CALIFORNIA COASTAL COMMISSION
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F16a

Staff: T. Ross-SD
Staff Report: 12/16/13
Hearing Date: 1/8-10/14

REVISED CONDITIONS AND FINDINGS

Appeal No.: **A-6-OCN-13-008**

Applicant: Chris Burgess

Local Government: City of Oceanside

Decision: Approved with Conditions

Location: **1513 South Pacific Street, Oceanside (San Diego County)**

Description: Demolition of two existing residential structures consisting of a 950 sq. ft. two-story, two-unit building with an attached garage and an 814 sq. ft., one-story, single-family home. The project also includes construction of a three-story duplex condominium structure (2,350 sq. ft. habitable area for each unit), an enclosed common area of 1,402 sq. ft., a 178 sq. ft. enclosed roof deck, and two 2-car garages, as well as after-the-fact approval of previous work completed to the existing rock revetment including removal of concrete grouting and apron, removal of concrete private stairway on top of revetment, and the addition of approximately fifty new 25-100 lbs. revetment stones, on a single 6,285 sq. ft. oceanfront lot.

Appellants: Commissioner Esther Sanchez and Commissioner Mary Shallenberger

Staff Recommendation: Approval with Conditions

STAFF NOTES

Staff recommends the Commission adopt the following revised findings in support of the Commission's action on October 11, 2013. In its action, the Commission approved the permit with modifications to Special Condition #1 that, 1) removed the requirements to decrease the height of the structure to no higher than two levels and 27 feet tall; 2) removed the requirement to step back the south side of the second level a minimum of 10 ft. for the entire length of the proposed structure; and, 3) modified the condition to allow decks and balconies west of the established rearyard "stringline" setback. The amended motion begins on Page 6. The modifications to Special Condition #1 are on Page 7. Findings to support these modifications can be found starting on Page 14.

Date of Commission Action: October 11, 2013

Commissioners on Prevailing Side: Brennan, Cox, Garcia, McClure, Mitchell, Vargas, Bochco.

SUMMARY OF COMMISSION ACTION:
~~SUMMARY OF STAFF RECOMMENDATION~~:

~~Staff recommends that the Commission APPROVE the de novo permit with special conditions.~~ The proposed project includes the demolition of two existing residential structures providing three separate dwelling units. The easternmost structure consists of 950 sq. ft. two-story, 19.6' tall, two-unit building with an attached garage. The westernmost structure is an 814 sq. ft. one-story, 11.8' tall, single-family home. The project also includes subsequent construction of a three-story 35' tall duplex condominium structure, with each unit having 2,350 sq. ft. habitable area, an enclosed common area of 1,402 sq. ft. that includes a third kitchen (for a total of 6,424 sq. ft) and, two 2-car garages on a single 6,285 sq. ft. oceanfront lot.

Currently, views of the ocean exist from Morse Street, between Myers Street and South Pacific Street, across the site. These views exist because the development on the property to the south has a large side yard setback that is used to provide access to the underground parking garage and because the west side of the subject property is currently developed with a single-story structure that stands under 12 feet tall (ref. Exhibit #14). Thus, the public is afforded views of the ocean while traveling west on Morse Street as viewed across both the undeveloped section to the south and above the single story home on the west side of the subject site. Morse Street is an east-west facing street that ends just inland of the subject site (ref. Exhibit Nos. 1 & 14). Views of the ocean from east-west facing streets have been identified by the City's LCP as areas where ocean views may be provided. In a survey of the east-west public streets that dead-end at the ocean or at N. Pacific Street or S. Pacific Street in Oceanside, 24 out of 25 of those east-west streets (Eaton St. is the exception being adjacent to a private development that is not open to the public), including Morse Street, maintain views of the ocean. Of those 24 east-west streets with views of the ocean, Morse Street has the most limited view of the ocean.~~, which further magnifies the importance of preserving the view from Morse Street between the subject site and the development to the south of the subject site by limiting the amount of development in that view corridor. Morse Street also provides access to Buccaneer Beach, Buccaneer Park, and~~

