIVEN that the 90-day period to protest the imposition of any fee, dedication, reservation, or other exaction described in this resolution begins on the effective date of this resolution and any such protest must be in a manner that complies with Section 66020;

WHEREAS, pursuant to Oceanside Zoning Ordinance §4603, this resolution becomes effective 10 days from its adoption in the absence of the filing of an appeal or call for review;

WHEREAS, studies and investigations made by this Commission and in its behalf reveal the following facts:

FINDINGS:

For the Tentative Parcel Map:

1. The proposed subdivision creates parcels that exceed the requirements of the PCBP Master Development Plan zoning document, and that is consistent with the General Plan designation of PD-1 RDO Specific Plan for Industrial Land Uses.
2. The proposed building pads on Parcels 13, 14, and 15 will conform to the topography of the site; therefore, making it suitable for industrial development. The 7.67-acre parcel is physically suitable to allow for the development of 15 industrial buildings on 15 individual fee lots.
3. The subdivision complies with all other applicable ordinances, regulations and guidelines of the City.

4. The design of the subdivision or proposed improvements will not conflict with easements, acquired by the public at large, for access through or the use of property within the subdivision.

5. That the design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

For the Development Plan:

1. The site plan and physical design of the project is consistent with the Zoning Ordinance and the underlying PCBP Industrial Master Plan that regulates zoning for the subject parcel.
2. The Development Plan conforms to the General Plan of the City.
3. The project site can be adequately served by existing public facilities, services, and utilities.
4. The project, as proposed, is compatible with the existing and potential development on adjoining properties or in the surrounding neighborhood.
5. The site plan and parameters for the architecture and physical design of the project is consistent with the policies contained within Sections 1.2 of the Land Use Element of the General Plan.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby approve Tentative Parcel Map (P-21-06) and Development Plan (D-30-06) subject to the following conditions:

Building:

1. Applicable Building Codes and Ordinances shall be based on the date of submittal for Building Division plan check.
2. The granting of approval under this action shall in no way relieve the applicant/project from compliance with all State and local building codes.
3. Site development, parking, access into buildings and building interiors shall comply with Part 2, Title 24, C.C.R. (Disabled Access - Nonresidential buildings - D.S.A.).
4. All electrical, communication, CATV, etc. service lines, within the exterior lines of the property shall be underground (City Code Sec. 6.30).

5. The building plans for this project are required by State law to be prepared by a licensed architect or engineer and must be in compliance with this requirement prior to submittal for building plan review.

6. All outdoor lighting shall meet Chapter 39 of the City Code (Light Pollution Ordinance) and shall be shielded appropriately. Where color rendition is important high-pressure sodium, metal halide or other such lights may be utilized and shall be shown on final building and electrical plans.

7. Compliance with the Federal Clean Water Act (BMP's) must be demonstrated on the plans.

8. Separate/unique addresses will/may be required to facilitate utility releases. Verification that the addresses have been properly assigned by the City's Planning Division must accompany the Building Permit application.

9. A complete Soils Report, Structural Calculations, & Energy Calculations/documentation will be required at time of plans submittal to the Building Division for plan check.

10. A private sewer system design must be submitted to the Building Division and approved prior to the construction of the sewer system. If a gravity flow system is not used, an engineered mechanical system must be submitted and approved by Engineering, Water, and Building Divisions.

11. Tenant Improvements or other construction to the existing building requires permits (including all required Inspections and approvals, and Issuance of Certificate of Occupancy) from the Building Division.

12. The developer shall monitor, supervise and control all building construction and supportive activities so as to prevent these activities from causing a public nuisance, including, but not limited to, strict adherence to the following:

    a) Building construction work hours shall be limited to between 7:00 a.m. and 6:00 p.m. Monday through Friday, and on Saturday from 7:00 a.m. to 6:00 p.m. for work that is not inherently noise-producing. Examples of work not permitted on Saturday are concrete and grout pours, roof nailing and activities of similar noise-producing nature. No work shall be permitted on Sundays and Federal Holidays (New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day,

Christmas Day) except as allowed for emergency work under the provisions of the Oceanside City Code Chapter 38 (Noise Ordinance).

b) The construction site shall be kept reasonably free of construction debris as specified in Section 13.17 of the Oceanside City Code. Storage of debris in approved solid waste containers shall be considered compliance with this requirement. Small amounts of construction debris may be stored on-site in a neat, safe manner for short periods of time pending disposal.

Engineering:

13. Vehicular access rights to adjacent public road shall be relinquished to the City from all abutting lots except at approved access locations shown on the tentative parcel map.

14. All right-of-way alignments, street dedications, exact geometrics and widths shall be dedicated and improved as required by the City Engineer.

15. Design and construction of all improvements shall be in accordance with standard plans, specifications of the City of Oceanside and subject to approval by the City Engineer.

16. Prior to issuance of a building permit all improvement requirements shall be covered by a development agreement and secured with sufficient improvement securities or bonds guaranteeing performance and payment for labor and materials, setting of monuments, and warranty against defective materials and workmanship.

17. Prior to issuance of a building permit a phasing plan for the construction of public and private improvements including landscaping, shall be approved by the City Engineer.

18. The approval of the tentative map shall not mean that closure, vacation, or abandonment of any public street, right-of-way, easement, or facility is granted or guaranteed to the developer. The developer is responsible for applying for all closures, vacations, and abandonments as necessary. The application(s) shall be reviewed and approved or rejected by the City of Oceanside under separate process (es) per codes, ordinances, and policies in effect at the time of the application.

19. Prior to approval of the parcel map or any increment, all improvement requirements, within such increment or outside of it if required by the City Engineer, shall be covered by a subdivision agreement and secured with sufficient improvement securities or bonds

guaranteeing performance and payment for labor and materials, setting of monuments, and warranty against defective materials and workmanship.

20. Prior to approval of the first parcel map a phasing plan for the construction of public and private improvements including landscaping, streets and arterials shall be approved by the City Engineer. All improvements shall be under construction to the satisfaction of the City Engineer prior to the issuance of any building permits. All improvements shall be completed prior to issuance of any certificates of occupancy.

21. Where proposed off-site improvements, including but not limited to slopes, public utility facilities, and drainage facilities, are to be constructed, the applicant shall, at his own expense, obtain all necessary easements or other interests in real property and shall dedicate the same to the City of Oceanside as required. The applicant shall provide documentary proof satisfactory to the City of Oceanside that such easements or other interest in real property have been obtained prior to issuance of any grading, building or improvement permit for the development. Additionally, the City of Oceanside, may at its sole discretion, require that the applicant obtain at his sole expense a title policy insuring the necessary title for the easement or other interest in real property to have vested with the City of Oceanside or the applicant, as applicable.

22. Pursuant to the State Map Act, improvements shall be required at the time of development. A covenant, reviewed and approved by the City Attorney, shall be recorded attesting to these improvement conditions and a certificate setting forth the recordation shall be placed on the map.

23. Prior to the issuance of a grading permit, the developer shall notify and host a neighborhood meeting with all of the area residents located within 300 feet of the project site, and residents of property along any residential streets to be used as a "haul route", to inform them of the grading and construction schedule, haul routes, and to answer questions.

24. The developer shall monitor, supervise and control all construction and construction-supportive activities, so as to prevent these activities from causing a public nuisance, including but not limited to, insuring strict adherence to the following:

a) Dirt, debris and other construction material shall not be deposited on any public street or within the City's stormwater conveyance system.

b) All grading and related site preparation and construction activities shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday. No engineering related construction activities shall be conducted on Saturdays, Sundays or legal holidays unless written permission is granted by the City Engineer with specific limitations to the working hours and types of permitted operations. All on-site construction staging areas shall be as far as possible (minimum 100 feet) from any existing residential development. Because construction noise may still be intrusive in the evening or on holidays, the City of Oceanside Noise Ordinance also prohibits "any disturbing excessive or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity."

c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.

d) A haul route shall be obtained at least 7 days prior the start of hauling operations and must be approved by the City Engineer. Hauling operations shall be 8:00 a.m. to 3:30 p.m. unless approved otherwise.

25. A traffic control plan shall be prepared according to the City traffic control guidelines and be submitted to and approved by the City Engineer prior to the start of work within open City rights-of-way. Traffic control during construction of streets that have been opened to public traffic shall be in accordance with construction signing, marking and other protection as required by the Caltrans Traffic Manual and City Traffic Control Guidelines. Traffic control plans shall be in effect from 8:00 a.m. to 3:30 p.m. unless approved otherwise.

26. Approval of this development project is conditioned upon payment of all applicable impact fees and connection fees in the manner provided in chapter 32B of the Oceanside City Code. All drainage fees, traffic signal fees and contributions, highway thoroughfare fees, park fees, reimbursements, and other applicable charges, fees and deposits shall be paid prior to recordation of the map or the issuance of any building permits, in accordance with City Ordinances and policies. The developer shall also be required to join into, contribute, or participate in any improvement, lighting, or other special district affecting or affected by this project. Approval of the tentative map (project) shall constitute the developer's approval of such payments, and his agreement to pay for any other similar assessments or

charges in effect when any increment is submitted for final map or building permit approval, and to join, contribute, and/or participate in such districts.

27. All streets shall provide a minimum of 10 feet parkway between the face of curb and the right of way line. Sidewalk improvements shall comply with ADA requirements.

28. Sight distance requirements at the project driveway or street shall conform to the corner sight distance criteria as provided by SDRSD DS-20A and or DS-20B.

29. Streetlights shall be maintained and installed on all public streets per City Standards. The system shall provide uniform lighting, and be secured prior to occupancy. The developer shall pay all applicable fees, energy charges, and/or assessments associated with City-owned (LS-2 rate schedule) streetlights and shall also agree to the formulation of, or the annexation to, any appropriate street lighting district.

30. Pavement sections for all driveways and parking areas shall be based upon approved soil tests and traffic indices. The pavement design is to be prepared by the developer's soil engineer and must be approved by the City Engineer, prior to paving.

31. Any existing broken pavement, concrete curb, gutter or sidewalk or any damaged during construction of the project, shall be repaired or replaced as directed by the City Engineer.

32. All existing overhead utility lines within the development and/or within any full width street or right-of-way abutting a new development, and all new extension services for the development of the project, including but not limited to, electrical, cable and telephone, shall be placed underground per Section 901.G. of the Subdivision Ordinance (R91-166) and as required by the City Engineer and current City policy. The proposed relocation of the 69 kw power line shall be per SDG&E approval.

33. The developer shall comply with all the provisions of the City's cable television ordinances including those relating to notification as required by the City Engineer.

34. Grading and drainage facilities shall be designed and installed to adequately accommodate the local storm water runoff and shall be in accordance with the City's Engineers Manual and as directed by the City Engineer.

35. The applicant shall obtain any necessary permits and clearances from all public agencies having jurisdiction over the project due to its type, size, or location, including but not limited to the U. S. Army Corps of Engineers, California Department of Fish & Game, U. S. Fish and Wildlife Service and/or San Diego Regional Water Quality Control Board

(including NPDES), San Diego County Health Department, prior to the issuance of grading permits.

36. Prior to any grading of any part of the tract or project, a comprehensive soils and geologic investigation shall be conducted of the soils, slopes, and formations in the project. All necessary measures shall be taken and implemented to assure slope stability, erosion control, and soil integrity. No grading shall occur until a detailed grading plan, to be prepared in accordance with the Grading Ordinance and Zoning Ordinance, is approved by the City Engineer.

37. This project shall provide year-round erosion control including measures for the site required for the phasing of grading. Prior to the issuance of grading permit, an erosion control plan, designed for all proposed stages of construction, shall be reviewed, secured by the applicant with cash securities and approved by the City Engineer.

38. A precise grading and private improvement plan shall be prepared, reviewed, secured and approved prior to the issuance of any building permits. The plan shall reflect all pavement, flatwork, landscaped areas, special surfaces, curbs, gutters, medians, striping, signage, footprints of all structures, walls, drainage devices and utility services. Parking lot striping and any on site traffic calming devices shall be shown on all Precise Grading and Private Improvement Plans.

39. Landscaping plans, including plans for the construction of walls, fences or other structures at or near intersections, must conform to intersection sight distance requirements. Landscape and irrigation plans for disturbed areas must be submitted to the City Engineer prior to the issuance of a preliminary grading permit and approved by the City Engineer prior to the issuance of occupancy permits. Frontage and median landscaping shall be installed prior to the issuance of any certificates of occupancy. Any project fences, sound or privacy walls and monument entry walls/signs shall be shown on, bonded for and built from the landscape plans. These features shall also be shown on the precise grading plans for purposes of location only. Plantable, segmental walls shall be designed, reviewed and constructed by the grading plans and landscaped/irrigated through project landscape plans. All plans must be approved by the City Engineer and a pre-construction meeting held, prior to the start of any improvements. Trash enclosures shall be constructed per the City Standards.

40. Open space areas and down-sloped areas visible from a collector-level or above roadway and not readily maintained by the property owner, shall be maintained by an owners' association that will insure installation and maintenance of landscaping in perpetuity. These areas shall be indicated on the final map and reserved for an association. Future buyers shall be made aware of any estimated monthly costs. The disclosure, together with the CC&R's, shall be submitted to the City Engineer for review prior to the recordation of final map.

41. The drainage design on the tentative map is conceptual only. The final design shall be based upon a hydrologic/hydraulic study to be approved by the City Engineer during final engineering. All drainage picked up in an underground system shall remain underground until it is discharged into an approved channel, or as otherwise approved by the City Engineer. All public storm drains shall be shown on City standard plan and profile sheets. All storm drain easements shall be dedicated where required. The applicant shall be responsible for obtaining any off-site easements for storm drainage facilities.

42. Sediment, silt, grease, trash, debris, and/or pollutants shall be collected on-site and disposed of in accordance with all state and federal requirements, prior to stormwater discharge either off-site or into the City drainage system.

43. Unless an appropriate barrier is approved on a landscape plan, a minimum 42-inch high barrier, approved by the City Engineer, shall be provided at the top of all slopes whose height exceeds 20 feet or where the slope exceeds 4 feet and is adjacent to an arterial street or state highway.

44. The development shall comply with all applicable regulations established by the United States Environmental Protection Agency (USEPA) as set forth in the National Pollutant Discharge Elimination System (NPDES) permit requirements for urban runoff and stormwater discharge and any regulations adopted by the City pursuant to the NPDES regulations or requirements. Further, the applicant shall file a Notice of Intent with the State Water Resources Control Board to obtain coverage under the NPDES General Permit for Storm Water Discharges Associated with Construction Activity and implement a Storm Water Pollution Prevention Plan (SWPPP) concurrent with the commencement of grading activities. SWPPPs include both construction and post construction pollution prevention and pollution control measures and identify funding

mechanisms for post construction control measures. The developer shall comply with all the provisions of the Clean Water Program during and after all phases of the development process, including but not limited to: mass grading, rough grading, construction of street and landscaping improvements, and construction of dwelling units. The applicant shall design the Project's storm drains and other drainage facilities to include Best Management Practices to minimize non-point source pollution, satisfactory to the City Engineer.

45. Upon acceptance of any fee waiver or reduction by the developer, the entire project will be subject to prevailing wage requirements as specified by Labor Code section 1720(b)(4). The developer shall agree to execute a form acknowledging the prevailing wage requirements prior to the granting of any fee reductions or waivers.

46. If the project required the submission and approval of a Storm Water Mitigation Plan (SWMP), the developer shall prepare and submit an Operations & Maintenance (O&M) Plan to the City Engineer with the first submittal of engineering plans. The O&M Plan shall be prepared by the applicant's Civil Engineer. It shall be directly based on the project's SWMP previously approved by the project's approving authority (Planning Commission/City Council). At a minimum the O&M Plan shall include the designated responsible parties to manage the storm water BMP(s), employee's training program and duties, operating schedule, maintenance frequency, routine service schedule, specific maintenance activities, copies of resource agency permits, cost estimate for implementation of the O&M Plan and any other necessary elements.

47. The developer shall enter into a City-Standard Stormwater Facilities Maintenance Agreement with the City obliging the project proponent to maintain, repair and replace the Storm Water Best Management Practices (BMPs) identified in the project's approved SWMP, as detailed in the O&M Plan into perpetuity. The Agreement shall be approved by the City Attorney prior to issuance of any precise grading permit and shall be recorded at the County Recorder's Office prior to issuance of any building permit. Security in the form of cash (or certificate of deposit payable to the City) or an irrevocable, City-Standard Letter of Credit shall be required prior to issuance of a precise grading permit. The amount of the security shall be equal to 10 years of maintenance

costs, as identified by the O&M Plan, but not to exceed a total of $25,000. The applicant's Civil Engineer shall prepare the O&M cost estimate.

48. At a minimum, maintenance agreements shall require the staff training, inspection and maintenance of all BMPs on an annual basis. The project proponent shall complete and maintain O&M forms to document all maintenance activities. Parties responsible for the O&M plan shall retain records at the subject property for at least 5 years. These documents shall be made available to the City for inspection upon request at any time.

49. The Agreement shall include a copy of executed on-site and off-site access easements necessary for the operation and maintenance of BMPs that shall be binding on the land throughout the life of the project to the benefit of the party responsible for the O&M of BMPs, satisfactory to the City Engineer. The agreement shall also include a copy of the O&M Plan approved by the City Engineer.

50. The BMPs described in the project's approved SWMP shall not be altered in any way, shape or form without formal approval by either an Administrative Substantial Conformance issued by the Development Services Department/Planning Division or the project's final approving authority (Planning Commission/City Council) at a public hearing. The determination of whatever action is required for changes to a project's approved SWMP shall be made by the Development Services Department/Planning Division.

51. The approval of the tentative map shall not mean that closure, vacation, or abandonment of any public street, right-of-way, easement, or facility is granted or guaranteed to the developer. The developer is responsible for applying for all closures, vacations, and abandonments as necessary. The application(s) shall be reviewed and approved or rejected by the City of Oceanside under separate process (es) per codes, ordinances, and policies in effect at the time of the application. The City of Oceanside retains its full legislative discretion to consider any application to vacate a public street or right-of-way.

52. The Final Parcel Map submitted for recordation shall include an Office Area Tabulation Chart and all applicable notes consistent with the approved Tentative Parcel Map that allocates a maximum of 25% of the total square footage of the industrial buildings for office purposes within Park "B", subject to review and approval by the City Planner or their designee.