~~facilitates a portion of the City's citywide bike trail; and therefore, the protection of views from Morse Street are considered to be important. As such, **Special Condition #1** is proposed, which requires the applicant to submit modified final plans that will reduce the view obstruction associated with the proposed structure.~~ In addition, the project site is located three lots south of Buccaneer Beach; which provides expansive and unobstructed views of the ocean. The majority of public view opportunities while traveling along Morse Street are obstructed by vegetation in the City's right-of-way. Thus, while the views from Morse Street generally are protected by the City's LCP, in this case, the views are minimal and obstructed, and absolute preservation of these views is therefore not appropriate in this case. In addition, the proposed structure would have to be significantly revised, including the removal of the entire third level, and a major reduction in the second level in order to protect such views. That being said, there are adjustments that can be made to the design of the structure that will protect a portion of the public views. These include stepping back the structure on the west side of the property to be consistent with the established western or "stringline setback," and designing all decks and balconies to be transparent. Modifying the structure to be consistent with the stringline setback will only require the minimal redesign of the structure, specifically the building length of the structure will need to be decreased on the western side between 1.5-4.5 feet. In addition, in order to protect any views within the sideyard areas, all vegetation in the sideyards will be limited to a height of three feet or less, and all sideyard fencing will be designed to be 75% open the light. Through these minimal redesign efforts, a portion of the existing views from Morse Street will be maintained, and new views through the sideyard areas will be created, consistent with the intent of the City's LCP. As such, **Special Condition Nos. 1 & 11** have been included and incorporate all the discussed project modifications appropriate to maintain a portion of the existing public views.

~~Specifically, **Special Condition** #1 includes four separate design modifications. **Special Condition #1.a.** requires the height of the structure be reduced to 27 feet tall, **Special Condition #1.b.** requires a step back to the south side of the second story by 10 feet, and **Special Condition #1.d.** requires the plans show the western building envelope be relocated inland between 1.5-4.5 feet consistent with the City's rear yard setback requirements for oceanfront developments. **Special Condition #1.c.** requires the project be designed to include that all above ground railings for decks and balconies shall be transparent. It is only through the inclusion of the above design modification that the existing ocean views can be protected consistent with the City's LCP.~~

In order to protect potential bird strikes on the transparent glass, **Special Condition #1.ce,** requires that all transparent railings, windows, etc., shall use materials designed to minimize bird-strikes. In addition, **Special Condition #11** requires all proposed landscaping in the side and front yard areas shall be maintained at a height of three feet or lower (including raised planters) and that any fencing in the side yard setback areas shall have at least 75 percent of its surface area open to light.

While not completely eliminating view obstruction, the proposed changes will maintain a significant portion of the existing ocean views. Specifically, ~~cutting back the second level of the home on the south side and bringing the entire structure in on the western side, the proposed structure will provide ocean views similar to the existing condition; however, the design will still allow a portion of the structure to have two levels. In addition,~~ by requiring all proposed decking, railing, etc., to be transparent, limiting landscaping in side yards to three feet in height

and fencing 75% open to light will assure that all accessory structures do not significantly cause a view obstruction.

Sometime between 2010 and 2012 the applicant completed maintenance to the existing pre-coastal rock revetment without benefit of a coastal development permit. The applicant has included the revetment development in his application. Thus, the applicant seeks after-the-fact approval for the unpermitted work on the revetment. The work has been described by the applicant as removal of concrete grout, a concrete apron, the elimination of concrete private stairway, and the addition of approximately 50 new rocks ranging in size between 25-100 pounds each. However, the applicant completed this work without benefit of a coastal development permit and thus, it isn't clear that the revetment was configured correctly and not in a manner that could impact public access. The revetment is currently located within private property; however, the public does currently use the sandy beach area for access west of the revetment.

To address the revetment concerns **Special Conditions No. 2 through No. 6** have been incorporated to address both previous and future work to the existing revetment. Specifically **Special Condition #2** requires the applicant to submit a survey of the existing revetment that includes established benchmarks for future comparison needs. **Special Condition #3** requires the applicant to submit annual revetment monitoring reports. **Special Condition #4** requires future maintenance activities, including those considered to be exempt repair and maintenance be reviewed by the Executive Director. **Special Condition #5** prohibits and future seaward extension to the revetment. **Special Condition #6** requires the applicant to acknowledge and assume the risk associated with development within a hazardous area.

Finally, **Special Condition Nos. 8, 9, & 10** require the submittal of as-built plans, require that all future development be reviewed by the Coastal Commission, and require the recordation of a deed restriction respectively. These conditions will ensure that the structure is built as approved by the Commission, and that all future development will be also be designed to be considered consistent with the City's LCP, as well as, applicable policies of the Coastal Act.

~~Therefore, staff recommends that the Commission, on de novo,~~ **approve as conditioned,** ~~coastal development permit application A-6-OCN-13-008.~~

Standard of Review: The certified Oceanside Local Coastal Program and the public access and recreation policies of the Coastal Act as its standard of review for appealed permits.

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EXHIBITS

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Exhibit 5 – Submittal from applicant's agent dated August 19, 2013
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Exhibit 14 – Photos exhibiting community character
Exhibit 15 – Commission staff stringline location
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Exhibit 18 – Geotechnical report dated July 2, 2013
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Exhibit 20 - Geotechnical report dated February 2010

I. MOTION AND RESOLUTION ON DE NOVO

The staff recommends the Commission adopt the following resolution:

I. **MOTION:** ***I move that the Commission adopt the revised findings in support of the Commission's action on October 11, 2013 concerning approval of Coastal Development Permit No. A-6-OCN-13-008***

STAFF RECOMMENDATION OF APPROVAL:

Staff recommends a **YES** vote on the motion. Passage of this motion will result in the adoption of revised findings as set forth in this staff report. The motion requires a majority vote of the members from the prevailing side present at the revised findings hearing, with at least three of the prevailing members voting. Only those Commissioners on the prevailing side of the Commission's action are eligible to vote on the revised findings. The Commissioners eligible to vote are:

Commissioners Brennan, Cox, Garcia, Mitchell, McClure, Vargas, and Bochco.

RESOLUTION TO ADOPT REVISED FINDINGS:

The Commission hereby adopts the findings set forth below for ***Coastal Development Permit No. A-6-OCN-13-008*** on the ground that the findings support the Commission's decision made on October 11, 2013 and accurately reflect the reasons for it.

~~**MOTION:** ***I move that the Commission approve Coastal Development Permit No. A-6 OCN-13-008 pursuant to the staff recommendation.***~~

~~**STAFF RECOMMENDATION OF APPROVAL:**~~

~~Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.~~

~~**RESOLUTION TO APPROVE THE PERMIT:**~~

~~The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the certified LCP and the public access policies of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.~~

II. STANDARD CONDITIONS

This permit is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment**. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. **Interpretation.** Any questions of intent of interpretation of any condition will be resolved by the Executive Director or the Commission.

4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS

The permit is subject to the following conditions:

1. **Revised Final Plans**. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, full-size final plans for the permitted development that are in substantial conformance with the plans for the project by Studio 4 Architects, dated July 01, 2011. However, the plans shall be first approved by the City of Oceanside and shall be revised as follows:

    ~~a. The height of the proposed building shall be no higher than two levels and 27 feet tall. Rooftop appurtenances below 35 feet tall may be accepted as long as such appurtenances do not obstruct ocean views.~~

    ~~b. Along the south side of the site, the second level shall be revised to be "stepped back" from the first level at a minimum of 10 ft. for the entire length, front to back, of the proposed structure so as to reduce ocean view impacts (combined with subsection "a" above to generally follow revisions noted in alternative's Option #3)~~

    a. All above ground railings for decks and balconies shall be transparent.

b. No structures~~, including decks, balconies, wing walls, etc.~~ shall be located any further than 121.14' west of the eastern property line on the south side and 112.34' west of the eastern property line on the north side as depicted by Exhibit #15. Decks, balconies, wingwalls, etc., may extend beyond this setback, if approved by the City of Oceanside.

c. Ocean front deck railing systems, fences, screen walls and gates subject to this permit shall use materials designed to minimize bird-strikes with the deck railing, fence, or gate. Such materials may consist, all or in part, of wood; wrought iron; frosted or partially-frosted glass, Plexiglas or other visually permeable barriers that are designed to prevent creation of a bird strike hazard. Clear glass or Plexiglas shall not be installed unless appliqués (e.g. stickers/decals) designed to reduce bird-strikes by reducing reflectivity and transparency are also used. Any appliqués used shall be installed to provide coverage consistent with manufacturer specifications (e.g. one appliqué for every 3 foot by 3 foot area) and the recommendations of the Executive Director. Use of opaque or partially opaque materials is preferred to clear glass or Plexiglas and appliqués. All materials and appliqués shall be maintained throughout the life of the development to ensure continued effectiveness at addressing bird strikes and shall be maintained at a minimum in accordance with manufacturer specifications and as recommended by the Executive Director.