53. Landscape plans meeting the criteria of the City of Oceanside Guidelines and Specifications for Landscape Developments 1985, addenda 1997, Xeriscape Principles; Article V, Chapter 37, Water Conservation Ordinance No. 91-15, shall comply with the Zoning Ordinance and shall be reviewed and approved by the City Engineer prior to the issuance of building permits. Landscaping shall not be installed until bonds have been posted, fees paid, and plans signed for final approval. The following special landscaping requirements shall be met:

a) Street trees shall be located 30'-0" on center per the current City of Oceanside Street Tree Memorandum.

b) Provide location of site furnishings including the required (10) bicycle racks, employee areas, and signage on the landscape plans. Enhanced paving shall be sealed and shown on the landscape plans with details.

c) Landscape plans shall match all plans affiliated with the project; comply with SWMP requirements and sight distance requirements. Plant palette/sizing/locations and standards for landscape establishment, shall comply with the PCBP Industrial Master Development Plan.

d) Trash enclosures in compliance with City Guidelines and requirements, shall be shown on the landscape plans with details.

54. All landscaping, fences, walls, etc. on the site, in medians in the public right-of-way and in any adjoining public parkways shall be permanently maintained by the owner, his assigns or any successors in interest in the property. The maintenance program shall include normal care and irrigation of the landscaping; repair and replacement of plant materials; irrigation systems as necessary; and general cleanup of the landscaped and open areas, parking lots and walkways, walls, fences, etc. Failure to maintain landscaping shall result in the City taking all appropriate enforcement actions by all acceptable means including but not limited to citations and/or actual work with costs charged to or recorded against the owner. This condition shall be recorded with the covenant required by this resolution.

Fire:

55. Fire Department Requirements shall be placed on plans in the notes section.

56. A minimum fire flow of 2500 gallons per minute shall be provided.

57. The size of fire hydrant outlets shall be 2 ½ "X 2 ½" X 4".

58. All proposed and existing fire hydrants within 400 feet of the project shall be shown on the site plan.

59. Detailed plans of underground fire service mains shall be submitted to the Oceanside Fire Department for approval prior to installation.

60. Blue hydrant identification markers shall be placed as per Oceanside's Engineers Design and Processing Manual Standard Drawing No. M-13.

61. Apparatus access roads shall have a minimum unobstructed width of 28 feet. A minimum vertical clearance of 14 feet shall be provided for the apparatus access roads.

62. The Fire Department access roadway shall be provided with adequate turning radius for Fire Department apparatus. A 50-foot outside and 30-foot inside radius. U.F.C. Sec. 902.

63. Provide a secondary fire apparatus access road that is built and maintained in accordance with U.F.C. 902. The access shall be a minimum of 28 feet in width.

64. All streets less than 32 feet wide shall be posted "NO PARKING FIRE LANE" per City Vehicle Code Section 22500.1 and in accordance with the Fire Department Standard Guidelines for Emergency Access.

65. A "Knox" key storage box shall be provided for ALL new construction. For buildings, other than high-rise, a minimum of three complete sets of keys shall be provided. Keys shall be provided for all exterior entry doors, fire protection equipment control rooms, mechanical and electrical rooms, elevator controls and equipment spaces, etc. For high-rise buildings, 6 complete sets are required.

66. Buildings shall meet Oceanside sprinkler ordinance in effect at the time of building permit application.

67. In accordance with the Uniform Fire Code Sec. 901.1.4.4, approved addresses for commercial, industrial, and residential occupancies shall be placed on the structure in such a position as to be plainly visible and legible from the street or roadway fronting the property. Numbers shall contrast with their background.

68. Multi-tenant buildings require identification on the rear exit doors with individual suite numbers or letters.

69. Commercial buildings and multi-family dwellings require 6-inch address numbers.

70. Plans shall be submitted to the Fire Prevention Bureau for plan check review and approval prior to the issuance of building permits.

71. Buildings shall meet Oceanside Fire Department's current codes at the time of building permit application.

Planning:

72. Final landscape plans submitted for review and approval shall include half (1/2) diamond designed planter areas within the parking lot for Park B, and shall be consistent with the design standards established within Section 3019 of the Oceanside Zoning Ordinance, subject to review and approval by the City Planner or their designee.

73. Tentative Parcel Map and Development Plan shall expire on November 19, 2009, unless the Planning Commission grants a time extension.

74. This Tentative Parcel Map and Development Plan approves only a 15 individual fee lot industrial subdivision with 15 industrial buildings shown on the plans and exhibits presented to the Planning Commission for review and approval. No deviation from these approved plans and exhibits shall occur without Planning Division approval. Substantial deviations shall require a revision to the Development Plan or a new Development Plan.

75. Pacific Coast Business Park (Park "B") shall be limited to a maximum office square footage not to exceed 25% of the total square footage approved for all 15 industrial buildings. Request to exceed the 25% maximum allowable office area will require additional environmental review prior to expansion into areas previously allotted for industrial type uses.

76. Prior to issuance of building permits for any tenant improvements within Park "B", an office area tabulation breakdown to ensure that the total office area for Park "B" does not exceed the maximum permitted area of 25% shall be provided on building plans and approved by the PCBP Review Board, subject to final review and approval by the City Planner or their designee.

77. The applicant, permittee, or any successor-in-interest shall defend, indemnify and hold harmless the City of Oceanside, its agents, officers or employees from any claim, action or proceeding against the City, its agents, officers, or employees to attack, set aside, void or annul an approval of the City, concerning Tentative Parcel Map P-21-06 and Development Plan D-30-06. The City will promptly notify the applicant of any such

claim, action or proceeding against the city and will cooperate fully in the defense. If the City fails to promptly notify the applicant of any such claim action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify or hold harmless the City.

78. A letter of clearance from the affected school district in which the property is located shall be provided as required by City policy at the time building permits are issued.

79. A covenant or other recordable document approved by the City Attorney shall be prepared by the subdivider and recorded prior to the approval of the final map. The covenant shall provide that the property is subject to this resolution, and shall generally list the conditions of approval.

80. Prior to the issuance of building permits, compliance with the applicable provisions of the City's anti-graffiti (Ordinance No. 93-19/Section 20.25 of the City Code) shall be reviewed and approved by the Planning Division. These requirements, including the obligation to remove or cover with matching paint all graffiti within 24 hours, shall be noted on the Landscape Plan and shall be recorded in the form of a covenant affecting the subject property.

81. Prior to the transfer of ownership and/or operation of the site the owner shall provide a written copy of the applications, staff report and resolutions for the project to the new owner and or operator. This notification's provision shall run with the life of the project and shall be recorded as a covenant on the property.

82. Failure to meet any conditions of approval for this development shall constitute a violation of the Parcel Map and Development Plan.

83. Unless expressly waived, all current zoning standards and City ordinances and policies in effect at the time building permits are issued are required to be met by this project. The approval of this project constitutes the applicant's agreement with all statements in the Description and Justification, Pacific Coast Business Park Master Industrial Plan and other materials and information submitted with this application, unless specifically waived by an adopted condition of approval.

84. An association shall be formed and Covenants, Conditions and Restrictions (C.C. & R's) shall provide for the maintenance of all common open space, medians and commonly owned fences and walls and adjacent parkways. The maintenance shall include normal

care and irrigation of landscaping, repair and replacement of plant material and irrigation systems as necessary; and general cleanup of the landscaped and open area and walkways. The C.C. & R's shall be subject to the review and approval of the City Attorney prior to the approval of the final map. The C.C. & R's are required to be recorded prior to or concurrently with the final map. Any amendments to the C.C. & R's in which the association relinquishes responsibility for the maintenance of any common open space shall not be permitted without the specific approval of the City of Oceanside. Such a clause shall be a part of the C.C. & R's. The C.C. & R's shall also contain provisions for the following:

a) Provisions for the maintenance of all common open space and open space easements on private lots, including provisions establishing mechanisms to ensure adequate and continued monetary funding for such maintenance by the property association.

b) Provisions that restrict any private use of open space easement areas. Restrictions shall include, but are not limited to, removing retaining walls, installing structures such as trellises, decks, retaining walls and other hardscape and any individual landscape improvements.

c) Provisions prohibiting the property owners association from relinquishing its obligation to maintain the common open space and open space easement areas without prior consent of the City of Oceanside.

d) Provisions for restricting and ensuring that the limited industrial buildings do not transition into more intense type uses that require greater numbers of parking spaces and generate higher traffic volumes to the surrounding roadways beyond what was originally calculated within the EIR for the original Pacific Coast Business Park development applications (P-8-04/ D-17-04).

Environmental:

85. Prior to issuance of grading permits for previously ungraded areas or undisturbed soils, the applicant shall confirm to the City of Oceanside that a qualified paleontologist has been retained to carry out an appropriate mitigation program. (A qualified paleontologist is defined as an individual with a M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques). The

paleontologist shall attend pre-grade meetings to consult with grading and excavation contractors.

86. A paleontological monitor shall be on-site during grading operations in previously un-graded areas or undisturbed soils to evaluate the presence of fossils within previously undisturbed sediments of highly sensitive geologic formations (i.e. Santiago Formation) and moderately sensitive formations (river terrace deposits) to inspect cuts for contained fossils (a paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials). The paleontological monitor shall work under the direction of a qualified paleontologist.

87. When fossils are discovered the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period to time. However, some fossil specimens (such as a complete whale skeleton) may require an extended salvage time. In these instances, paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of small fossil remains such as isolated mammal teeth, it may be necessary in certain instances to set up a screen-washing operation on the site.

88. Prepared fossils along with copies of all pertinent field notes, photographs and maps shall be deposited (with the applicant's permission) in a scientific institution with paleontological collections such as the San Diego Natural History Museum. A final summary report shall be completed and distributed to the City or other interested agencies which outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphy exposed, fossils collected and significance of recovered fossils.

Water Utilities:

89. The developer will be responsible for developing all water and sewer utilities necessary to develop the property. Any relocation of water and/or sewer utilities is the responsibility of the developer and shall be done by an approved licensed contractor at the developer's expense.

90. The property owner will maintain private water and wastewater utilities located on private property.

91. Water services and sewer laterals constructed in existing right-of-way locations are to be constructed by approved and licensed contractors at developer's expense.

92. All Water and Wastewater construction shall conform to the most recent edition of the Water, Sewer, and Reclaimed Water Design and Construction Manual or as approved by the Water Utilities Director.

93. Depending on the designated Standard Industrial Code (SIC) classification, the subject facility shall submit a Notice of Intent (NOI) application for coverage under the State's General Industrial NPDES Permit for storm water. It is the applicants' responsibility to contact San Diego Regional Water Quality Control Board (SD-RWQCB) and verify the need for coverage under the above referenced permit.

94. All the proposed natural and/or structural Best Management Practices (BMPs) must be designed based on the pollutant types and pollutant loads generated from the facility.

95. Prior to approval of Final Engineered Design Plans, all public water and/or sewer facilities not located within the public right-of-way shall be provided with easements sized according to the Water, Sewer, and Reclaimed Water Design and Construction Manual. Easements shall be constructed for all weather access.

96. Final Engineered Design Plans shall not include the location of any trees, structures, or building overhangs within any water or wastewater utility easement.

97. Prior to approval of Final Engineered Design Plans, all lots with a finish pad elevation located below the elevation of the next upstream manhole cover of the public sewer shall be protected from backflow of sewage by installing and maintaining an approved type backwater valve, per the Uniform Plumbing Code (U.P.C.).

98. Prior to approval of Final Engineered Design Plans, the developer shall construct a public reclamation water system that will serve each lot and or parcels that are located in the proposed project in accordance with the City of Oceanside Ordinance No. 91-15. The proposed reclamation water system shall be located in the public right-of-way or in a public utility easement.

99. Prior to approval of Final Engineered Design Plans, a separate irrigation meter and approved backflow prevention device is required and shall be displayed on the plans.

100. Prior to approval of Final Engineered Design Plans, an Inspection Manhole, described by the Water, Sewer, and Reclaimed Water Design and Construction Manual, shall be

installed in each building sewer lateral and the location shall be called out on the approved Improvement Plans.

101. Prior to building permit issuance Water and Wastewater Buy-in fees and the San Diego County Water Authority Fees are to be paid to the City and collected by the Water Utilities Department.

PASSED AND ADOPTED Resolution No. 2007-P56 on November 19, 2007 by the following vote, to wit:

AYES:

NAYS:

ABSENT:

ABSTAIN:

Dennis Martinek, Chairman
Oceanside Planning Commission

ATTEST:

Jerry Hittleman, Secretary

I, JERRY HITTLEMAN, Secretary of the Oceanside Planning Commission, hereby certify that this is a true and correct copy of Resolution No. 2007-P56.

Dated: November 19, 2007

PLANNING COMMISSION
RESOLUTION NO. 2005-P45

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA APPROVING A TENTATIVE PARCEL MAP AND DEVELOPMENT PLAN ON CERTAIN REAL PROPERTY IN THE CITY OF OCEANSIDE

APPLICATION NO:	P-8-04 and D-17-04
APPLICANT:	Pacific Coast Business Park, LLC
LOCATION:	Southwest of the intersection of College Boulevard and Old Grove Road

THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA DOES RESOLVE AS FOLLOWS:

WHEREAS, there was filed with this Commission a verified petition on the forms prescribed by the Commission requesting a Tentative Parcel Map and Development Plan under the provisions of Articles 13 and 43 of the Zoning Ordinance of the City of Oceanside to permit the following:

to subdivide a 127.39-acre site into 30-industrial lots;

on certain real property described in the project description.

WHEREAS, the Planning Commission, after giving the required notice, did on the 22nd day of August, 2005 conduct a duly advertised public hearing as prescribed by law to consider said application.

WHEREAS, pursuant to the California Environmental Quality Act of 1970, and State Guidelines thereto; an Environmental Impact Report (EIR) was prepared and circulated for this project. Traffic impacts on College Boulevard were found to be unmitigable, therefore, a Statement of Overriding Considerations are attached as Exhibit "A" and are hereby adopted with this resolution;

WHEREAS, the documents or other material which constitutive the record of proceedings upon which the decision is based will be maintained by the City of Oceanside Planning Department, 300 North Coast Highway, Oceanside, California 92054.

WHEREAS, there is hereby imposed on the subject development project certain fees, dedications, reservations and other exactions pursuant to state law and city ordinance;

WHEREAS, pursuant to Gov't Code §66020(d)(1), NOTICE IS HEREBY GIVEN that the project is subject to certain fees, dedications, reservations and other exactions as provided below:

Description	Authority for Imposition	Current Estimate Fee or Calculation Formula
Drainage Fee	Ordinance No. 85-23 Resolution No. 89-231	$8,024 per acre
Public Facility Fee	Ordinance No. 91-09 Resolution No. R91-39	$.441 per square foot
School Facilities Mitigation Fee	Ordinance No. 91-34	$.34 per square foot non-residential
Traffic Signal Fee	Ordinance No. 87-19	$13.70 per vehicle trip
Thoroughfare Fee (For commercial and industrial please note the .75 per cent discount)	Ordinance No. 83-01	$177 per vehicle trip (based on SANDAG trip generation table available from staff and from SANDAG)
Water System Buy-in Fees	Oceanside City Code §37.56.1 Resolution No. 87-96 Ordinance No. 02-OR-332-1	Based on meter size Typical $17,908
Wastewater System Buy-in fees	Oceanside City Code § 29.11.1 Resolution No. 87-97 Ordinance No. 02-OR-333-1	Based on meter size Typical $21,923
San Diego County Water Authority Capacity Fees	SDCWA Ordinance No. 2000-3	Based on meter size. Typical is $10,421 for a 2" meter.

WHEREAS, the current fees referenced above are merely fee amount estimates of the impact fees that would be required if due and payable under currently applicable ordinances and resolutions, presume the accuracy of relevant project information provided by the applicant, and are not necessarily the fee amount that will be owing when such fee becomes due and payable;

WHEREAS, unless otherwise provided by this resolution, all impact fees shall be calculated and collected at the time and in the manner provided in Chapter 32B of the Oceanside City Code and the City expressly reserves the right to amend the fees and fee calculations consistent with applicable law;

WHEREAS, the City expressly reserves the right to establish, modify or adjust any fee, dedication, reservation or other exaction to the extent permitted and as authorized by law;

WHEREAS, pursuant to Gov't Code §66020(d)(1), NOTICE IS FURTHER GIVEN that the 90-day period to protest the imposition of any fee, dedication, reservation, or other exaction described in this resolution begins on the effective date of this resolution and any such protest must be in a manner that complies with Section 66020;

WHEREAS, pursuant to Oceanside Zoning Ordinance §4603, this resolution becomes effective 10 days from its adoption in the absence of the filing of an appeal or call for review;

WHEREAS, studies and investigations made by this Commission and in its behalf reveal the following facts:

FINDINGS:

For the Tentative Parcel Map:

1. The proposed subdivision creates parcels and units that are consistent and exceed the requirements of the PD-1 zoning designation. The subdivision map is consistent with the General Plan of the City.
2. The proposed building pads on the site will conform to the topography of the site, therefore, making it suitable for industrial development. The 127.39-acre site is physically suitable to allow for the development of 30 industrial lots.
3. The subdivision complies with all other applicable ordinances, regulations and guidelines of the City.
4. The design of the subdivision or proposed improvements will not conflict with easements, acquired by the public at large, for access through the use of property within the subdivision.
5. That the design of the subdivision or the proposed improvements will not cause substantial environment damage with the proposed mitigation or substantially and avoidably injure fish or wildlife or their habitat.

For the Development Plan:

1. The site plan and physical design of the project is consistent with the Zoning Ordinance and the underlying PD-1 zone.
2. The Development Plan conforms to the General Plan of the City.
3. The project site can be adequately served by existing public facilities, services and utilities.
4. The project, as proposed, is compatible with the existing and potential development on adjoining properties or in the surrounding neighborhood.
5. The site plan and parameters for the architecture and physical design of the project is consistent with the policies contained within Sections 1.24 and 1.25 of the Land Use Element of the General Plan.