The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved plans shall occur without a Coastal Commission-approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. **Survey of Shoreline Protection.** PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit a geological survey of the existing revetment, prepared by a licensed geologist, or civil or geotechnical engineer for the review and written approval of the Executive Director. The survey shall identify permanent benchmarks from the property line or another fixed reference point from which the elevation and seaward limit of the revetment can be referenced for measurements in the future, and shall indicate the following:

   a. The toe of the revetment shall extend no further seaward than established and shown on the revetment plans submitted by Taylor group Inc., dated June, 2012 and at a slope of 2/1.

   b. The top of the revetment shall not exceed elevation +13.5 MSL at any point.

3. **Long-Term Monitoring Program**. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit for review and written approval of the Executive Director, a long-term monitoring plan for the existing shoreline protection. The purpose of the plan is to monitor and identify damage or changes to the revetment such that repair and maintenance is completed in a timely manner to avoid further encroachment

of the revetment on the beach. The monitoring plan shall incorporate, but not be limited to the following:

a. An evaluation of the current condition and performance of the revetment, addressing any migration or movement of rock which may have occurred on the site and any significant weathering or damage to the revetment that may adversely impact its future performance.

b. Measurements taken from the benchmarks established in the survey as required in Special Condition #2 of CDP #A-6-OCN-13-008 to determine settling or seaward movement of the revetment. Changes in the beach profile fronting the site shall be noted and the potential impact of these changes on the effectiveness of the revetment evaluated.

c. Recommendations on any necessary maintenance needs, changes or modifications to the revetment to assure its continued function and to assure no encroachment beyond the permitted toe.

d. An agreement that the permittee shall apply for a coastal development permit within 90 days of submission of the report required in subsection "e" below for any necessary maintenance, repair, changes or modifications to the project recommended by the report that require a coastal development permit and implement the repairs, changes, etc. approved in any such permit.

e. The above-cited monitoring information shall be summarized in a report prepared by a licensed engineer familiar with shoreline processes and submitted to the Executive Director for review and written approval. The report shall be submitted to the Executive Director and the City of Oceanside Engineering Department after each winter storm season but prior to May 1st of each year starting with May 1, 2014. Monitoring shall continue throughout the life of the revetment or until the revetment is removed or replaced under a separate coastal development permit.

The permittee shall undertake development in accordance with the approved monitoring program. Any proposed changes to the approved program shall be reported to the Executive Director. No changes to the program shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

4. **Future Maintenance**. The permittee shall maintain the existing revetment in its approved state. Any change in the design of the revetment or future additions/reinforcement of the revetment that requires a coastal development permit pursuant to Section 13252 of Title 14 of the California Code of Regulations to restore the structure to its original condition will require a coastal development permit. **However, in all cases, if after inspection, it is apparent that repair and maintenance is necessary, the permittee shall contact the Executive Director to determine whether a coastal development permit or an**

amendment to this permit is legally required, and, if required, shall subsequently apply for a coastal development permit or permit amendment for the required maintenance.

5. **No Future Seaward Extension of Shoreline Protective Devices**. By acceptance of this Permit, the applicant agrees, on behalf of himself and all successors and assigns, that no future repair or maintenance, enhancement, reinforcement, or any other activity affecting the existing shoreline protective device, as shown on Exhibit #17, shall be undertaken if such activity extends the footprint seaward of the subject shoreline protective device as specified in Special Condition #2 of CDP #A-6-OCN-13-008. By acceptance of this Permit, the applicant waives, on behalf of itself (or himself or herself, as applicable) and all successors and assigns, any rights to such activity that may exist under Public Resources Code Section 30235.

6. **Assumption of Risk, Waiver of Liability and Indemnity**. By acceptance of this permit, the applicant acknowledges and agrees (i) that the site may be subject to hazards from wave overtopping and flooding; (ii) to assume the risks to the applicant and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.