For Approval of the Waiver for the Requirement to Underground Facilities:

1. The high voltage (above 34.5 KV) of the overhead 69 KV transmission lines makes the conversion of the existing overhead utilities impractical.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby certify the Environmental Impact Report (EIR) and adopt the mitigation measures provided therein, and approve Tentative Parcel Map (P-8-04) and Development Plan (D-17-04) subject to the following conditions:

Building:

1. Applicable Building Codes and Ordinances shall be based on the date of submittal for Building Department plan check.
2. The granting of approval under this action shall in no way relieve the applicant/project from compliance with all State and local building codes.
3. Site development, parking, access into buildings and building interiors shall comply with Part 2, Title 24, C.C.R. (Disabled Access - Nonresidential buildings - D.S.A.).
4. All electrical, communication, CATV, etc. service lines, within the exterior lines of the property shall be underground (City Code Sec. 6.30).
5. The building plans for this project are required by State law to be prepared by a licensed architect or engineer and must be in compliance with this requirement prior to submittal for building plan review.

6. All outdoor lighting shall meet Chapter 39 of the City Code (Light Pollution Ordinance) and shall be shielded appropriately. Where color rendition is important high-pressure sodium, metal halide or other such lights may be utilized and shall be shown on final building and electrical plans.

7. The developer shall monitor, supervise and control all building construction and supportive activities so as to prevent these activities from causing a public nuisance, including, but not limited to, strict adherence to the following:

   a) Building construction work hours shall be limited to between 7 a.m. and 6 p.m. Monday through Friday, and on Saturday from 7 a.m. to 6 p.m. for work that is not inherently noise-producing. Examples of work not permitted on Saturday are concrete and grout pours, roof nailing and activities of similar noise-producing nature. No work shall be permitted on Sundays and Federal Holidays (New Year's Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day, Christmas Day) except as allowed for emergency work under the provisions of the Oceanside City Code Chapter 38 (Noise Ordinance).

   b) The construction site shall be kept reasonably free of construction debris as specified in Section 13.17 of the Oceanside City Code. Storage of debris in approved solid waste containers shall be considered compliance with this requirement. Small amounts of construction debris may be stored on-site in a neat, safe manner for short periods of time pending disposal.

Engineering:

8. Vehicular access rights to College Boulevard, Old Grove Road and Avenida Del Oro shall be relinquished to the City from all abutting lots. Except for approved driveway openings, vehicular access rights to all other streets shall be relinquished from all abutting lots.

9. All right-of-way alignments, street dedications, exact geometrics and widths shall be dedicated and improved as required by the City Engineer, or other designated City representative.

10. The design of the subdivision or the type of improvements shall not conflict with easements, acquired by the public at large, for access through the use of property within the proposed subdivision. All such public easements are protected by this project.

11. Design and construction of all improvements shall be in accordance with standard plans, specifications of the City of Oceanside and subject to approval by the City Engineer, or other designated City representative.

12. The approval of the tentative map shall not mean that closure, vacation, or abandonment of any public street, right-of-way, easement, or facility is granted or guaranteed to the subdivider. The subdivider is responsible for applying for all closures, vacations, and abandonments as necessary. The application(s) shall be reviewed and approved or rejected by the City under separate process(es) per codes, ordinances, and policies in effect at the time of the application.

13. Existing access to the post office property west of Avenida Del Oro (APN 161-512-10) shall be maintained during grading and construction of the project.

14. Prior to approval of the final map or any increment, all improvement requirements, within such increment or outside of it if required by the City Engineer, or other designated City representative, shall be covered by a subdivision agreement and secured with sufficient improvement securities or bonds guaranteeing performance and payment for labor and materials, setting of monuments, and warranty against defective materials and workmanship.

15. Prior to approval of the first final map, a phasing plan for the construction of public and private improvements including landscaping, the City Engineer shall approve streets and arterials, or other designated City representative. All improvements shall be under construction to the satisfaction of the City Engineer, or other designated City representative, prior to the issuance of building permits. All improvements shall be completed prior to issuance of any certificate of occupancy. Prior to the issuance of a building permit, the subdivider shall record the final map.

16. Prior to the issuance of any certificates of occupancy, the City Engineer, or other designated City representative, shall require the dedication and construction of necessary utilities, arterials and streets and other improvements outside the area of the particular final map, if such are needed for storm drainage, circulation, parking, access or for the welfare or safety of future occupants of the development and other impacted properties. The boundaries of any multiple development increment shall be subject to the approval of the City Engineer, or other designated City representative.

17. Where proposed off-site improvements, including but not limited to slopes, public utility facilities, and drainage facilities, are to be constructed, the applicant shall, at his own expense, obtain all necessary easements or other interests in real property and shall dedicate the same to the City as required. The applicant shall provide documentary proof satisfactory to the City that such easements or other interest in real property have been obtained prior to the approval of the final map or issuance of any grading, building or improvement permit for the development. Additionally, the City, may at its sole discretion, require that the applicant obtain at his sole expense a title policy insuring the necessary title for the easement or other interest in real property to have vested with the City of Oceanside or the applicant, as applicable.

18. Pursuant to the State Map Act, improvements shall be required at the time of development. A covenant, reviewed and approved by the City Attorney, shall be recorded attesting to these improvement conditions and a certificate setting forth the recordation shall be placed on the map.

19. Prior to the issuance of a grading permit, the Developer shall notify and host a neighborhood meeting with all of the area residents located within 300 feet of the project site, and residents of property along any residential streets to be used as a "haul route", to inform them of the grading and construction schedule, haul routes, and to answer questions.

20. The developer shall monitor, supervise and control all construction and construction-supportive activities, so as to prevent these activities from causing a public nuisance, including but not limited to, insuring strict adherence to the following:

a) Dirt, debris and other construction material shall not be deposited on any public street or within the City's storm water conveyance system.

b) All grading and related site preparation and construction activities shall be limited to the hours of 7 a.m. to 6 p.m., Monday through Friday. No engineering related construction activities shall be conducted on Saturdays, Sundays or legal holidays unless written permission is granted by the City Engineer with specific limitations to the working hours and types of permitted operations. All on-site construction staging areas shall be as far as possible (minimum 100 feet) from any existing residential development. Because construction noise may still be

intrusive in the evening or on holidays, the City of Oceanside Noise Ordinance also prohibits "any disturbing excessive, or offensive noise which causes discomfort or annoyance to reasonable persons of normal sensitivity."

c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.

21. All drainage fees, traffic signal contributions, highway thoroughfare fees, park fees, reimbursements, and other applicable charges, fees and deposits shall be paid prior to recordation of the map or the issuance of any building permits, in accordance with City Ordinances and policies. The subdivider shall also be required to join into, contribute, or participate in any improvement, lighting, or other special district affecting or affected by this project. Approval of the tentative map shall constitute the developer's approval of such payments, and his agreement to pay for any other similar assessments or charges in effect when any increment is submitted for final map or building permit approval, and to join, contribute, and/or participate in such districts.

22. This project's street pavement sections, traffic indices, alignments, and all geometrics shall meet public street standards.

23. Prior to the issuance of a grading permit, the developer shall contract with a geotechnical engineering firm to perform a field investigation, including R-value testing, of the existing pavement on all streets adjacent to the project boundary. The limits of the study shall be half-width plus twelve (12) feet along the subdivision's frontage. The field investigation shall include a minimum of one pavement boring every fifty (50) linear feet of street frontage. The Developer shall submit a study that shall analyze whether the existing pavement meets current City standards/traffic indices. If the study concludes that the pavement does not meet City standards/traffic indices, the rehabilitation/mitigation recommendations shall be included in the study and the Subdivider shall reconstruct the street per the recommendations to the satisfaction of the City Engineer, or other designated City representative.

24. Pavement sections for all streets, alleys, driveways and parking areas shall be based upon approved soil tests and traffic indices. The pavement design is to be prepared by the subdivider's soil engineer and must be approved by the City Engineer, or other designated City representative, prior to paving.

25. Any existing broken pavement, concrete curb, gutter or sidewalk or any damaged during construction of the project, shall be repaired or replaced as directed by the City Engineer, or other designated City representative.

26. Grading and drainage facilities shall be designed and installed to adequately accommodate the local storm water runoff and shall be in accordance with the City's Engineers Manual and as directed by the City Engineer, or other designated City representative.

27. The applicant shall obtain any necessary permits and clearances from all public agencies having jurisdiction over the project due to its type, size, or location, including but not limited to the U. S. Army Corps of Engineers, California Department of Fish and Game, U. S. Fish and Wildlife Service and/or San Diego Regional Water Quality Control Board (including NPDES), San Diego County Health Department, prior to the issuance of grading permits.

28. Prior to any grading of any part of the tract or project, a comprehensive soils and geologic investigation shall be conducted of the soils, slopes, and formations in the project. All necessary measures shall be taken and implemented to assure slope stability, erosion control, and soil integrity. No grading shall occur until a detailed grading plan, to be prepared in accordance with the Grading Ordinance and Zoning Ordinance, is approved by the City Engineer, or other designated City representative.

29. This project shall provide year-round erosion control including measures for the site required for the phasing of grading. Prior to the issuance of grading permit, an erosion control plan, designed for all proposed stages of construction, shall be reviewed, secured by the applicant with cash securities and approved by the City Engineer, or other designated City representative.

30. Landscaping plans, including plans for the construction of walls, fences or other structures at or near intersections, must conform to intersection sight distance requirements. Landscape and irrigation plans for disturbed areas must be submitted to the City Engineer, or other designated City representative, prior to the issuance of a preliminary grading permit and approved by the City Engineer, or other designated City representative, prior to the issuance of building permits. Frontage and median landscaping shall be installed prior to the issuance of any building permits. Project fences, sound or privacy walls and monument entry walls/signs shall be designed, reviewed and constructed by the landscape

plans and shown for location only on grading plans. Plantable, segmental walls shall be designed, reviewed and constructed by the grading plans and landscaped/irrigated through project landscape plans. The City Engineer must approve all plans, or other designated City representative, and a pre-construction meeting held, prior to the start of any improvements.

31. Open space areas and down-sloped areas visible from a collector-level or above roadway and not readily maintained by the property owner, shall be maintained by a homeowners' association that will insure installation and maintenance of landscaping in perpetuity. These areas shall be indicated on the final map and reserved for an association.

32. Future buyers shall be made aware of any estimated monthly costs. The disclosure, together with the CC&R's, shall be submitted to the City Engineer, or other designated City representative, for review prior to the recordation of final map. In the event the property's association dissolves, responsibility for irrigation and maintenance of the slopes (open space areas) adjacent to each property shall become that of the individual property owner.

33. The drainage design on the tentative map is conceptual only. The final design shall be based upon a hydrologic/hydraulic study to be approved by the City Engineer, or other designated City representative, during final engineering. All drainage picked up in an underground system shall remain underground until it is discharged into an approved channel, or as otherwise approved by the City Engineer, or other designated City representative. All public storm drains shall be shown on City standard plan and profile sheets. All storm drain easements shall be dedicated where required. The applicant shall be responsible for obtaining any off-site easements for storm drainage facilities.

34. Storm drains shall be designed and located such that the inside-travel lanes on streets with Collector or above design criteria shall be passable during conditions of a 100-year frequency storm.

35. The subdivider is responsible for the design and construction of major off-site drainage improvements downstream of the subdivision to the satisfaction of the City Engineer, or other designated City representative, as follows:

a) Prior to issuance of any building, grading, or improvement permits for the subdivision, the subdivider's civil engineer shall analyze downstream drainage facilities to identify the closest point of connection to an adequately sized existing drainage course or facility capable to carry cumulative runoff flows from the entire drainage basin in which the subdivision is located.

b) Prior to the issuance of any building, grading, or improvement permits, the subdivider's civil engineer shall complete the design of all drainage facilities for the collection and conveyance of said cumulative runoff flows.

c) Prior to the issuance of any building, grading, or improvement permits, the construction of said facilities shall be covered by a development agreement and secured with sufficient sureties guaranteeing performance and payment for labor and materials, and warranty against defective materials and workmanship.

d) Prior to the issuance of any building, grading, or improvement permits, the construction of said major offsite drainage facilities shall be completed to the satisfaction of the City Engineer, or other designated City representative.

36. Sediment, silt, grease, trash, debris, and/or pollutants shall be collected on-site and disposed of in accordance with all state and federal requirements, prior to stormwater discharge either off-site or into the City drainage system.

37. The developer shall comply with all the provisions of the City's cable television ordinances including those relating to notification as required by the City Engineer, or other designated City representative.

38. Unless an appropriate barrier is approved on a landscape plan, a minimum 42-inch high barrier, approved by the City Engineer, or other designated City representative, shall be provided at the top of all slopes whose height exceeds 20 feet or where the slope exceeds 4 feet and is adjacent to an arterial street or state highway.

39. All existing overhead utility lines with the exception of the 69KV lines, within the subdivision and within any full width street or right-of-way abutting a new subdivision, and all new extension services for the development of the project, including but not limited to, electrical, cable and telephone, shall be placed underground per Section 901.G. of the Subdivision Ordinance (R91-166) and as required by the City Engineer and current City policy. The undergrounding of the existing 69KV overhead utilities is waived per

Section 901.G 3. a. of the Subdivision Ordinance (R91-166) due to the existing overhead electrical or transmission lines are in excess of 34.5 KV.

40. A precise grading and private improvement plan shall be prepared, reviewed, secured and approved prior to the issuance of any building permits. The plan shall reflect all pavement, flatwork, landscaped areas, special surfaces, curbs, gutters, medians, striping, signage, footprints of all structures, walls, drainage devices and utility services. Parking lot striping and any on site traffic calming devices shall be shown on all Precise Grading and Private Improvement Plans.

41. The development shall comply with all applicable regulations established by the United States Environmental Protection Agency (USEPA) as set forth in the National Pollutant Discharge Elimination System (N.P.D.E.S.) permit requirements for urban runoff and storm water discharge and any regulations adopted by the City pursuant to the N.P.D.E.S. regulations or requirements. Further, the applicant may be required to file a Notice of Intent with the State Water Resources Control Board to obtain coverage under the N.P.D.E.S. General Permit for Storm Water Discharges Associated with Construction Activity and may be required to implement a Storm Water Pollution Prevention Plan (SWPPP) concurrent with the commencement of grading activities. The SWPPP shall include both construction and post construction pollution prevention and pollution control measures and shall identify funding mechanisms for post construction control measures. The developer shall comply with all the provisions of the Clean Water Program during and after all phases of the development process, including but not limited to: mass grading, rough grading, construction of street and landscaping improvements, and construction of dwelling units. The applicant shall design the Project's storm drains and other drainage facilities to include Best Management Practices to minimize non-point source pollution, satisfactory to the City Engineer, or other designated City representative.

Traffic:

42. ADA complaint pedestrian access shall be provided at all project driveways and the intersections of Old Grove Road at Street "D", Old Grove Road at Avenida Del Oro, Avenida Del Oro at Street "B", Street "A" at Street "B", Street "B" at Street "C", and Street "C" at Street "D".

43. Sight distance requirements at all driveway and street intersections shall conform to the intersection corner sight distance criteria as provided by the California Department of Transportation Highway Design Manual.

44. The project applicant shall contribute a fair share of 13 percent toward the cost of re-striping the east leg of the intersection of Oceanside Boulevard at College Boulevard to include a total of three eleven-foot wide westbound through lanes with an exclusive eleven-foot wide right turn pocket. This improvement will include modification of the existing center median island with additional traffic signal equipment and signal loop detectors for the additional westbound through lane.

45. The project will be required to contribute 33 percent of $2,228,438 to be applied toward future capacity enhancement measures on College Boulevard between Thunder Drive and Aztec Street.

46. Old Grove Road between College Boulevard and Mesa Drive shall be constructed within 100-feet of right of way with a 14-foot, landscaped center median and 16-foot parkways with 5-feet of sidewalk on both sides. The construction of Old Grove Road shall be completed to the satisfaction of the Transportation Manager.

47. Avenida Del Oro from the Avenida de la Plata to Old Grove Road shall be constructed within 82-feet of right of way with 15-foot parkways and 5-foot sidewalks on both sides. The construction of Avenida Del Oro shall be completed to the satisfaction of the Transportation Manager.

48. Avenida Del Oro from Oceanside Boulevard to Old Grove Road shall be re-striped with four travel lanes. The re-striping of Avenida Del Oro shall be completed to the satisfaction of the Transportation Manager.

49. All internal project streets shall be constructed within 68-feet of right-of-way with 14-foot parkways and 5-foot sidewalks on both sides. The construction of all internal project streets shall be completed to the satisfaction of the Transportation Manager.

50. The intersection of El Camino Real at Mesa Drive shall be improved by adding a westbound right turn pocket. This improvement shall include modification of the traffic signal to provide for exclusive left turn phasing in both eastbound and westbound directions on Mesa Drive. The intersection improvement shall be completed to the satisfaction of the Transportation Manager.

51. The intersection of Ocean Ranch Road at Old Grove Road shall be improved by adding a northbound to eastbound right turn overlapping signal phase. The intersection improvement shall be completed to the satisfaction of the Transportation Manager.

52. A new traffic signal shall be installed at the intersection of Avenida de la Plata at Corporate Center Drive. The new traffic signal shall be constructed to the satisfaction of the Transportation Manager.

53. The existing traffic signal on Rancho Del Oro at Oceanside Boulevard shall be improved with the addition of a southbound to westbound right turn overlapping phase and a westbound to northbound right turn overlapping phase. The traffic signal shall also be re-timed. All improvements to the traffic signal shall be completed to the satisfaction of the Transportation Manager.

54. The project shall contribute a fair-share of 69 percent toward the cost of adaptive signal system hardware at the following intersections:

a) College Boulevard at Silverbluff Drive;
b) College Boulevard at Frazee Road;
c) College Boulevard at Chroma Drive;
d) College Boulevard at Mesa Drive;
e) College Boulevard at Avenida Empresa;
f) College Boulevard at Old Grove Road;
g) College Boulevard at Avenida de la Plata;
h) College Boulevard at Marvin Street;
i) College Boulevard at Roselle Street;
j) College Boulevard at Barnard Drive; and
k) College Boulevard at Vista Way.

55. A traffic control plan shall be prepared according to the City traffic control guidelines and be submitted to and approved by the Transportation Manager prior to the start of work within open City rights-of-way. Traffic control during construction of streets that have been opened to public traffic shall be in accordance with construction signing, marking and other protection as required by the Caltrans Traffic Manual and City Traffic Control Guidelines.

56. Traffic control during construction adjacent to or within all public streets must meet Caltrans standards and City Traffic Control Guidelines. Traffic control plans shall be in effect from 8:00 a.m. to 3:30 p.m. unless approved otherwise.

57. A haul route shall be obtained at least 7 days prior to the start of hauling operations and must be approved by the Transportation Manager. Hauling operations shall be 8:00 a.m. to 3:30 p.m. unless approved otherwise.

58. Streetlights shall be installed along all internal project streets and on Old Grove Road and Avenida Del Oro along the frontage of the project. The system shall be designed to provide uniform lighting, and be secured prior to the recordation of map or building permit issuance, if a map is not recorded. The subdivider shall pay all applicable fees, energy charges, and/or assessments associated with City-owned (LS-2 rate schedule) streetlights and shall also agree to the formulation of, or the annexation to, any appropriate street lighting district.

59. The applicant shall pay all applicable traffic signal and thoroughfare fees.

60. The project should pay CalTrans a fair-share of 52.4 percent of the total cost to install an eastbound to southbound right-turn overlapping phase on State Route 76 at Old Grove Road. This will include modification to the existing signal heads on State Route 76 and shall be coordinated and approved by Caltrans District 11.

61. The project should pay CalTrans a fair share of 52.4 percent of the total cost to install an eastbound to southbound right-turn overlapping phase on SR 76 at Rancho Del Oro Drive. This will include modification to the existing signal heads on SR 76. Additionally, the existing westbound to southbound left turn pocket on SR 76 at Rancho Del Oro Drive should be lengthened to the satisfaction of CalTrans and the Traffic Engineer. These improvements shall be coordinated and approved by Caltrans District 11.

Planning:

62. Tentative Parcel Map and Development Plan shall expire on August 22, 2007, unless the Planning Commission grants a time extension.

63. This Tentative Parcel Map and Development Plan approves only a 30-lot industrial subdivision as shown on the plans and exhibits presented to the Planning Commission for

review and approval. No deviation from these approved plans and exhibits shall occur without Planning Department approval. Substantial deviations shall require a revision to the Development Plan or a new Development Plan.

64. The applicant, permittee or any successor-in-interest shall defend, indemnify and hold harmless the City of Oceanside, its agents, officers or employees from any claim, action or proceeding against the City, its agents, officers, or employees to attack, set aside, void or annul an approval of the City, concerning Development Plan D-17-04 and Tentative Parcel Map P-8-04. The City will promptly notify the applicant of any such claim, action or proceeding against the city and will cooperate fully in the defense. If the City fails to promptly notify the applicant of any such claim action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify or hold harmless the City.

65. Landscape plans, meeting the criteria of the City's Landscape Guidelines and Water Conservation Ordinance No. 91-15, including the maintenance of such landscaping, shall be reviewed and approved by the City Engineer and Planning Director prior to the issuance of building permits. Landscaping shall not be installed until bonds have been posted, fees paid, and plans signed for final approval. The following special landscaping requirements shall be met:

a) Parkway tree plantings along collector and arterial roads shall be a minimum of two-inch diameter trees so as to ensure a mature landscape theme is achieved in a reasonable amount of time.

b) The developer shall be responsible for irrigating and landscaping all embankments within the project, and all slopes along major streets.

c) Arterial street trees in parkways shall be planted at a minimum of 30 feet on center, each side of street, as a solitary planting. Approved root barriers shall be incorporated.

d) Local street trees in parkways shall be planted at a minimum of 30 feet on center, each side of street, as a solitary planting. Approved root barriers shall be incorporated.

66. All landscaping, fences, walls, etc. on the site, in medians in the public right-of-way and in any adjoining public parkways shall be permanently maintained by the owner, his assigns or any successors in interest in the property. The maintenance program shall include normal care and irrigation of the landscaping; repair and replacement of plant materials; irrigation systems as necessary; and general cleanup of the landscaped and open areas, parking lots and walkways, walls, fences, etc. Failure to maintain landscaping shall result in the City taking all appropriate enforcement actions by all acceptable means including but not limited to citations and/or actual work with costs charged to or recorded against the owner. This condition shall be recorded with the covenant required by this resolution.

67. A letter of clearance from the affected school district in which the property is located shall be provided as required by City policy at the time building permits are issued.

68. A covenant or other recordable document approved by the City Attorney shall be prepared by the subdivider and recorded prior to the approval of the final map. The covenant shall provide that the property is subject to this resolution, and shall generally list the conditions of approval.

69. Prior to the issuance of building permits, compliance with the applicable provisions of the City's anti-graffiti (Ordinance No. 93-19/Section 20.25 of the City Code) shall be reviewed and approved by the Planning Department. These requirements, including the obligation to remove or cover with matching paint all graffiti within 24 hours, shall be noted on the Landscape Plan and shall be recorded in the form of a covenant affecting the subject property.

70. Prior to the transfer of ownership and/or operation of the site the owner shall provide a written copy of the applications, staff report and resolutions for the project to the new owner and or operator. This notification's provision shall run with the life of the project and shall be recorded as a covenant on the property.

71. Failure to meet any conditions of approval for this development shall constitute a violation of the Parcel Map and Development Plan.

72. Unless expressly waived, all current zoning standards and City ordinances and policies in effect at the time building permits are issued are required to be met by this project. The approval of this project constitutes the applicant's agreement with all statements in the Description and Justification, Pacific Coast Business Park Plan and other materials and information submitted with this application, unless specifically waived by an adopted condition of approval.

73. An association shall be formed and Covenants, Conditions and Restrictions (C.C. & R's) shall provide for the maintenance of all common open space, medians and commonly owned fences and walls and adjacent parkways. The maintenance shall include normal care and irrigation of landscaping, repair and replacement of plant material and irrigation systems as necessary; and general cleanup of the landscaped and open area and walkways. The C.C. & R's shall be subject to the review and approval of the City Attorney prior to the approval of the final map. The C.C. & R's are required to be recorded prior to or concurrently with the final map. Any amendments to the C.C. & R's in which the association relinquishes responsibility for the maintenance of any common open space shall not be permitted without the specific approval of the City of Oceanside. Such a clause shall be a part of the C.C. & R's. The C.C. & R's shall also contain provisions for the following:

a) Provisions for the maintenance of all common open space and open space easements on private lots, including provisions establishing mechanisms to ensure adequate and continued monetary funding for such maintenance by the property association.

b) Provisions that restrict any private use of open space easement areas. Restrictions shall include, but are not limited to, removing retaining walls, installing structures such as trellises, decks, retaining walls and other hardscape and any individual landscape improvements.

c) Provisions prohibiting the property owners association from relinquishing its obligation to maintain the common open space and open space easement areas without prior consent of the City of Oceanside.

74. All street names shall be approved by the Planning Department prior to the approval of the final map for each phase of development.

Environmental:

75. Prior to issuance of grading permits the applicant shall confirm to the City of Oceanside that qualified paleontologist has been retained to carry out an appropriate mitigation program. (A qualified paleontologist is defined as an individual with a M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques). The paleontologist shall attend pre-grade meetings to consult with grading and excavation contractors.

76. A paleontological monitor shall be on-site during grading operations in previously un-graded areas to evaluate the presence of fossils within previously undisturbed sediments of highly sensitive geologic formations (i.e. Santiago Formation) and moderately sensitive formations (river terrace deposits) to inspect cuts for contained fossils (a paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials). The paleontological monitor shall work under the direction of a qualified paleontologist.

77. When fossils are discovered the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period to time. However, some fossil specimens (such as a complete whale skeleton) may require an extended salvage time. In these instances, paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of small fossil remains such as isolated mammal teeth, it may be necessary in certain instances to set up a screen-washing operation on the site.

78. Prepared fossils along with copies of all pertinent field notes, photographs and maps shall be deposited (with the applicant's permission) in a scientific institution with paleontological collections such as the San Diego Natural History Museum. A final summary report shall be completed and distributed to the City or other interested agencies which outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphy exposed, fossils collected and significance of recovered fossils.

79. A six-foot high block sound wall shall be constructed to replace the existing ornamental fence located north of Lot No. 1 north of Old Grove Road adjacent to the open space area as depicted on the Tentative Parcel Map. The approximately 500-lineal feet sound wall shall be depicted on both the preliminary grading plans and the landscape plans. The sound wall shall be constructed concurrently during preliminary grading and completed prior to issuance of any building permits.

Water Utilities:

80. All public water and/or sewer facilities not located within the public right-of-way shall be provided with easements sized according to the City's Engineers Manual. Easements shall be constructed for an all weather access.

81. No trees or structures or building overhang shall be located within any water or wastewater utility easement.

82. The property owner shall maintain private water and wastewater utilities located on private property.

83. A separate irrigation meter is required and approved backflow prevention device is required.

84. The developer shall construct a public reclamation water system that will serve each lot and or parcels that are located in the proposed project in accordance with the City of Oceanside Ordinance No. 91-15. The proposed reclamation water system shall be located in the public streets or in a public utility easement.

85. Water services and sewer laterals constructed in existing right-of-way locations are to be constructed by approved and licensed contractors at developer's expense.

86. The developer shall be responsible for developing all water and sewer facilities necessary to develop the property. Any relocation of water and/or sewer lines is the responsibility of the developer and shall be done by an approved licensed contractor at the developer's expense.

87. All lots with a finish pad elevation located below the elevation of the next upstream manhole cover of the public sewer shall be protected from backflow of sewage by installing and maintaining an approved type backwater valve, per of the Uniform Plumbing Code.

88. An Inspection Manhole, described by the City's Engineers Manual, shall be installed in each building sewer lateral and the location shall be called out on the approved improvement plans.

89. The water and wastewater buy-in fees and the San Diego County Water Authority Fees are to be paid to the City and collected by the Water Utilities Department at the time of building permit issuance.

90. All water and wastewater construction shall conform to the most recent edition of the City's Engineers Manual, or as approved by the Water Utilities Director.

91. A water and sewer study must be prepared by the developer at the developer's expense and reviewed and approved by the Water Utilities Department. Off-site sewer improvements will be required based on the City depth of flow criteria. Offsite water improvements will be required based on the existing water system ability to meet the site water demands.

92. A 27" line valve shall be installed on the existing 27" water line on Old Grove Road between College Boulevard and where the water line currently traverses the property.

93. Available flow volume in the brine line will require a system capacity analysis based on existing contractual flow agreements. All lots with proposed connections to the brine line will require onsite load equalization tanks and telemetry per City standards.

94. If the existing sewer and water stub-outs located at Calle Niquel are not connected, they shall be abandoned back to the main lines located in Avenida De La Plata.

////////////////////////////

////////////////////////////

////////////////////////////

////////////////////////////

////////////////////////////

////////////////////////////

////////////////////////////

////////////////////////////

////////////////////////////

////////////////////////////

95. The proposed 24" waterline from North Santa Fe to Old Grove Road shall be constructed and accepted by the Water Utilities Department prior to certificate of occupancy.

PASSED AND ADOPTED Resolution No. 2005-P45 on August 22, 2005 by the following vote, to wit:

AYES: Chadwick, Schaffer, Parker, Todd, Neal, Nack and Horton

NAYS: None

ABSENT: None

ABSTAIN: None

Nancy Chadwick, Chairperson
Oceanside Planning Commission

ATTEST:

Gerald S. Gilbert, Secretary

I, GERALD S. GILBERT, Secretary of the Oceanside Planning Commission, hereby certify that this is a true and correct copy of Resolution No. 2005-P45.

Dated: August 22, 2005

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF SAN DIEGO AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

LOT A OF RANCHO DEL ORO-MASTER SUBDIVISION MAP EAST, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 11409, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, DECEMBER 27, 1985.

EXCEPTING THEREFROM THAT PORTION DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 22, TOWNSHIP 11 SOUTH, RANGE 4 WEST, AS SHOWN ON SAID MAP NO. 11409, BEING ALSO AN ANGLE IN THE WESTERLY BOUNDARY OF SAID LOT "A"; THENCE ALONG SAID WESTERLY BOUNDARY SOUTH 00°53'04" WEST 199.93 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID BOUNDARY SOUTH 00°53'04" WEST 850.00 FEET TO THE SOUTHWESTERLY CORNER OF SAID LOT "A"; THENCE ALONG THE SOUTHERLY BOUNDARY OF SAID LOT "A" SOUTH 89°17'31" EAST 464.19 FEET (RECORD SOUTH 89°16'58" EAST 464.10 FEET); THENCE NORTH 77°38'45" EAST 231.30 FEET (RECORD NORTH 77°39'33" EAST 231.09 FEET) TO AN INTERSECTION WITH THE WESTERLY RIGHT OF WAY OF AVENIDA DEL ORO AS SHOWN ON SAID MAP NO. 11409, SAID INTERSECTION BEING ALSO A POINT IN THE WESTERLY LINE OF THAT CERTAIN 70.00 FEET WIDE EASEMENT FOR PUBLIC HIGHWAY PER DOCUMENT NO. 82-071328, RECORDED MARCH 16, 1982, RECORDS OF SAID COUNTY; THENCE ALONG THE WESTERLY LINE OF SAID EASEMENT NORTH 34°57'55" WEST, 32.58 FEET (RECORD NORTH 34°57'05" WEST) TO THE BEGINNING OF A TANGENT 935.00 FOOT RADIUS CURVE CONCAVE EASTERLY; THENCE NORTHERLY ALONG SAID CURVE, AND EASEMENT, THROUGH A CENTRAL ANGLE OF 49°33'34"; AN ARC DISTANCE OF 808.75 FEET; THENCE LEAVING SAID WESTERLY EASEMENT LINE NORTH 89°06'56" WEST 519.77 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 2:

LOT B OF RANCHO DEL ORO-MASTER SUBDIVISION MAP EAST, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 11409, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, DECEMBER 27, 1985.

Exhibit "A"

FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE PACIFIC COAST BUSINESS PARK PROJECT ENVIRONMENTAL IMPACT REPORT (SCH NO. 2004071011)

1. INTRODUCTION

1.1 Findings and Statement of Overriding Considerations

The California Environmental Quality Act, Public Resources Code Sections 21000-21178 ("CEQA") and the State CEQA Guidelines for Implementation of the California Environmental Quality Act, Cal. Code Regs., Tit. 14, Sections 15000-15387 ("CEQA Guidelines") are "intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will *avoid* or *substantially lessen* such significant effects." (CEQA § 21002 (emphasis added).) CEQA's mandate and principles are implemented, in part, through the requirement that agencies adopt findings before approving projects for which EIRs are certified which identify one or more significant environmental effects that would occur if the project is implemented. (See CEQA § 21081(a).) For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(CEQA Guidelines §15091(a).)

Section 21061.1 of CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." Section 15364 of the CEQA Guidelines adds "legal" considerations to the definition of "feasible." The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 401, 417.) "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable

balancing of the relevant economic, social and technological factors." (Id.; see also Sequoyah Hills Homeowners Ass'n v. City of Oakland (1993) 23 Cal.App.4th 704, 715.)

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines §§ 15093, 15043(b); see also CEQA § 21081(b).)

The following Findings and Statement of Overriding Consideration are made relative to the conclusions of the Final Environmental Impact Report for the Pacific Coast Business Park (SCH 2004071011) ("Final EIR").

1.2 Document Format

These findings have been organized into the following sections:

(1) This Section 1 provides an introduction to these Findings.

(2) Section 2 provides a summary of the Project, overview of the discretionary actions required for approval of the Project, and a statement of the Project's objectives.

(3) Section 3 provides a summary of public participation in the environmental review, an overview of the administrative record that has been developed for the Project, and general findings regarding the Mitigation, Monitoring and Reporting Program ("MMRP"), the Project and CEQA compliance.

(4) Section 4 sets forth findings regarding those environmental impacts that were determined either not to be relevant to the Project or not to be significant.

(5) Section 5 sets forth findings regarding significant or potentially significant environmental impacts identified in the Final EIR that the City of Oceanside ("City") has determined can be reduced to a less-than-significant level through the imposition of mitigation measures included in the MMRP for the Project.

(6) Section 6 sets forth findings regarding significant environmental impacts identified in the Final EIR that the City has determined will remain significant and unavoidable after mitigation.

(7) Section 7 sets forth findings regarding alternatives to the Project that were determined not to be feasibly implemented by the City.

(8) Section 8 consists of a Statement of Overriding Considerations, which sets forth the City's reasons for finding that specific economic, legal, social, technological, and other considerations associated with the Project outweigh the Project's potential unavoidable environmental effects.

2. PROJECT SUMMARY

2.1 Pacific Coast Business Park Project Description

The gross area within the industrial site boundaries is approximately 124 acres, with an adjacent 28-acre parcel to be partially used for dirt stockpile. This area is part of the industrially-designated area within the central portion of the City of Oceanside.

The project analyzed in the Final EIR is the development of an industrial business park including the establishment of the building pads, supporting infrastructure, and development guidelines for ultimate buildings through the Industrial Master Development Plan Text. Specific buildings and uses within the Pacific Coast Business Park will be required to comply with the regulations in the Industrial Master Development Plan. The Industrial Master Development Plan will provide for establishment of CC & Rs for the Pacific Coast Business Park; these CC & Rs will require a Board of Directors, with a Pacific Coast Business Park Design Review Board acting under that Board of Directors. All Site Development Plans within the Pacific Coast Business Park must be approved by this Review Board. Following this approval, any Site Development Plan must meet all City requirements and approvals; these would include, but are not limited to, Administrative Development Plan reviews, Conditional Use Permits, Variance requests, Building Permits, and subdivision ordinance and building code provisions.

Pacific Coast Business Park is being divided into 30 industrial parcels, with major streets and infrastructure provided by the Master Developer, to facilitate build out with a variety of business park and industrial uses. The site has been designed to accommodate a broad range of product types in the business market, from multi-tenant and small single-user buildings to larger manufacturing and warehouse uses. The site layout has been designed to allow flexibility in combining two or more adjacent parcels to accommodate build-to-suit, lot sales and leased spaces.

The entire site will be graded to develop the pads and roadways. The project proposes a volume of cutting of 1,569,500 cubic yards, with maximum cut slopes of 25 feet. The volume of fill is 1,444,900 cubic yards, with maximum fill slopes of 65 feet. As such, cut and fill do not balance, but leave an excess of 124,600 cubic yards. Approximately one-half acre of the off-site slopes to Ocean Ranch to the west will receive fill. The excess material will be placed as off-site fill onto an approximately nine-acre area at the eastern end of the 28-acre property north of Old Grove (the Corporate Office Park site). The off-site fill will be placed as a stockpile and will be planted with a ground cover and irrigated for erosion control. The balance of the 28-acre property is not part of this project.