7. **Other Special Conditions of the RC 11-000002 and Resolution No. 2012-P49**. Except as provided by this coastal development permit, this permit has no effect on the City of Oceanside's imposition of conditions for approval for the proposed development that are adopted pursuant to an authority other than its certified LCP or the Coastal Act. The conditions contained in this coastal development permit are in addition to the conditions imposed and required by the City of Oceanside. In case of conflict, the conditions contained in the subject coastal development permit shall be controlling.

8. **As-Built Plans**. Within 60 days following completion of the project, the permittee shall submit as-built plans approved by the City of Oceanside, to be reviewed and approved in writing by the Executive Director, documenting that the residential structure was constructed consistent with the Executive Director approved construction plans.

9. **Future Development**. This permit is only for the development described in coastal development permit No. A-6-OCN-13-008. Pursuant to Title 14 California Code of Regulations Section 13250(b)(6), the exemptions otherwise provided in Public Resources Code Section 30610(a) shall not apply. Accordingly, any future improvements to the proposed single family residence, including but not limited to repair and maintenance identified as requiring a permit in Public Resources Code section 30610(d) and Title 14 California Code of Regulations section 13252(a)-(b), shall require an amendment to permit No. A-6-OCN-13-008 from the California Coastal Commission or shall require an additional

coastal development permit from the California Coastal Commission or from the applicable certified local government.

10. **Deed Restriction.** PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**,** the applicant shall submit to the Executive Director for review and approval documentation demonstrating that the applicant has executed and recorded against the parcel(s) governed by this permit a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property; and (2) imposing the Special Conditions of this permit as covenants, conditions and restrictions on the use and enjoyment of the Property. The deed restriction shall include a legal description of the entire parcel or parcels governed by this permit. The deed restriction shall also indicate that, in the event of an extinguishment or termination of the deed restriction for any reason, the terms and conditions of this permit shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes, or any part, modification, or amendment thereof, remains in existence on or with respect to the subject property.

11. **Revised Final Landscape Plans**. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, **t**he applicant shall submit for review and written approval of the Executive Director, final landscape plans for the proposed development that have been approved by the City of Oceanside. Said plans shall be in substantial conformance with the plans submitted to the City by MBR Designs, received April 21, 2012, but shall be revised as follows:

    a. All proposed landscaping in the side and front yard areas shall be maintained at a height of three feet or lower (including raised planters) for the life of the proposed structure to preserve views from the street toward the ocean.

    b. All landscaping shall be drought-tolerant native, non-invasive plant species that are obtained from local stock, if available. No plant species listed as problematic and/or invasive by the California Native Plant Society, the California Invasive Plant Council, or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as 'noxious weed' by the State of California or the U.S. Federal Government shall be utilized within the property.

    c. Any fencing in the side yard setback areas shall be designed to maintain existing public views to the ocean from Morse Street, between Myers St. and S. Pacific St., and have at least 75 percent of its surface area open to light.

    d. A written commitment by the applicant that five years from the date of the issuance of the coastal development permit for the residential structure, the applicant will submit for the review and written approval of the Executive Director, a landscape monitoring report, prepared by a licensed Landscape Architect or qualified Resource Specialist, that certifies whether the on-site landscaping is in conformance with the

landscape plan approved pursuant to this Special Condition. The monitoring report shall include photographic documentation of plant species and plant coverage.

If the landscape monitoring report indicates the landscaping is not in conformance with or has failed to meet the performance standards specified in the landscaping plan approved pursuant to this permit, the applicant, or successors in interest, shall submit a revised or supplemental landscape plan for the review and written approval of the Executive Director. The revised landscaping plan must be prepared by a licensed Landscape Architect or Resource Specialist and shall specify measures to remediate those portions of the original plan that have failed or are not in conformance with the original approved plan.

The permittee shall undertake the development in accordance with the approved landscape plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Commission-approved amendment to the permit unless the Executive Director determines that no such amendment is legally required.

12. **Construction Schedule/Staging Areas/Access Corridors**. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, detailed plans identifying the location of access corridors to the construction site and staging areas, and a final construction schedule. Said plans shall include the following criteria specified via written notes on the plan:

    a. Use of sandy beach and public parking areas outside the actual construction site, including on-street parking, for the interim storage of materials and equipment is prohibited.

    b. No work shall occur on the beach during the summer peak months (start of Memorial Day weekend to Labor day) of any year.

    c. Equipment used on the beach shall be removed from the beach at the end of each workday.

    d. Access corridors shall be located in a manner that has the least impact on public access and existing public parking areas. Use of public parking areas for staging/storage areas is prohibited.

    The permittee shall undertake development in accordance with the plans and construction schedule. Any proposed changes to the approved plans or construction schedule shall be reported to the Executive Director. No changes to the plans or schedule shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

13. **Drainage Plan**. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval, a drainage and runoff control plan documenting that the runoff from the roof, driveway and

other impervious surfaces shall be collected and directed into pervious areas on the site for infiltration and/or percolation prior to being conveyed off-site in a non-erosive manner.

The permittee shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

14. **Condition Compliance**. WITHIN ONE HUNDER TWENTY (120) DAYS OF COMMISSION ACTION ON THIS COASTAL DEVELOPMENT PERMIT APPLICATION, or within such additional time as the Executive Director may grant for good cause, the applicants shall satisfy all requirements specified in the conditions hereto that the applicants are required to satisfy prior to issuance of this permit. Failure to comply with this requirement may result in the institution of enforcement action under the provisions of Chapter 9 of the Coastal Act.

IV. FINDINGS AND DECLARATIONS.

The Commission finds and declares as follows:

A. PROJECT DESCRIPTION AND HISTORY

The proposed project includes the demolition of two existing residential structures providing three separate dwelling units. The easternmost structure consists of 950 sq. ft. two-story, 19.6' tall, two-unit building with an attached garage. The westernmost structure is an 814 sq. ft. one-story, 11.8' tall, single-family home. The project also includes subsequent construction of a three-story 35' tall duplex condominium structure, with each unit having 2,350 sq. ft. habitable areas, an enclosed common area of 1,402 sq. ft. that includes a third kitchen, and two 2-car garages on a single 6,285 sq. ft. oceanfront lot. The lot is improved with an existing pre-coastal rock revetment and is located within the subject private property. Sometime between 2010-2012 maintenance work was completed on the revetment without benefit of a coastal development permit. The applicant has submitted a number of geotechnical reports that describe the previous work to include removal of a concrete apron, grout, and concrete private stairway located on top of the revetment as well as the addition of approximately 50 new revetment stones each weighing between 25-100 pounds. The applicant has included after-the-fact approval of the previous revetment work in this application.

The 30-foot wide beachfront lot is located in the south Oceanside neighborhood, and is zoned Residential-Tourist (R-T). The project site is located on the west side of Pacific Street, approximately 90 feet south of Buccaneer Beach, a public and highly used sandy beach and west of Buccaneer Park. The project site is directly surrounded by residential development on the north and south. East of the site are Pacific Street and the terminus of Morse Street. West of the site is the Pacific Ocean. The site slopes downward approximately five feet from the frontage of

Pacific Street to the toe of the existing, rock revetment. The rear boundary of the site is established by the mean high tide line, which results in a lot depth of approximately 240'.

While south Oceanside can generally be described as a mix of development ranging from older and smaller bungalow style single family homes to 40,000 sq. ft. condominium complexes, this section of South Pacific Street (1500 block, ref, Exhibit #14), is smaller-scale and generally less intrusive than the surrounding development. The 1500 block is only comprised of four residential lots with development ranging from 1,008 sq., ft (1511 South Pacific Street) to 3,322 sq. ft (1507 South Pacific Street/ Stroud residence). As previously stated, surrounding land uses include Buccaneer Park to the east which includes a single structure providing public restrooms and the Buccaneer Snack Shop, Buccaneer Beach and Loma Alta Creek to the north, and the Pacific Ocean to the west (ref. Exhibit #14).

The proposed project was initially reviewed and approved by the City of Oceanside on January 30, 2013. Commission Chair Shallenberger and Commissioner Sanchez appealed the City's approval on February 25, 2013. At the Commission's April, 2013 the Commission found that the project as approved by the City raised a substantial issue. The concerns listed in the Commission report on substantial issue included potential impacts to public views, appropriately located rear yard setbacks, scale of development, and previously completed and unpermitted work to the existing rock revetment. The most significant concerns raised were those related to public view impacts and compatibility of the proposed structure with the surrounding community character.