College Boulevard is the eastern boundary of the site, and the extension of Old Grove Road will form the northern boundary of the proposed development area. Project access from the south will be from Oceanside Boulevard by way of Avenida de la Plata and Avenida del Oro; Avenida del Oro will be extended north through the property to connect to Old Grove Road. Project access from the north will be from Old Grove Road. Three lanes of Old Grove Road are planned to be constructed by the Ocean Ranch project, and are anticipated to be in place prior to the construction of Pacific Coast

Business Park. This project will complete the roadway, including the median curb, gutter, landscaping, parkway curb, sidewalk, and final utility installation.

2.2 Discretionary Actions

Discretionary actions necessary for the development include an Industrial Master Development Plan and a Tentative Parcel Map.

2.3 Statement of Project Objectives

The development is proposing an industrial business park with a development intensity consistent with surrounding industrial parks. It will be divided into large parcels, with streets and infrastructure to facilitate build out with a variety of business park and industrial uses. This project will implement the designated land uses of the City of Oceanside's General Plan, Rancho del Oro Specific Plan, and the Industrial Master Development Plan being processed as a part of this project.

The site has been designed to accommodate a broad range of product types in the business market, with the flexibility to combine adjacent lots to accommodate various sizes of buildings and types of users, while ensuring a high quality, cohesive and aesthetic development which takes into account the surrounding built environment.

3. PUBLIC PARTICIPATION AND RECORD OF PROCEEDINGS

3.1 Public Input

There have been opportunities for public review and comment, including but not limited to the public forums set forth below:

EIR Notice of Preparation, July 6 – August 8, 2004

Draft EIR Public Review, March 21 – May 5, 2005

Planning Commission Hearing, July 25, 2005

3.2 Record of Proceedings

For purposes of CEQA and these Findings and Statement of Overriding Considerations, the Record of Proceedings for the Projects consists of the following documents and other evidence at a minimum:

- The Notice of Preparation and all other public notices issued by the City in conjunction with the Project;
- The Draft EIR;
- The Final EIR;
- All written comments and verbal public testimony presented during the public comment period on the Draft EIR or during a noticed public hearing for the Project at which such testimony was taken;
- The MMRP;
- All findings, ordinances, and resolutions adopted by the City in connection with the Project, and all documents incorporated by reference therein;

- All final reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's actions on the Project;
- All documents submitted to the City by other public agencies or members of the public in connection with the Project, up through the close of the public hearing;
- Minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the Project;
- Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings;
- Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations;
- The City's General Plan and Municipal Code;
- Any documents expressly cited in these findings in addition to those cited above; and
- Any other materials required to be in the record of proceedings by Section 21167.6 (e) of CEQA.

The custodian of the documents comprising the record of proceedings is the City Clerk, whose office is located at 300 North Coast Highway, Oceanside, CA 92054. Copies of all these documents, which constitute the record of proceedings upon which the City's decision is based, are and at all relevant times have been available upon request at all times at the offices of the City.

The City has relied on all of the documents listed above in reaching its decision on the Project, even if not every document was formally presented to the Planning Commission or City Staff as part of the City files generated in connection with the Project. Without exception, any documents set forth above not found in the Project files fall into two categories. First, many of them reflect prior planning or legislative decisions of which the City was aware in approving the Project. Second, other of the documents influenced the expert advice provided to City Staff or consultants, who then provided advice to the Planning Commission. For that reason, such documents form part of the underlying factual basis for the City's decisions relating to the adoption of the Project.

3.3 General Findings

The City hereby finds as follows:

3.4.1 The foregoing statements are true and correct;

3.4.2 The City is the "Lead Agency" for the Project evaluated in the Final EIR and independently reviewed and analyzed the Draft EIR and Final EIR for the Project;

3.4.3 The Notice of Preparation of the Draft EIR was circulated for public review between July 6 and August 8, 2004. It requested that responsible agencies respond as to the scope and content of the environmental information germane to that agency's specific responsibilities;

3.4.4 The public review period for the Draft EIR was for 45 days between March 21 and May 5, 2005.

3.4.5 The Draft EIR and Final EIR were completed in compliance with CEQA;

3.4.6 The Final EIR was presented to the Planning Commission as the decision-making body for the City and the Planning Commission reviewed and considered the information contained in the Final EIR prior to approving the Project;

3.4.7 The Final EIR reflects the City's independent judgment and analysis;

3.4.8 The City evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the City prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith, and reasoned responses to the comments. The City reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information to the Draft EIR regarding environmental impacts. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings, concerning the environmental impacts identified and analyzed in the Final EIR;

3.4.9 The City finds that the Final EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period;

3.4.10 The Final EIR evaluated the following direct and cumulative impacts: Biological Resources, Paleontological Resources, Hydrology/Water Quality, and Transportation/Traffic Circulation. Additionally, the Final EIR considered Growth Inducing Impacts of the project, as well as a reasonable range of Project alternatives. All of the significant environmental impacts of the Project were identified in the Final EIR.

3.4.11 CEQA requires the lead agency approving a project to adopt a MMRP for the changes to the project that it has adopted or made a condition of project approval in order to ensure compliance with CEQA during project implementation. A MMRP has been prepared for the Project and has been adopted concurrently with these findings. The City will use the MMRP to track compliance with Project mitigation measures and to ensure that the mitigation measures are enforceable;

3.4.12 In determining whether the Project may have a significant impact on the environment, and in adopting these Findings pursuant to Section 21081 of CEQA, the City has complied with CEQA Sections 21080.5 and 21082.2;

3.4.13 The impacts of the Project have been analyzed to the extent feasible at the time of certification of the Final EIR;

3.4.14 The City made no decisions related to approval of the Project prior to the certification of the Final EIR by the Planning Commission. The City also did not commit

to a definite course of action with respect to the Project prior to the certification of the Final EIR by the Planning Commission;

3.4.15 Copies of all the documents incorporated by reference in the Final EIR are and have been available upon request during all regular business hours at the offices of the City Clerk and/or Planning Department.

3.4.16 Having reviewed the information contained in the Draft EIR, Final EIR, the record of proceedings, as well as the requirements of CEQA and the CEQA Guidelines regarding re-circulation of Draft EIRs, and having analyzed the changes in the Draft EIR which have occurred since the close of the public review period, the City finds that there is no significant new information regarding adverse environmental impacts of the Project in the Final EIR and finds that re-circulation of the Draft EIR is not required; and

3.4.17 Having received, reviewed, and considered all information and documents in the Final EIR, as well as all other information in the record of proceedings on this matter, the following Findings and Statement of Overriding Considerations are hereby adopted by the City as the CEQA Lead Agency. These Findings set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the Project.

4. ENVIRONMENTAL ISSUES DETERMINED NOT TO BE POTENTIALLY AFFECTED BY THE PROJECT

Based on the City's assessment of the Project and responses to the Notice of Preparation for the Project, certain environmental issues were determined by the City to be either (i) inapplicable to the Project based upon the nature of the Project and/or the absence of any potential impact related to the issue or (ii) potentially impacted to a degree deemed to be less than significant. Accordingly, the City concluded that these issues did warrant further consideration in the Final EIR other than as set forth in Section V of the Final EIR. No substantial evidence has been presented to or identified by the City that would modify or otherwise alter the City's less-than-significant determination for each of the following environmental issues: (1) Cultural Resources, (2) Geotechnical Conditions, (3) Aesthetics, (4) Agriculture, (5) Air Quality, (6) Land Use and Planning, (7) Hazards and Hazardous Materials, (8) Mineral Resources, (9) Noise, (10) Population and Housing, (11) Public Services, and (12) Recreation.

5. FINDINGS REGARDING POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH ARE DETERMINED NOT TO BE SIGNIFICANT OR WHICH CAN BE SUBSTANTIALLY LESSENED OR AVOIDED THROUGH FEASIBLE MITIGATION MEASURES

As discussed in more detail in the Final EIR, including the appendices to the Final EIR, the City has determined based on the threshold criteria for significance presented in the Final EIR that certain environmental effects of the Project will not manifest at levels which have been determined by the City to be significant or, if significant, feasible mitigation measures identified in the Final EIR and adopted by the City as conditions of Project approval will result in the avoidance or substantial reduction of those effects.

Environmental effects related to the Project in the following areas were found to be either insignificant or capable of being mitigated to a level of insignificance: Biological Resources, Paleontological Resources, Hydrology and Water Quality, and Transportation/Traffic. As explained in the Final EIR, after some investigation and inquiry, impacts to Biological Resources and Hydrology and Water Quality are not considered significant and do not require mitigation. No substantial evidence has been presented to or identified by the City which would modify or otherwise alter the City's less-than-significant determination for these environmental issues. As a result, CEQA does not require any further findings regarding these environmental impacts.

5.1 Paleontological Resources

Environmental Impacts: The Project could cause the loss of fossil material considered to be of high scientific value.

Finding: Pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines section 15091(a)(1), the City finds that conditions, changes, or alterations have been required in, or incorporated into, the Project which will reduce the potential significant environmental effect identified in the Final EIR to below a level of significance.

Facts in Support of Findings:

(a) The Project is entirely underlain by the Eocene Santiago Formation, which is known to be fossil-bearing. In this area the Santiago Formation consists primarily of sandstone, clayey siltstone, and claystone. The sandstones and claystones of the Santiago Formation will likely be encountered in pad excavation or utility trenches.

(b) Fossils encountered during Project construction could be damaged or destroyed. Much of the fossil material in the Santiago Formation is considered to be of high scientific value, and its loss would be considered a significant impact.

Mitigation Measures:

The following mitigation measures, which are also set forth in the Final EIR, are feasible and are made binding through the MMRP. These mitigation measures will avoid damage to or loss of fossil material by creating a process to identify and preserve such material during grading operations. As a result, these measures mitigate the potential direct and cumulative impacts of the Project on paleontological resources to below a level of significance.

(a) Prior to issuance of grading permits, the applicant shall confirm to the City of Oceanside that a qualified paleontologist has been retained to carry out the mitigation program. (A qualified paleontologist is defined as an individual with a M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques.) The paleontologist shall attend pre-grade meetings to consult with grading and excavation contractors.

(b) A paleontological monitor shall be onsite during grading operations to evaluate the presence of fossils within previously undisturbed sediments of the Santiago Formation to inspect cuts for contained fossils. (A paleontological monitor

is defined as an individual who has experience in the collection and salvage of fossil materials.) The paleontological monitor shall work under the direction of a qualified paleontologist.

(c) When fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time. Some fossil specimens (such as a complete whale skeleton) may require an extended salvage time. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading. To allow recovery of small fossil remains such as isolated mammal teeth, it may be necessary in certain instances to set up a screen-washing operation on the site.

(d) Prepared fossils along with copies of all pertinent field notes, photos, and maps shall be deposited (with the applicant's permission) in a scientific institution with paleontological collections such as the San Diego Natural History Museum. A final summary report shall be completed and distributed to the City and other interested agencies which outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils.

5.2 Traffic/Transportation

Environmental Impacts: The Project will generate additional traffic on surrounding streets and highways, which are already congested and are forecast to become more congested even without the Project. This additional traffic has the potential to cause significant environmental impacts.

Finding: Pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines section 15091(a)(1), the City finds that conditions, changes, or alterations have been required in, or incorporated into, the Project which will reduce certain potential significant environmental effects associated with traffic impacts and identified in the Final EIR to below a level of significance.

Facts in Support of Finding:

(a) The Pacific Coast Business Park is projected to generate 16,800 trips on a daily basis. The am peak hour is projected at 2088 trips, and the pm peak hour is projected at 2096 trips.

(b) As discussed in greater detail in the Final EIR and the Traffic Impact Study included as Appendix D to the Final EIR, traffic levels with the Project were forecast under a variety of scenarios, including existing development plus the Project, near-term anticipated development plus the Project and Year 2020 anticipated development plus the Project.

(c) Forecasts suggest that the Project may cause significant traffic impacts at the following street segment:

- Westbound Oceanside Boulevard between College Boulevard and Arroyo Avenue in both am and pm peak hours

(d) Forecasts also suggest that the Project may cause significant traffic impacts at the following intersections:

- El Camino Real/Oceanside Boulevard, pm peak hour
- El Camino Real/Mesa Drive, pm peak hour
- Ocean Ranch Road/Old Grove Road, am peak hour
- Avenida de la Plata/Corporate Center Drive, both peak hours
- Rancho del Oro Drive/Oceanside Boulevard, pm peak hour

Mitigation Measures:

The following mitigation measures, which are also set forth in the Final EIR, will avoid or substantially lessen the impacts on traffic resulting from the Project by facilitating the smooth flow of traffic and reducing traffic delays. As a result, these measures mitigate the potential direct and cumulative traffic impacts of the Project identified above to below a level of significance. Some of these measures are the sole responsibility of the Pacific Coast Business Park project, and some require the Project to contribute on a fair-share basis. These mitigation obligations are feasible and are made binding through the MMRP.

Intersections.

The impact at El Camino Real/Oceanside Boulevard will be mitigated to a level below significance by extending the eastbound and westbound left-turn lanes.

The impact to the intersection of El Camino Real/Mesa Drive will be mitigated to a level below significance by re-striping the westbound approach for dual left-turns and a shared through/right-turn lane.

The impact at Ocean Ranch Road/Old Grove Road will be mitigated to a level below significance by the addition of a northbound right-turn overlap to the signal.

Installation of a signal at Avenida de la Plata/Corporate Center Drive will mitigate impacts there to a level below significance.

The impact at Rancho del Oro Drive/Oceanside Boulevard will be mitigated to a level below significance by a southbound right-turn overlap, a westbound right-turn overlap, and signal re-timing.

Street Segments.

The impact on Oceanside Boulevard between College Boulevard and Arroyo Avenue will be mitigated by the re-striping of the westbound lanes in order to add another westbound travel lane between College Boulevard and Gateway Center Drive. This measure will reduce impacts to a level below significance.

Creative Measures:

The City requires that "creative measures" be provided to ameliorate certain traffic impacts even if such impacts are less than significant under CEQA and the CEQA Guidelines. The City requires creative measures for the following street segments:

- SR 76 between El Camino Real and Old Grove Road.

Future plans for SR-76 include widening the roadway to six lanes. Creative measures as mitigation that would be reviewed and approved by CALTRANS include:

- Installation of eastbound right-turn overlaps at Old Grove Road and Rancho del Oro.
- Extension of the westbound left-turn lane at Rancho del Oro.

6. FINDINGS REGARDING SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH REMAIN SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION

As discussed further in the Final EIR and the appendices to the Final EIR, the Project may cause certain traffic impacts on College Boulevard that cannot be mitigated to a level below significance through the implementation of feasible mitigation measures.

6.1 Traffic/Transportation

Environmental Impacts: College Boulevard between SR 76 and SR 78 is impacted under all traffic scenarios, with or without the Project. Segments of College Boulevard are projected to incur significant impacts as a result of the Project. Although measures will be implemented to mitigate these impacts, these measures will not reduce traffic impacts to a level below significance. No feasible measures are available to reduce traffic impacts to a less-than-significant level.

Finding: The City finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures that would avoid or substantially lessen the Project's traffic impacts on certain segments of College Boulevard.

Facts in Support of Findings:

(a) Based on the various forecasts of traffic generated by the Project, the Pacific Coast Business Park may have a significant impact on traffic on the following segments of College Boulevard:

- Northbound College Boulevard between Chroma Drive and Mesa Drive, both peak hours
- Northbound College Boulevard between Avenida de la Plata and Oceanside Boulevard, pm peak hour
- Northbound College Boulevard between Town Center Drive and Frazee Road, pm peak hour
- Southbound college Boulevard between Oceanside Boulevard and Olive Drive, pm peak hour

(b) No feasible mitigation measures exist to avoid or substantially lessen the traffic impacts on these segments of College Boulevard. One potential mitigation measure that could increase the capacity of College Boulevard would be to construct additional through lanes along College Boulevard. This issue has been

examined in the College Boulevard No Improvement and Widening Alternatives Environmental Impact Report, and a Statement of Facts and Findings was issued in September of 2004. As the General Plan noted in 1995:

> While strong attempts should be made to construct the full 6-lane facilities [on College Boulevard], existing development on most segments makes such upgrading unlikely. Accordingly, the 4- and 6-lane designations are made with the knowledge that peak-hour congestion will occur. College Boulevard will be a strong candidate for special capacity-enhancing treatment.

(City of Oceanside, Circulation Element, General Plan, 1995.) Given the intensive development along College Boulevard in this area, a widening project would cause a substantial adverse impact to property owners whose property would have to be acquired for the project. Such an undertaking would also entail enormous expense. As a result, widening College Boulevard would have unacceptable economic, legal and social impacts that make that mitigation measure infeasible.

Mitigation Measures: The following mitigation measures, which are discussed further in the Final EIR, will partially ameliorate the Project's traffic impacts on College Boulevard between SR 76 and SR 78. These measures will reduce impacts by facilitating the smooth flow of traffic and reducing traffic delays, but the segments of College Boulevard identified as having significant impacts will not see those impacts reduced to a level below significance. The Project is required to contribute on a fair-share basis for these mitigation measures. Some of these improvements are "creative measures" required by the City of Oceanside even though the Project will not cause significant traffic impacts at the intersections and/or street segments at the locations of these measures. These mitigation obligations are feasible and are made binding through the MMRP. The City establishes separate accounts for each specific improvement or mitigation under a Deferred Revenue program. The money paid to the City from the developer is placed in the account until the improvement can be made and/or until the full amount needed to do the improvement is reached, and the improvement is constructed.

The project will contribute its fair share towards adaptive traffic signals to be set at the following intersections:

- College Boulevard/Frazee Road
- College Boulevard/Chroma Drive
- College Boulevard/Silverbluff
- College Boulevard/Mesa Drive
- College Boulevard/Empressa
- College Boulevard/Old Grove Road
- College Boulevard/Avenida de la Plata
- College Boulevard/Marvin Street
- College Boulevard/Roselle Street
- College Boulevard/Barnard Street
- College Boulevard/Vista Way

Additionally, the project will contribute its fair share towards the improvements to College Boulevard between Aztec Street and Olive Drive identified in the Ocean Ranch Condition of Approval. These improvements include widening for additional lanes to meet Circulation Element requirements in this roadway segment.

7. FINDINGS REGARDING ALTERNATIVES

Because the Project may cause significant environmental effects that will not be avoided or substantially lessened by mitigation measures, the City must consider the feasibility of any environmentally superior alternatives to the Project. An alternative may be feasible if it is capable of achieving the objectives of the project in a timely manner and taking into account economic, environmental, social, legal and technological and other factors.

7.1 The No Project Alternative: The No Project Alternative would not allow the proposed development, leaving the land in its present condition and no new impacts to traffic would occur.

Finding: The City finds that specific economic, environmental, legal, social, technological, or other considerations make infeasible the No Project Alternative identified in the Final EIR.

Facts in Support of Finding: While the No Project Alternative essentially maintains the physical status quo onsite, compared to the Project, it would:

- Fail to realize the Project objective of developing an industrial business park with a development intensity consistent with surrounding industrial parks.
- Fail to provide the many jobs expected to be created by the development of 30 industrial parcels as contemplated by the Project.
- Fail to provide the City of Oceanside an important source of revenue.
- Potentially violate the property owner's rights to make reasonable beneficial use of the property consistent with uniformly applied policies, ordinances, regulations, and constitutional protections and reasonable investment backed expectations of development and use consistent with the General Plan, designating the property to be developed for industrial uses.
- Re-direct the needed industrial development to be developed elsewhere, with likely impacts to that area.
- Be inconsistent with the General Plan.
- Transfer the responsibility and costs of the buildout of Old Grove Avenue to other entities.
- Eliminate the construction of Avenida del Oro across the property, a roadway assumed in the Circulation Element.
- Fail to eliminate low levels of service on College Boulevard – significant impacts are predicted even without the Project.

7.2 **The Reduced Density Alternative:** A reduced density alternative would limit the total square footage of building, by reducing the acreage available for development or building area on the lots, with the balance of the property remaining as undeveloped land.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make infeasible the Reduced Density Alternative identified in the EIR.

Facts in Support of the Finding: Compared to the Project, the Reduced Density Alternative would:

- Fail to realize the Project objective of developing an industrial business park with a development intensity consistent with surrounding industrial parks.
- Fail to provide as many jobs as are expected to be created by the development of 30 industrial parcels as contemplated by the Project.
- Reduce the important revenue that the Project would be expected to provide the City of Oceanside.
- Potentially violate the property owner's rights to make reasonable beneficial use of the property consistent with uniformly applied policies, ordinances, regulations, and constitutional protections and reasonable investment backed expectations of development and use consistent with the General Plan.
- Re-direct needed industrial development to be developed elsewhere, with likely impacts to that area.
- Be inconsistent with the General Plan by preventing development with the intensity called for by the General Plan.
- Reduce the mitigation and related benefits associated with the Project and paid for by the Project developer, such as (i) construction of Avenida del Oro across the property, a roadway assumed in the Circulation Element, and (ii) buildout of Old Grove Road.
- Fail to eliminate low Levels of Service on College Boulevard – significant impacts are predicted even without the Project.

7.2 **The Alternative Location Alternative:** This alternative would place the Project at an alternative location. The CEQA Guidelines only require consideration of alternative locations that would avoid or substantially lessen any of the significant effects of a project. (CEQA Guidelines § 15126(f)(2)(A).)

Finding: The City finds that specific economic, legal, social, technological, or other considerations make infeasible the No Project Alternative identified in the EIR.

Facts in Support of Finding: The only significant effect from the Project that is not mitigated to a less-than-significant level is traffic on segments of College Boulevard. Traffic Levels of Service remain low with or without the Project at this

location. Because, no alternative location would "substantially lessen" traffic impacts on College Boulevard, this alternative is infeasible.

8. OVERRIDING CONSIDERATIONS

If a project has substantial environmental impacts that cannot be avoided or substantially reduced by feasible mitigation measures or project alternatives, CEQA and the CEQA Guidelines permit a public agency to approve the project only if the agency makes findings that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the project's unavoidable adverse environmental effects and thereby render those adverse effects acceptable. (CEQA § 21081(b); CEQA Guidelines § 15093.)

The City is approving the Pacific Coast Business Park even though the Project may have unavoidable significant impacts on traffic on certain segments of College Boulevard as described in the Final EIR. The City finds that the benefits of the Project outweigh the adverse environmental effects for each of the following reasons:

A. The Project will lead to the creation of many high-quality jobs for the community. As documented in the economic analysis by ERA dated June 21, 2005, the project is estimated to include 3,540 direct employment jobs, plus an additional 164 induced and indirect jobs within the City of Oceanside.

B. The Project will be a source of important tax revenue for the City. As documented in the economic analysis by ERA dated June 21, 2005, the City of Oceanside's share of total property tax revenue is estimated at build out to be $282,623 annually.

C. The Project will be consistent with the General Plan and accordingly will contribute to planned and orderly growth and development in the City.

D. The Project will utilize efficiently land that is currently vacant and underutilized for seasonal agricultural purposes, as compared with surrounding land uses.

E. Although traffic impacts on certain segments of College Boulevard are significant under CEQA and the CEQA Guidelines, the segments will operate at low Levels of Service with or without the Project. The addition of Project-related traffic will not be so comparatively or marginally onerous as to justify disrupting otherwise valuable development.

Therefore, after considering the Final EIR and the public record of proceedings, and because the City finds that the benefits of the Project outweigh the significant adverse environmental effects, the City hereby adopts this Statement of Overriding Considerations.

PLANNING COMMISSION
RESOLUTION NO. 2005-P46

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PACIFIC COAST BUSINESS PARK ON CERTAIN REAL PROPERTY IN THE CITY OF OCEANSIDE

APPLICATION NO:	P-8-04 and D-17-04
APPLICANT:	Pacific Coast Business Park, LLC
LOCATION:	Southwest of the intersection of College Boulevard and Old Grove Road

THE PLANNING COMMISSION OF THE CITY OF OCEANSIDE, CALIFORNIA DOES RESOLVE AS FOLLOWS:

WHEREAS, a Final Environmental Impact Report was prepared and circulated for public and agency review and proper notification was given in accordance with the California Environmental Quality Act; and

WHEREAS, the Planning Commission, after giving the required notice, did on the 22nd day of August, 2005, conduct a duly advertised public hearing on the content of the Final Environmental Impact Report and the Mitigation Monitoring and Reporting program; and

WHEREAS, studies and investigations made by this Commission and in its behalf reveal the following facts:

For the Final Environmental Impact Report:

1. The Final Environmental Impact Report was completed in compliance with the provisions of the California Environmental Quality Act (CEQA).
2. There are certain significant environmental effects detailed in the Environmental Impact Report which have been avoided or substantially lessened by the establishment of measures which are detailed in Exhibit "A" Environmental Findings and Statement of Overriding Considerations for the Pacific Coast Business Park.
3. The Final Environmental Impact Report and Mitigation and Monitoring and Reporting Programs for the business park (included in the Final EIR) and were presented to the Planning Commission, and the Planning Commission reviewed and considered the information contained in these documents prior to making a decision on the shopping

center and revised reclamation plan. The Final Environmental Impact Report and Mitigation and Monitoring and Reporting Program for the business park have been determined to be accurate and adequate documents, which reflect the independent judgment of the City.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission does hereby CERTIFY the Final Environmental Impact Report for the Pacific Coast Business Park project Tentative Parcel Map (P-8-04) and Development Plan (D-17-04) subject to the following recommendations and conditions:

1. Pursuant to Public resources Code Section 21081.6 the Planning Commission adopts the Mitigation Monitoring and Reporting Program (MMRP) for the business park and finds and determines that said programs are designed to ensure compliance with the mitigation measures during project implementation.
2. Notice is HEREBY GIVEN that the time within which judicial review must be sought on this decision is governed by the provisions of the California Environmental Quality Act.

PASSED AND ADOPTED Resolution No. 2005-P46 on August 22, 2005 by the following vote, to wit:

AYES: Chadwick, Schaffer, Parker, Todd, Neal, Nack and Horton

NAYS: None

ABSENT: None

ABSTAIN: None

Nancy Chadwick, Chairperson
Oceanside Planning Commission

ATTEST:

Gerald S. Gilbert, Secretary

I, GERALD S. GILBERT, Secretary of the Oceanside Planning Commission, hereby certify that this is a true and correct copy of Resolution No. 2005-P46.

Dated: August 22, 2005

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF SAN DIEGO AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

LOT A OF RANCHO DEL ORO-MASTER SUBDIVISION MAP EAST, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 11409, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, DECEMBER 27, 1985.

EXCEPTING THEREFROM THAT PORTION DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 22, TOWNSHIP 11 SOUTH, RANGE 4 WEST, AS SHOWN ON SAID MAP NO. 11409, BEING ALSO AN ANGLE IN THE WESTERLY BOUNDARY OF SAID LOT "A"; THENCE ALONG SAID WESTERLY BOUNDARY SOUTH 00°53'04" WEST 199.93 FEET TO THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID BOUNDARY SOUTH 00°53'04" WEST 850.00 FEET TO THE SOUTHWESTERLY CORNER OF SAID LOT "A"; THENCE ALONG THE SOUTHERLY BOUNDARY OF SAID LOT "A" SOUTH 89°17'31" EAST 464.19 FEET (RECORD SOUTH 89°16'58" EAST 464.10 FEET); THENCE NORTH 77°38'45" EAST 231.30 FEET (RECORD NORTH 77°39'33" EAST 231.09 FEET) TO AN INTERSECTION WITH THE WESTERLY RIGHT OF WAY OF AVENIDA DEL ORO AS SHOWN ON SAID MAP NO. 11409, SAID INTERSECTION BEING ALSO A POINT IN THE WESTERLY LINE OF THAT CERTAIN 70.00 FEET WIDE EASEMENT FOR PUBLIC HIGHWAY PER DOCUMENT NO. 82-071328, RECORDED MARCH 16, 1982, RECORDS OF SAID COUNTY; THENCE ALONG THE WESTERLY LINE OF SAID EASEMENT NORTH 34°57'55" WEST, 32.58 FEET (RECORD NORTH 34°57'05" WEST) TO THE BEGINNING OF A TANGENT 935.00 FOOT RADIUS CURVE CONCAVE EASTERLY; THENCE NORTHERLY ALONG SAID CURVE, AND EASEMENT, THROUGH A CENTRAL ANGLE OF 49°33'34"; AN ARC DISTANCE OF 808.75 FEET; THENCE LEAVING SAID WESTERLY EASEMENT LINE NORTH 89°06'56" WEST 519.77 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 2:

LOT B OF RANCHO DEL ORO-MASTER SUBDIVISION MAP EAST, IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 11409, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, DECEMBER 27, 1985.

Exhibit "A"

FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE PACIFIC COAST BUSINESS PARK PROJECT ENVIRONMENTAL IMPACT REPORT (SCH NO. 2004071011)

1. INTRODUCTION

1.1 Findings and Statement of Overriding Considerations

The California Environmental Quality Act, Public Resources Code Sections 21000-21178 ("CEQA") and the State CEQA Guidelines for Implementation of the California Environmental Quality Act, Cal. Code Regs., Tit. 14, Sections 15000-15387 ("CEQA Guidelines") are "intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will *avoid* or *substantially lessen* such significant effects." (CEQA § 21002 (emphasis added).) CEQA's mandate and principles are implemented, in part, through the requirement that agencies adopt findings before approving projects for which EIRs are certified which identify one or more significant environmental effects that would occur if the project is implemented. (See CEQA § 21081(a).) For each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three permissible conclusions:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(CEQA Guidelines §15091(a).)

Section 21061.1 of CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." Section 15364 of the CEQA Guidelines adds "legal" considerations to the definition of "feasible." The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 401, 417.) "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable

balancing of the relevant economic, social and technological factors." (Id.; see also Sequoyah Hills Homeowners Ass'n v. City of Oakland (1993) 23 Cal.App.4th 704, 715.)

With respect to a project for which significant impacts are not avoided or substantially lessened either through the adoption of feasible mitigation measures or feasible environmentally superior alternatives, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project's "benefits" rendered "acceptable" its "unavoidable adverse environmental effects." (CEQA Guidelines §§ 15093, 15043(b); see also CEQA § 21081(b).)

The following Findings and Statement of Overriding Consideration are made relative to the conclusions of the Final Environmental Impact Report for the Pacific Coast Business Park (SCH 2004071011) ("Final EIR").

1.2 Document Format

These findings have been organized into the following sections:

(1) This Section 1 provides an introduction to these Findings.

(2) Section 2 provides a summary of the Project, overview of the discretionary actions required for approval of the Project, and a statement of the Project's objectives.

(3) Section 3 provides a summary of public participation in the environmental review, an overview of the administrative record that has been developed for the Project, and general findings regarding the Mitigation, Monitoring and Reporting Program ("MMRP"), the Project and CEQA compliance.

(4) Section 4 sets forth findings regarding those environmental impacts that were determined either not to be relevant to the Project or not to be significant.

(5) Section 5 sets forth findings regarding significant or potentially significant environmental impacts identified in the Final EIR that the City of Oceanside ("City") has determined can be reduced to a less-than-significant level through the imposition of mitigation measures included in the MMRP for the Project.

(6) Section 6 sets forth findings regarding significant environmental impacts identified in the Final EIR that the City has determined will remain significant and unavoidable after mitigation.

(7) Section 7 sets forth findings regarding alternatives to the Project that were determined not to be feasibly implemented by the City.

(8) Section 8 consists of a Statement of Overriding Considerations, which sets forth the City's reasons for finding that specific economic, legal, social, technological, and other considerations associated with the Project outweigh the Project's potential unavoidable environmental effects.

2. PROJECT SUMMARY

2.1 Pacific Coast Business Park Project Description

The gross area within the industrial site boundaries is approximately 124 acres, with an adjacent 28-acre parcel to be partially used for dirt stockpile. This area is part of the industrially-designated area within the central portion of the City of Oceanside.

The project analyzed in the Final EIR is the development of an industrial business park including the establishment of the building pads, supporting infrastructure, and development guidelines for ultimate buildings through the Industrial Master Development Plan Text. Specific buildings and uses within the Pacific Coast Business Park will be required to comply with the regulations in the Industrial Master Development Plan. The Industrial Master Development Plan will provide for establishment of CC & Rs for the Pacific Coast Business Park; these CC & Rs will require a Board of Directors, with a Pacific Coast Business Park Design Review Board acting under that Board of Directors. All Site Development Plans within the Pacific Coast Business Park must be approved by this Review Board. Following this approval, any Site Development Plan must meet all City requirements and approvals; these would include, but are not limited to, Administrative Development Plan reviews, Conditional Use Permits, Variance requests, Building Permits, and subdivision ordinance and building code provisions.

Pacific Coast Business Park is being divided into 30 industrial parcels, with major streets and infrastructure provided by the Master Developer, to facilitate build out with a variety of business park and industrial uses. The site has been designed to accommodate a broad range of product types in the business market, from multi-tenant and small single-user buildings to larger manufacturing and warehouse uses. The site layout has been designed to allow flexibility in combining two or more adjacent parcels to accommodate build-to-suit, lot sales and leased spaces.

The entire site will be graded to develop the pads and roadways. The project proposes a volume of cutting of 1,569,500 cubic yards, with maximum cut slopes of 25 feet. The volume of fill is 1,444,900 cubic yards, with maximum fill slopes of 65 feet. As such, cut and fill do not balance, but leave an excess of 124,600 cubic yards. Approximately one-half acre of the off-site slopes to Ocean Ranch to the west will receive fill. The excess material will be placed as off-site fill onto an approximately nine-acre area at the eastern end of the 28-acre property north of Old Grove (the Corporate Office Park site). The off-site fill will be placed as a stockpile and will be planted with a ground cover and irrigated for erosion control. The balance of the 28-acre property is not part of this project.

College Boulevard is the eastern boundary of the site, and the extension of Old Grove Road will form the northern boundary of the proposed development area. Project access from the south will be from Oceanside Boulevard by way of Avenida de la Plata and Avenida del Oro; Avenida del Oro will be extended north through the property to connect to Old Grove Road. Project access from the north will be from Old Grove Road. Three lanes of Old Grove Road are planned to be constructed by the Ocean Ranch project, and are anticipated to be in place prior to the construction of Pacific Coast

Business Park. This project will complete the roadway, including the median curb, gutter, landscaping, parkway curb, sidewalk, and final utility installation.

2.2 Discretionary Actions

Discretionary actions necessary for the development include an Industrial Master Development Plan and a Tentative Parcel Map.

2.3 Statement of Project Objectives

The development is proposing an industrial business park with a development intensity consistent with surrounding industrial parks. It will be divided into large parcels, with streets and infrastructure to facilitate build out with a variety of business park and industrial uses. This project will implement the designated land uses of the City of Oceanside's General Plan, Rancho del Oro Specific Plan, and the Industrial Master Development Plan being processed as a part of this project.

The site has been designed to accommodate a broad range of product types in the business market, with the flexibility to combine adjacent lots to accommodate various sizes of buildings and types of users, while ensuring a high quality, cohesive and aesthetic development which takes into account the surrounding built environment.

3. PUBLIC PARTICIPATION AND RECORD OF PROCEEDINGS

3.1 Public Input

There have been opportunities for public review and comment, including but not limited to the public forums set forth below:

EIR Notice of Preparation, July 6 – August 8, 2004

Draft EIR Public Review, March 21 – May 5, 2005

Planning Commission Hearing, July 25, 2005

3.2 Record of Proceedings

For purposes of CEQA and these Findings and Statement of Overriding Considerations, the Record of Proceedings for the Projects consists of the following documents and other evidence at a minimum:

- The Notice of Preparation and all other public notices issued by the City in conjunction with the Project;
- The Draft EIR;
- The Final EIR;
- All written comments and verbal public testimony presented during the public comment period on the Draft EIR or during a noticed public hearing for the Project at which such testimony was taken;
- The MMRP;
- All findings, ordinances, and resolutions adopted by the City in connection with the Project, and all documents incorporated by reference therein;

- All final reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's actions on the Project;
- All documents submitted to the City by other public agencies or members of the public in connection with the Project, up through the close of the public hearing;
- Minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the Project;
- Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings;
- Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations;
- The City's General Plan and Municipal Code;
- Any documents expressly cited in these findings in addition to those cited above; and
- Any other materials required to be in the record of proceedings by Section 21167.6 (e) of CEQA.

The custodian of the documents comprising the record of proceedings is the City Clerk, whose office is located at 300 North Coast Highway, Oceanside, CA 92054. Copies of all these documents, which constitute the record of proceedings upon which the City's decision is based, are and at all relevant times have been available upon request at all times at the offices of the City.