B. PUBLIC VIEW IMPACTS

The City has several policies protecting coastal visual resources and state:

City of Oceanside LUP - Visual Resources and Special Communities - Objectives

> *The City shall protect, enhance and maximize public enjoyment of Coastal Zone scenic resources*

City of Oceanside LUP - Visual Resources and Special Communities - Major Findings.

> *[...]*
>
> *2. The City's grid street pattern allows public views of these water bodies from several vantage points. Most east-west streets in the Coastal Zone offer views of the ocean…*

City of Oceanside LUP - Visual Resources and Special Communities - Policies.

> *1. In areas of significant natural aesthetic value, new developments shall be subordinate to the natural environment.*
>
> *[...]*
>
> *4. The city shall maintain existing view corridors through public rights-of-way.*

[...]

13. New development shall utilize optimum landscaping to achieve the following effects:

[…]

c. Frame and accent (but not obscure) coastal views
d. Create a sense of spaciousness, where appropriate.

City of Oceanside LUP – Design Standards for Preserving and Creating Views -

The visual orientation to the Pacific Ocean is a major identity factor for the City of Oceanside. Traditional view corridors should be preserved and reinforced in the placement of buildings and landscaping. Additionally, some views not presently recognized, deserve consideration in the design and location of further coastal improvements.

A. Removing Obstructions

2. Proposed new development should consider surrounding height when designing a building

B. Framing/Direction Views

2. Street right-of-way carried through to the water and views along the waterfront provide a desirable sense of contact with the water.

In addition, the following LCP provisions are applicable as they included definitions of view corridors, etc.

City of Oceanside LUP - Design Standards for Beach Accessways

Definition: A view corridor is an unobstructed line of view to be preserved for passing motorists, pedestrians and bicyclists from the nearest public road to the ocean, lagoon or other scenic landscape.

Specifications: View corridors should be considered as "visual access" and an integral part of coastal access. Open space buffers or greenbelts should be provided along major view corridors. Efforts should be made to integrate view corridors with vertical access points whenever possible.

Location and Distribution: Because of the recreational and scenic value of the coastal landscape, view corridors should be provided wherever possible, along linear greenbelts or internal streets. In the event of proposed new development or redevelopment, structures should be sited so as to protect existing view corridors and/or provide new corridors.

As stated above, the City's LCP includes a policy that identifies that most east-west streets in the coastal zone offer public views of the ocean and that those public views should be protected. The project site is located west and slightly north of Morse Street (an east-west oriented street). Currently, public views of the ocean exist from Morse Street, between Myers Street and S. Pacific Street, across the subject site and above the existing residential structures (ref. Exhibit #3). These public views are possible because the westernmost portion of the property is currently developed with a single story structure and because there is an open driveway on the north side of the adjacent property to the south. In a survey of the east-west public streets that dead-end at the ocean or at N. Pacific Street or S. Pacific Street in Oceanside, 24 out of 25 of those east-west streets (Eaton St. is the exception being adjacent to a private development that is not open to the public), including Morse Street, maintain views of the ocean. Of those 24 east-west streets with views of the ocean, Morse Street has the most limited view of the ocean, ~~which further magnifies the importance of preserving the view from Morse Street between the subject site and the development to the south of the subject site by limiting the amount of development in that view corridor.~~ Morse Street can be considered an important public vantage point in that the street is surrounded by other public amenities on all sides: 1) Buccaneer Park to the north; 2) the Coastal Rail Trail to the east (a County-wide bicycle trail); 3) a public elevated walkway to the south; and 4) Pacific Street and Buccaneer Beach to the west, north-west. The City's LCP states that "in the event of proposed new development or redevelopment, structures should be sited so as to protect existing view corridors and provide new corridors." The proposed development includes a three-level structure along the entire length of the lot. From various public vantages on Morse Street, there currently are existing public ocean views that will be completely obstructed by the proposed development, inconsistent with the above cited provisions of the certified LCP.

Commission staff has visited the site and confirmed that the existing public views of the ocean across the subject site will be obstructed if the western portion of the site is developed with a taller structure (ref. Exhibit #3). The applicant has also submitted various renderings of the approved structure, and these renderings also exhibit that the existing public views of the ocean across the site will be obstructed (ref. Exhibit Nos. 8-13).