The City has relied on all of the documents listed above in reaching its decision on the Project, even if not every document was formally presented to the Planning Commission or City Staff as part of the City files generated in connection with the Project. Without exception, any documents set forth above not found in the Project files fall into two categories. First, many of them reflect prior planning or legislative decisions of which the City was aware in approving the Project. Second, other of the documents influenced the expert advice provided to City Staff or consultants, who then provided advice to the Planning Commission. For that reason, such documents form part of the underlying factual basis for the City's decisions relating to the adoption of the Project.

3.3 General Findings

The City hereby finds as follows:

3.4.1 The foregoing statements are true and correct;

3.4.2 The City is the "Lead Agency" for the Project evaluated in the Final EIR and independently reviewed and analyzed the Draft EIR and Final EIR for the Project;

3.4.3 The Notice of Preparation of the Draft EIR was circulated for public review between July 6 and August 8, 2004. It requested that responsible agencies respond as to the scope and content of the environmental information germane to that agency's specific responsibilities;

3.4.4 The public review period for the Draft EIR was for 45 days between March 21 and May 5, 2005.

3.4.5 The Draft EIR and Final EIR were completed in compliance with CEQA;

3.4.6 The Final EIR was presented to the Planning Commission as the decision-making body for the City and the Planning Commission reviewed and considered the information contained in the Final EIR prior to approving the Project;

3.4.7 The Final EIR reflects the City's independent judgment and analysis;

3.4.8 The City evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the City prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith, and reasoned responses to the comments. The City reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information to the Draft EIR regarding environmental impacts. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings, concerning the environmental impacts identified and analyzed in the Final EIR;

3.4.9 The City finds that the Final EIR provides objective information to assist the decision-makers and the public at large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review period and responds to comments made during the public review period;

3.4.10 The Final EIR evaluated the following direct and cumulative impacts: Biological Resources, Paleontological Resources, Hydrology/Water Quality, and Transportation/Traffic Circulation. Additionally, the Final EIR considered Growth Inducing Impacts of the project, as well as a reasonable range of Project alternatives. All of the significant environmental impacts of the Project were identified in the Final EIR.

3.4.11 CEQA requires the lead agency approving a project to adopt a MMRP for the changes to the project that it has adopted or made a condition of project approval in order to ensure compliance with CEQA during project implementation. A MMRP has been prepared for the Project and has been adopted concurrently with these findings. The City will use the MMRP to track compliance with Project mitigation measures and to ensure that the mitigation measures are enforceable;

3.4.12 In determining whether the Project may have a significant impact on the environment, and in adopting these Findings pursuant to Section 21081 of CEQA, the City has complied with CEQA Sections 21080.5 and 21082.2;

3.4.13 The impacts of the Project have been analyzed to the extent feasible at the time of certification of the Final EIR;

3.4.14 The City made no decisions related to approval of the Project prior to the certification of the Final EIR by the Planning Commission. The City also did not commit

to a definite course of action with respect to the Project prior to the certification of the Final EIR by the Planning Commission;

3.4.15 Copies of all the documents incorporated by reference in the Final EIR are and have been available upon request during all regular business hours at the offices of the City Clerk and/or Planning Department.

3.4.16 Having reviewed the information contained in the Draft EIR, Final EIR, the record of proceedings, as well as the requirements of CEQA and the CEQA Guidelines regarding re-circulation of Draft EIRs, and having analyzed the changes in the Draft EIR which have occurred since the close of the public review period, the City finds that there is no significant new information regarding adverse environmental impacts of the Project in the Final EIR and finds that re-circulation of the Draft EIR is not required; and

3.4.17 Having received, reviewed, and considered all information and documents in the Final EIR, as well as all other information in the record of proceedings on this matter, the following Findings and Statement of Overriding Considerations are hereby adopted by the City as the CEQA Lead Agency. These Findings set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the Project.

4. ENVIRONMENTAL ISSUES DETERMINED NOT TO BE POTENTIALLY AFFECTED BY THE PROJECT

Based on the City's assessment of the Project and responses to the Notice of Preparation for the Project, certain environmental issues were determined by the City to be either (i) inapplicable to the Project based upon the nature of the Project and/or the absence of any potential impact related to the issue or (ii) potentially impacted to a degree deemed to be less than significant. Accordingly, the City concluded that these issues did warrant further consideration in the Final EIR other than as set forth in Section V of the Final EIR. No substantial evidence has been presented to or identified by the City that would modify or otherwise alter the City's less-than-significant determination for each of the following environmental issues: (1) Cultural Resources, (2) Geotechnical Conditions, (3) Aesthetics, (4) Agriculture, (5) Air Quality, (6) Land Use and Planning, (7) Hazards and Hazardous Materials, (8) Mineral Resources, (9) Noise, (10) Population and Housing, (11) Public Services, and (12) Recreation.

5. FINDINGS REGARDING POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH ARE DETERMINED NOT TO BE SIGNIFICANT OR WHICH CAN BE SUBSTANTIALLY LESSENED OR AVOIDED THROUGH FEASIBLE MITIGATION MEASURES

As discussed in more detail in the Final EIR, including the appendices to the Final EIR, the City has determined based on the threshold criteria for significance presented in the Final EIR that certain environmental effects of the Project will not manifest at levels which have been determined by the City to be significant or, if significant, feasible mitigation measures identified in the Final EIR and adopted by the City as conditions of Project approval will result in the avoidance or substantial reduction of those effects.

Environmental effects related to the Project in the following areas were found to be either insignificant or capable of being mitigated to a level of insignificance: Biological Resources, Paleontological Resources, Hydrology and Water Quality, and Transportation/Traffic. As explained in the Final EIR, after some investigation and inquiry, impacts to Biological Resources and Hydrology and Water Quality are not considered significant and do not require mitigation. No substantial evidence has been presented to or identified by the City which would modify or otherwise alter the City's less-than-significant determination for these environmental issues. As a result, CEQA does not require any further findings regarding these environmental impacts.

5.1 Paleontological Resources

Environmental Impacts: The Project could cause the loss of fossil material considered to be of high scientific value.

Finding: Pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines section 15091(a)(1), the City finds that conditions, changes, or alterations have been required in, or incorporated into, the Project which will reduce the potential significant environmental effect identified in the Final EIR to below a level of significance.

Facts in Support of Findings:

(a) The Project is entirely underlain by the Eocene Santiago Formation, which is known to be fossil-bearing. In this area the Santiago Formation consists primarily of sandstone, clayey siltstone, and claystone. The sandstones and claystones of the Santiago Formation will likely be encountered in pad excavation or utility trenches.

(b) Fossils encountered during Project construction could be damaged or destroyed. Much of the fossil material in the Santiago Formation is considered to be of high scientific value, and its loss would be considered a significant impact.

Mitigation Measures:

The following mitigation measures, which are also set forth in the Final EIR, are feasible and are made binding through the MMRP. These mitigation measures will avoid damage to or loss of fossil material by creating a process to identify and preserve such material during grading operations. As a result, these measures mitigate the potential direct and cumulative impacts of the Project on paleontological resources to below a level of significance.

(a) Prior to issuance of grading permits, the applicant shall confirm to the City of Oceanside that a qualified paleontologist has been retained to carry out the mitigation program. (A qualified paleontologist is defined as an individual with a M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques.) The paleontologist shall attend pre-grade meetings to consult with grading and excavation contractors.

(b) A paleontological monitor shall be onsite during grading operations to evaluate the presence of fossils within previously undisturbed sediments of the Santiago Formation to inspect cuts for contained fossils. (A paleontological monitor

is defined as an individual who has experience in the collection and salvage of fossil materials.) The paleontological monitor shall work under the direction of a qualified paleontologist.

(c) When fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time. Some fossil specimens (such as a complete whale skeleton) may require an extended salvage time. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading. To allow recovery of small fossil remains such as isolated mammal teeth, it may be necessary in certain instances to set up a screen-washing operation on the site.

(d) Prepared fossils along with copies of all pertinent field notes, photos, and maps shall be deposited (with the applicant's permission) in a scientific institution with paleontological collections such as the San Diego Natural History Museum. A final summary report shall be completed and distributed to the City and other interested agencies which outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils.

5.2 Traffic/Transportation

Environmental Impacts: The Project will generate additional traffic on surrounding streets and highways, which are already congested and are forecast to become more congested even without the Project. This additional traffic has the potential to cause significant environmental impacts.

Finding: Pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines section 15091(a)(1), the City finds that conditions, changes, or alterations have been required in, or incorporated into, the Project which will reduce certain potential significant environmental effects associated with traffic impacts and identified in the Final EIR to below a level of significance.

Facts in Support of Finding:

(a) The Pacific Coast Business Park is projected to generate 16,800 trips on a daily basis. The am peak hour is projected at 2088 trips, and the pm peak hour is projected at 2096 trips.

(b) As discussed in greater detail in the Final EIR and the Traffic Impact Study included as Appendix D to the Final EIR, traffic levels with the Project were forecast under a variety of scenarios, including existing development plus the Project, near-term anticipated development plus the Project and Year 2020 anticipated development plus the Project.

(c) Forecasts suggest that the Project may cause significant traffic impacts at the following street segment:

- Westbound Oceanside Boulevard between College Boulevard and Arroyo Avenue in both am and pm peak hours

(d) Forecasts also suggest that the Project may cause significant traffic impacts at the following intersections:

- El Camino Real/Oceanside Boulevard, pm peak hour
- El Camino Real/Mesa Drive, pm peak hour
- Ocean Ranch Road/Old Grove Road, am peak hour
- Avenida de la Plata/Corporate Center Drive, both peak hours
- Rancho del Oro Drive/Oceanside Boulevard, pm peak hour

Mitigation Measures:

The following mitigation measures, which are also set forth in the Final EIR, will avoid or substantially lessen the impacts on traffic resulting from the Project by facilitating the smooth flow of traffic and reducing traffic delays. As a result, these measures mitigate the potential direct and cumulative traffic impacts of the Project identified above to below a level of significance. Some of these measures are the sole responsibility of the Pacific Coast Business Park project, and some require the Project to contribute on a fair-share basis. These mitigation obligations are feasible and are made binding through the MMRP.

Intersections.

The impact at El Camino Real/Oceanside Boulevard will be mitigated to a level below significance by extending the eastbound and westbound left-turn lanes.

The impact to the intersection of El Camino Real/Mesa Drive will be mitigated to a level below significance by re-striping the westbound approach for dual left-turns and a shared through/right-turn lane.

The impact at Ocean Ranch Road/Old Grove Road will be mitigated to a level below significance by the addition of a northbound right-turn overlap to the signal.

Installation of a signal at Avenida de la Plata/Corporate Center Drive will mitigate impacts there to a level below significance.

The impact at Rancho del Oro Drive/Oceanside Boulevard will be mitigated to a level below significance by a southbound right-turn overlap, a westbound right-turn overlap, and signal re-timing.

Street Segments.

The impact on Oceanside Boulevard between College Boulevard and Arroyo Avenue will be mitigated by the re-striping of the westbound lanes in order to add another westbound travel lane between College Boulevard and Gateway Center Drive. This measure will reduce impacts to a level below significance.

Creative Measures:

The City requires that "creative measures" be provided to ameliorate certain traffic impacts even if such impacts are less than significant under CEQA and the CEQA Guidelines. The City requires creative measures for the following street segments:

- SR 76 between El Camino Real and Old Grove Road.

Future plans for SR-76 include widening the roadway to six lanes. Creative measures as mitigation that would be reviewed and approved by CALTRANS include:

- Installation of eastbound right-turn overlaps at Old Grove Road and Rancho del Oro.
- Extension of the westbound left-turn lane at Rancho del Oro.

6. FINDINGS REGARDING SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH REMAIN SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION

As discussed further in the Final EIR and the appendices to the Final EIR, the Project may cause certain traffic impacts on College Boulevard that cannot be mitigated to a level below significance through the implementation of feasible mitigation measures.

6.1 Traffic/Transportation

Environmental Impacts: College Boulevard between SR 76 and SR 78 is impacted under all traffic scenarios, with or without the Project. Segments of College Boulevard are projected to incur significant impacts as a result of the Project. Although measures will be implemented to mitigate these impacts, these measures will not reduce traffic impacts to a level below significance. No feasible measures are available to reduce traffic impacts to a less-than-significant level.

Finding: The City finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures that would avoid or substantially lessen the Project's traffic impacts on certain segments of College Boulevard.

Facts in Support of Findings:

(a) Based on the various forecasts of traffic generated by the Project, the Pacific Coast Business Park may have a significant impact on traffic on the following segments of College Boulevard:

- Northbound College Boulevard between Chroma Drive and Mesa Drive, both peak hours
- Northbound College Boulevard between Avenida de la Plata and Oceanside Boulevard, pm peak hour
- Northbound College Boulevard between Town Center Drive and Frazee Road, pm peak hour
- Southbound college Boulevard between Oceanside Boulevard and Olive Drive, pm peak hour

(b) No feasible mitigation measures exist to avoid or substantially lessen the traffic impacts on these segments of College Boulevard. One potential mitigation measure that could increase the capacity of College Boulevard would be to construct additional through lanes along College Boulevard. This issue has been

examined in the College Boulevard No Improvement and Widening Alternatives Environmental Impact Report, and a Statement of Facts and Findings was issued in September of 2004. As the General Plan noted in 1995:

> While strong attempts should be made to construct the full 6-lane facilities [on College Boulevard], existing development on most segments makes such upgrading unlikely. Accordingly, the 4- and 6-lane designations are made with the knowledge that peak-hour congestion will occur. College Boulevard will be a strong candidate for special capacity-enhancing treatment.

(City of Oceanside, Circulation Element, General Plan, 1995.) Given the intensive development along College Boulevard in this area, a widening project would cause a substantial adverse impact to property owners whose property would have to be acquired for the project. Such an undertaking would also entail enormous expense. As a result, widening College Boulevard would have unacceptable economic, legal and social impacts that make that mitigation measure infeasible.

Mitigation Measures: The following mitigation measures, which are discussed further in the Final EIR, will partially ameliorate the Project's traffic impacts on College Boulevard between SR 76 and SR 78. These measures will reduce impacts by facilitating the smooth flow of traffic and reducing traffic delays, but the segments of College Boulevard identified as having significant impacts will not see those impacts reduced to a level below significance. The Project is required to contribute on a fair-share basis for these mitigation measures. Some of these improvements are "creative measures" required by the City of Oceanside even though the Project will not cause significant traffic impacts at the intersections and/or street segments at the locations of these measures. These mitigation obligations are feasible and are made binding through the MMRP. The City establishes separate accounts for each specific improvement or mitigation under a Deferred Revenue program. The money paid to the City from the developer is placed in the account until the improvement can be made and/or until the full amount needed to do the improvement is reached, and the improvement is constructed.

The project will contribute its fair share towards adaptive traffic signals to be set at the following intersections:

- College Boulevard/Frazee Road
- College Boulevard/Chroma Drive
- College Boulevard/Silverbluff
- College Boulevard/Mesa Drive
- College Boulevard/Empressa
- College Boulevard/Old Grove Road
- College Boulevard/Avenida de la Plata
- College Boulevard/Marvin Street
- College Boulevard/Roselle Street
- College Boulevard/Barnard Street
- College Boulevard/Vista Way

Additionally, the project will contribute its fair share towards the improvements to College Boulevard between Aztec Street and Olive Drive identified in the Ocean Ranch Condition of Approval. These improvements include widening for additional lanes to meet Circulation Element requirements in this roadway segment.

7. FINDINGS REGARDING ALTERNATIVES

Because the Project may cause significant environmental effects that will not be avoided or substantially lessened by mitigation measures, the City must consider the feasibility of any environmentally superior alternatives to the Project. An alternative may be feasible if it is capable of achieving the objectives of the project in a timely manner and taking into account economic, environmental, social, legal and technological and other factors.

7.1 **The No Project Alternative:** The No Project Alternative would not allow the proposed development, leaving the land in its present condition and no new impacts to traffic would occur.

Finding: The City finds that specific economic, environmental, legal, social, technological, or other considerations make infeasible the No Project Alternative identified in the Final EIR.

Facts in Support of Finding: While the No Project Alternative essentially maintains the physical status quo onsite, compared to the Project, it would:

- Fail to realize the Project objective of developing an industrial business park with a development intensity consistent with surrounding industrial parks.
- Fail to provide the many jobs expected to be created by the development of 30 industrial parcels as contemplated by the Project.
- Fail to provide the City of Oceanside an important source of revenue.
- Potentially violate the property owner's rights to make reasonable beneficial use of the property consistent with uniformly applied policies, ordinances, regulations, and constitutional protections and reasonable investment backed expectations of development and use consistent with the General Plan, designating the property to be developed for industrial uses.
- Re-direct the needed industrial development to be developed elsewhere, with likely impacts to that area.
- Be inconsistent with the General Plan.
- Transfer the responsibility and costs of the buildout of Old Grove Avenue to other entities.
- Eliminate the construction of Avenida del Oro across the property, a roadway assumed in the Circulation Element.
- Fail to eliminate low levels of service on College Boulevard – significant impacts are predicted even without the Project.

7.2 **The Reduced Density Alternative:** A reduced density alternative would limit the total square footage of building, by reducing the acreage available for development or building area on the lots, with the balance of the property remaining as undeveloped land.

Finding: The City finds that specific economic, legal, social, technological, or other considerations make infeasible the Reduced Density Alternative identified in the EIR.

Facts in Support of the Finding: Compared to the Project, the Reduced Density Alternative would:

- Fail to realize the Project objective of developing an industrial business park with a development intensity consistent with surrounding industrial parks.
- Fail to provide as many jobs as are expected to be created by the development of 30 industrial parcels as contemplated by the Project.
- Reduce the important revenue that the Project would be expected to provide the City of Oceanside.
- Potentially violate the property owner's rights to make reasonable beneficial use of the property consistent with uniformly applied policies, ordinances, regulations, and constitutional protections and reasonable investment backed expectations of development and use consistent with the General Plan.
- Re-direct needed industrial development to be developed elsewhere, with likely impacts to that area.
- Be inconsistent with the General Plan by preventing development with the intensity called for by the General Plan.
- Reduce the mitigation and related benefits associated with the Project and paid for by the Project developer, such as (i) construction of Avenida del Oro across the property, a roadway assumed in the Circulation Element, and (ii) buildout of Old Grove Road.
- Fail to eliminate low Levels of Service on College Boulevard – significant impacts are predicted even without the Project.

7.2 **The Alternative Location Alternative:** This alternative would place the Project at an alternative location. The CEQA Guidelines only require consideration of alternative locations that would avoid or substantially lessen any of the significant effects of a project. (CEQA Guidelines § 15126(f)(2)(A).)

Finding: The City finds that specific economic, legal, social, technological, or other considerations make infeasible the No Project Alternative identified in the EIR.

Facts in Support of Finding: The only significant effect from the Project that is not mitigated to a less-than-significant level is traffic on segments of College Boulevard. Traffic Levels of Service remain low with or without the Project at this

location. Because, no alternative location would "substantially lessen" traffic impacts on College Boulevard, this alternative is infeasible.

8. OVERRIDING CONSIDERATIONS

If a project has substantial environmental impacts that cannot be avoided or substantially reduced by feasible mitigation measures or project alternatives, CEQA and the CEQA Guidelines permit a public agency to approve the project only if the agency makes findings that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the project's unavoidable adverse environmental effects and thereby render those adverse effects acceptable. (CEQA § 21081(b); CEQA Guidelines § 15093.)

The City is approving the Pacific Coast Business Park even though the Project may have unavoidable significant impacts on traffic on certain segments of College Boulevard as described in the Final EIR. The City finds that the benefits of the Project outweigh the adverse environmental effects for each of the following reasons:

A. The Project will lead to the creation of many high-quality jobs for the community. As documented in the economic analysis by ERA dated June 21, 2005, the project is estimated to include 3,540 direct employment jobs, plus an additional 164 induced and indirect jobs within the City of Oceanside.

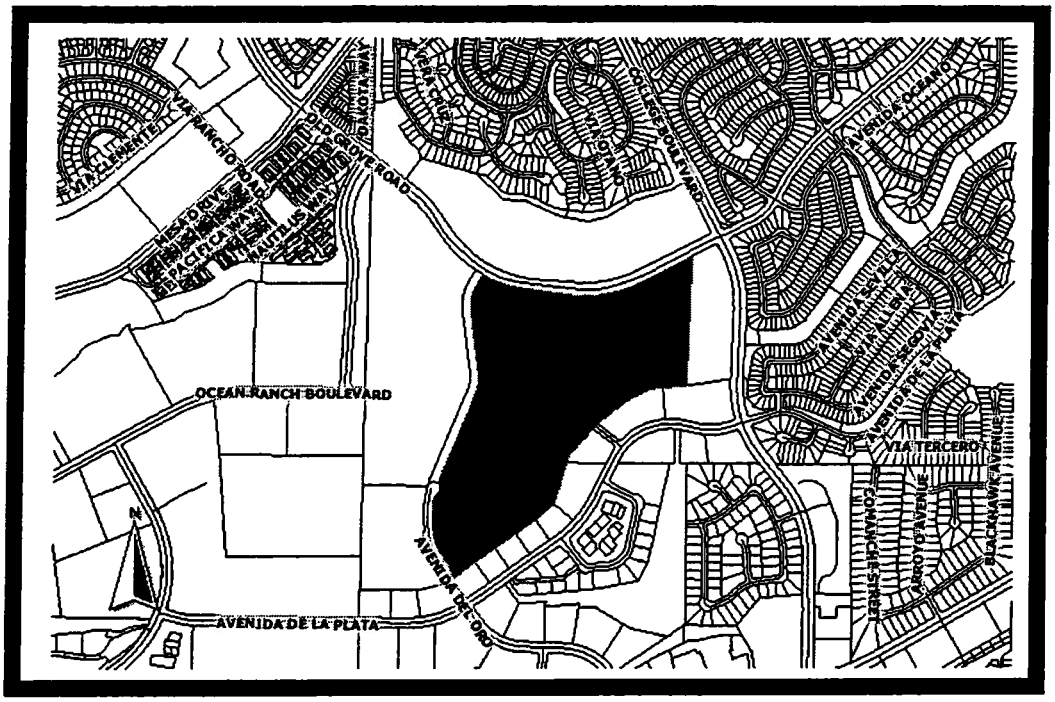
B. The Project will be a source of important tax revenue for the City. As documented in the economic analysis by ERA dated June 21, 2005, the City of Oceanside's share of total property tax revenue is estimated at build out to be $282,623 annually.

C. The Project will be consistent with the General Plan and accordingly will contribute to planned and orderly growth and development in the City.

D. The Project will utilize efficiently land that is currently vacant and underutilized for seasonal agricultural purposes, as compared with surrounding land uses.

E. Although traffic impacts on certain segments of College Boulevard are significant under CEQA and the CEQA Guidelines, the segments will operate at low Levels of Service with or without the Project. The addition of Project-related traffic will not be so comparatively or marginally onerous as to justify disrupting otherwise valuable development.

Therefore, after considering the Final EIR and the public record of proceedings, and because the City finds that the benefits of the Project outweigh the significant adverse environmental effects, the City hereby adopts this Statement of Overriding Considerations.



File Number: **P-21-06, D-30-06 – PCBP – Park B**

Applicant: **Headlands Realty Corporation**

Description:

TENTATIVE PARCEL MAP (P-21-06) and DEVELOPMENT PLAN (D-30-06) to subdivide a 7.67-acre site into 15 individual fee lots in order to develop 15 buildings totaling 110,141 square feet in size and located east of Avenida Del Oro and south of Old Grove Road. The project site is zoned PD-1 Rancho Del Oro Specific Plan (Light Industrial) and is situated within the Ranch/Rancho Del Oro Neighborhood – **PACIFIC COAST BUSINESS PARK LOTS 13, 14 & 15 – Applicant: Headlands Realty Corporation**

Environmental Determination:

An Environmental Impact Report (EIR) was prepared and certified for the Pacific Coast Business Park Initial Tentative Parcel Map (P-8-04) and Development Plan (D-17-04) that created the Pacific Coast Business Park Master Development Plan. The proposed project to further subdivide Parcel 30 and construct four industrial buildings with 40 condominium units is consistent with the extent of the initial CEQA review; therefore, further environmental review is not required at this time.

City of Oceanside, Planning Division
300 N. Coast Highway
Oceanside, CA 92054 (760) 435-3520

PACIFIC COAST BUSINESS PARK

Application For Planning Commission Hearing

Planning Department (760) 435-3520
Oceanside Civic Center
300 North Coast Highway
Oceanside, California 92054-2885

Please Print Or Type All Information

STAFF USE ONLY	
ACCEPTED 11/9/06	BY SN.

HEARING		
	GPA	
	MASTER/SP.PLAN	
	ZONE CH.	
	TENT. MAP	
X	PAR. MAP	P-21-06
X	DEV. PL	D-30-06
	C.U.P.	
	VARIANCE	
	COASTAL	
	O.H.P.A.C.	

RECEIVED NOV 0 9 2006 Planning Department

PART I - APPLICANT INFORMATION

1. APPLICANT	2. STATUS
Headlands Realty Corporation	Owner
3. ADDRESS	**4. PHONE/FAX**
17777 Center Court Drive N, Suite 100 Cerritos, CA 90703	(562) 345-9216 phone fax

5. APPLICANT'S REPRESENTATIVE (or person to be contacted for information during processing)
The Lightfoot Planning Group attn: Ann Gunter/Joy Chung

6. ADDRESS	7. PHONE
5750 Fleet Street, Suite 250 Carlsbad, CA 92008	(760) 692-1924 phone (760) 692-1935 fax

PART II - PROPERTY DESCRIPTION

8. LOCATION
Pacific Coast Business Park, east of Avenida del Oro and south of Old Grove Road, Lots 13, 14 and 15 of PCBP Parcel Map

9. SIZE
7.67 ACRES

10. GENERAL PLAN	11. ZONING	12. LAND USE	13. ASSESSOR'S PARCEL NUMBER
PD-1 RDO Specific Plan Industrial	Industrial (PCBP Master Plan)	Industrial	portion of 161-512-09

PART III - PROJECT DESCRIPTION

14. GENERAL PROJECT DESCRIPTION
Development Plan and Tentative Parcel Map for 15 small and medium industrial buildings on fee lots. (Park B)

Rev-3/1/07, 6/13/07, 9/5/07

15. PROPOSED GENERAL PLAN	16. PROPOSED ZONING	17. PROPOSED LAND USE	18. NO. UNITS	19. DENSITY
No Change	No Change	Industrial	N/A	N/A

20. BUILDING SIZE	21. PARKING SPACES	22. % LANDSCAPE	23. % LOT COVERAGE
4,728 - 19,160 SQ. FT.	231	26.6%	33.3%

PART IV - ATTACHMENTS

ALL APPLICATIONS				DEV. PLANS, C.U.P.s & TENT. MAPS	
X	24. DESCRIPTION/JUSTIFICATION	X	25. LEGAL DESCRIPTION	X	30. FLOOR PLANS & ELEVATIONS
X	26. 300-FT. RADIUS MAP	X	27. PROPERTY OWNERS' LIST	N/A	31. CONSTRUCTION SCHEDULE
X	28. ENVIRONMENTAL ASSESSMENT	X	29. PLOT PLANS	X	32. OTHER

PART V - SIGNATURES

THE APPLICANT OR HIS/HER REPRESENTATIVE MUST BE PRESENT AT THE HEARING. FAILURE TO BE PRESENT MAY RESULT IN DENIAL OF THE APPLICATION.

SIGNATURES OF ALL OWNERS OF THE SUBJECT PROPERTY ARE NECESSARY BEFORE THE APPLICATION CAN BE ACCEPTED. IN THE CASE OF PARTNERSHIPS OR CORPORATIONS, THE GENERAL PARTNER OR CORPORATION OFFICER SO AUTHORIZED MAY SIGN. (ATTACH ADDITIONAL PAGES AS NECESSARY).

33. APPLICANT OR REPRESENTATIVE (Print):	34. DATE
LARRY COCHRUN	10/30/06

Sign:

37. OWNER (Print)	38. DATE
LARRY COCHRUN	10/30/06

I DECLARE UNDER PENALTY OF PERJURY THAT THE ABOVE INFORMATION IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

Sign:

35. APPLICANT (Print):	36. DATE
LARRY COCHRUN	10/30/06

Sign:

39. OWNER (Print):	40. DATE

Sign:

RECEIVED

NOV - 9 2006

Pacific Coast Business Park
PARK B
Development Plan and Tentative Parcel Map

RECEIVED
SEP - 5 2007
Planning Department

Description and Justification
September 2007 revised

This application consists of a Tentative Parcel Map and Development Plan for 15 small and medium sized industrial buildings on individual fee lots. The proposed 15 industrial buildings range in size from 4,775 square feet to 18,832 square feet. The project is composed of parcels 13, 14, and 15 totaling 7.67-acres within Pacific Coast Business Park, south of Windansea Street and east of Avenida Del Oro. The General Plan land use designation is PD-1 RDO Specific Plan; zoning designations are Light Industrial per the PCBP Master Development Plan. The proposed light industrial use is permitted for the site under the current zoning and land use designations.

The property is surrounded on all sides by light industrially designated land uses. The pads and infrastructure for the Pacific Coast Business Park are currently under construction, and the project site is being graded with slope landscaping in accordance with the approved plans.

TENTATIVE PARCEL MAP

The Tentative Parcel Map includes 15 industrial buildings on individual fee lots. There will be minimal earthwork required to prepare the site for building construction, following completion of the pad creation. A total of 15,100 cubic yards of cut and 1,500 cubic yards of fill is proposed. The 13,600 cubic yards of export will be transported to an approved fill site.

The Master Development Plan for the Pacific Coast Business Park allows for a minimum lot size of 5,000 square feet, since the project site is in excess of 2.5 acres and includes multiple buildings. In accordance with the requirements, the project will provide CC&Rs to assure common building and landscape maintenance, reciprocal access easements and parking agreements. The minimum lot size within Park B will be13,106 square feet.

The storm drain system on site will include catch basins throughout the site and four stormdrain media filters to treat the runoff water. The site slopes gently from west to east, with catch basins located in each driveway, collecting runoff before depositing it in a stormdrain media filter before being released into the storm drain system in Rocky Point Drive.

DEVELOPMENT PLAN

The proposed project consists of 15 industrial buildings totaling 110,141 square feet. There are 13 of the small building types between 4,775 square feet and 5,961 square feet. Twelve of these buildings share a common wall and are placed on their own fee lots, creating zero lot lines between buildings. The thirteenth small building type is a stand alone building. The remaining two buildings are a medium sized building type that are 18,832 square feet each, and share one common wall between them. The 15 buildings will be located on 33% of the site.

Architecture

The proposed design is a contemporary architectural style appropriate to a multi-tenant business park, utilizing materials and form to define the structures. Earth-tone colors used on the tilt-up concrete panels with green storefront glazing at the entries comprise the majority of the building. Projected metal canopies over each entry with soffit lighting help to define the entrances. The color palette will be used to enhance the landscape plantings and blend with site surroundings including picnic areas, walks and trash enclosures. The smaller buildings have a maximum height of 23 feet with an interior clear height of 18 feet. The medium buildings have a maximum height of 27 feet, with an interior clear height of 21 feet. Each of the buildings provides either one or two at grade roll-up doors, as well as standard access doors. The two medium buildings also include dock-height doors for larger truck deliveries.

Landscape Concept Plan

The proposed landscaping will complement the site layout and architectural design. Landscaping is located along the site perimeters, throughout the parking lots, and accent plantings adjacent to the proposed buildings. As designed, 26.6% of the site will be landscaped, which exceeds the required minimum of 15% landscaping on site.

The slopes surrounding the site will be created with the creation of the building plans during the mass grading of the entire business park. The slopes will be planted with a variety of trees, small shrubs, and groundcovers, providing expanded setbacks and visual separation from the streets. Trees have been placed throughout the parking lot areas. Shrubs and groundcovers have been included adjacent to all of the building fronts, complementing the architecture and softening the lines and mass of the buildings.

There are four outdoor employee areas provided throughout the project site with benches, picnic tables, and trash receptacles. All of these areas have been landscaped with large canopy tress and screened from the surrounding parking areas and streets.

Circulation

Access into this portion of the business park will be provided by three 28-foot driveways from Rocky Point Drive. A fourth driveway has been provided for simple access to the loading docks at the rear of the two medium buildings and connects to all areas of the parking lot for continuous circulation.

Parking

The project exceeds the minimum parking requirements. A total of 1 parking space per 750 square feet is required for typical industrial uses. As proposed, the project provides a total of 221 parking spaces. The applicant's experience with similar buildings is that there is a higher demand for office spaces within these building types than the typical 10% assumed in the parking rate, and therefore the project is designed with sufficient parking to allow up to 25% of the total building area in office space. Loading areas have been located along the sides of the smaller building types, facing towards the interior of the site, effectively screening the loading areas from public view. Two loading docks have been provided for the two medium building types at the rear of the building.

JUSTIFICATION

The proposed project will provide an attractive and useful option for industrial/office uses to the Pacific Coast Business Park. The project complies and exceeds development regulations and there are no requested deviations from the City of Oceanside's established standards. Project benefits include:

1. Provides a unique option for smaller businesses looking to purchase a whole office building.
2. Buildings are designed with a maximum height of 23 feet and 27 feet, when a maximum of 80 feet is allowed.
3. 26.6% of landscaping on site, when 15% is required.
4. A lower lot coverage percentage of 33.3%, when 75% is the permitted maximum lot coverage.
5. Minimum building setbacks of 50 feet from Avenida de la Plata when 15 feet is required.

ATTACHMENT A
Required Findings

DEVELOPMENT PLAN

The City of Oceanside Zoning Ordinance stipulates that five specific findings must be made before a Development Plan can be approved. This proposal meets those conditions as follows:

1. **That the site plan and physical design on the project as proposed is consistent with the purposes of the Zoning Ordinance.**

   Park B at PCBP is located on parcels designated for Light Industrial uses. Located within the Pacific Coast Business Park, the proposed project will provide opportunities for additional business services to the City of Oceanside in an appropriate setting. The project will also help to strengthen the City's economic base and create employment opportunities for residents in the surrounding neighborhoods.

2. **That the Development Plan as proposed conforms to the General Plan of the City.**

   The proposed project meets all goals and objectives of the RDO Specific Plan and industrial land use category. The proposed buildings complies with the Industrial design policies, and with all applicable sections of each Element of the General Plan.

3. **That the area covered by the Development Plan can be adequately, reasonably, and conveniently served by existing and planned public services, utilities, and public facilities.**

   Industrial uses are a permitted use on this parcel in compliance with the City's designated zoning and land use. Public utilities have been included as part of the mater development plan and will be installed accordingly and will be available to serve the development on this infill site. A licensed civil engineer, landscape architect and other technical professionals have generated City-approved analyses and reports to ensure this development will be adequately served by the appropriate type, size, and amount of utilities.

4. **That the project as proposed is compatible with existing and potential development on adjoining properties or in the surrounding neighborhood.**

   Located within the Pacific Coast Business Park, the site is zoned for industrial and business uses and fits within the existing framework of the surrounding neighborhood.

5. **That the site plan and physical design of the project is consistent with the policies contained within Section 1.24 and 1/25 of the Land Use Element of the General Plan, and Development Guidelines for Hillsides, and Section 3039 of this ordinance.**

   The subject site does not contain undevelopable land or qualifying slopes, and is therefore not subject to provisions of the Land Use Element of the Development Guidelines for Hillsides in Section 3039 of the Zoning Ordinance.

PACIFIC COAST BUSINESS PARK
PARK B

Legal Description
August 2007

Parcel 13 of Parcel Map no. 20306, in the City of Oceanside, County of San Diego, State of California, according to map thereof filed in the office of the County Recorder of San Diego County July 24, 2007 as File No. 2007-0494309, Official Records.

Parcel 14 of Parcel Map no. 20306, in the City of Oceanside, County of San Diego, State of California, according to map thereof filed in the office of the County Recorder of San Diego County July 24, 2007 as File No. 2007-0494309, Official Records.

Parcel 15 of Parcel Map no. 20306, in the City of Oceanside, County of San Diego, State of California, according to map thereof filed in the office of the County Recorder of San Diego County July 24, 2007 as File No. 2007-0494309, Official Records.

RECEIVED
SEP - 5 2007
Planning Department

RECEIVED
SEP - 5 2007
Planning Department