In 2006-2007, the Commission reviewed, on appeal, a similar project proposing construction of a new 2-story home three lots north of the subject site (ref. CDP A-6-OCN-06-134/Stroud). Public views were also a concern identified by the Commission associated with that project. On De Novo review, the Commission approved a modified project design that required a reduction in the size of the building in order to minimize the public view impacts to the maximum extent practicable. In the applicant's response to this staff report (on Page 19 of the briefing booklet, entire briefly booklet available under Item F7b on Commission agenda), the applicant cites a section of the above mentioned Stroud Staff Report ~~he claims is contradictory to the recommendation on the proposed development~~ which states:

> "It is important to note, that while some ocean views will be blocked by the proposed development, the accessways where the view blockage will occur lead directly to uninterrupted ocean views. Those traveling on both Morse Street and the elevated sidewalk are most likely to continue on to Buccaneer Beach where the ocean views are expansive. So while the views may be impacted, while continuing along these

> accessways, the impacts are ancillary. Thus, it could be described that public ocean views will be "interrupted", but not eliminated. The elevated sidewalk and Morse Street should be viewed as facilities directing the public to a destination (Buccaneer Beach) and not the destination themselves."

The applicant has included this citation to suggest that the Commission previously did not consider the views of the ocean as an important public view requiring protection from Morse Street. However, the quote provided was taken out of context and should have included the next paragraph which states:

> However, public views impacts can be significantly reduced by increasing the front yard setback of the second story. As proposed, the second story would have a setback of 4'3" and the first floor would have a setback of almost 10' depending on the specific location. It is this overhang of the second story that results in a good portion of the public view impacts from the off-site locations. As such, Special Condition #1 requires the applicant to re-design the second-story setback to be equal to or greater than the setback observed by the first floor. This condition also requires the applicant to remove the proposed trash enclosure and the copper column located within the front yard setback, leaving the views across the front yard to the ocean unobstructed. While this increase in setback does not preserve all ocean views, it does significantly decrease the blue water impacts and represents a compromise that allows for view impacts to be minimized without requiring the applicant to significantly redesign their home.

In addition, the analyses for ocean view impacts associated with A-6-OCN-06-134/Stroud were site specific. The location of the Stroud residence is north of Morse Street, thus the views from Morse to the ocean through the Stroud lot were partially obstructed due to the orientation of Morse Street as well as existing vegetation. However, the project was still modified to protect such views. ~~Even more so, in this case, the subject site is located almost directly west of Morse Street and currently provides an unobstructed view to the ocean between the existing home on the site and the condo building to the south~~. Thus, regardless of what was described in the staff report for A-6-OCN-06-134/Stroud, in this case, the blue water ocean views available across the subject site from Morse Street (an east-west facing public street) are important ~~and protected by the LCP~~. In the LUP design standards for preserving and creating views it states:

> The visual orientation to the Pacific Ocean is a major identity factor for the City of Oceanside. Traditional view corridors should be preserved and reinforced in the placement of buildings and landscaping. Additionally, some views not presently recognized deserve consideration in the design and location of further coastal improvements.

Regardless of the vantage point, the City's LUP acknowledges the importance of existing ocean views and visual orientation to the water. Thus, the current blue water public ocean views from Morse Street are considered valuable, and worthy of <u>some</u> protection. In addition, as redevelopment occurs citywide, views such as those provided through the subject site could systematically be removed as larger development is approved. Thus, cumulatively and over time, the development located on the west side of Pacific Street would wall off any ocean views

and openness. Therefore, it is additionally important that as development occurs, public views of the ocean are appropriately identified and protected.

In response to the concerns raised regarding public view impacts from Morse Street, and at the request of Commission staff, the applicant provided a detailed alternatives analyses proposing a variety of potential building design modifications to address, and potentially eliminate/reduce, public view obstruction. A total of five options were provided by applicant and described separately and in detail below.

Option #1 includes moving the entire project inland/east by approximately 1.5-4.5 feet, which would reduce the size of the structure by a total of 177 sq. ft. (ref. Exhibit #9). This option will result in a home located further inland, and thus provide a small view of the ocean from Morse Street; however, by bringing the home inland between 1.5 and 4.5 feet, only a very small portion of the existing ocean views would remain. ~~Because Option #1 does not adequately protect all existing views from Morse Street, Option #1 was not determined to be the least impactive alternative~~. Option #2 includes the removal of the entire third level, which would reduce the structure by a total of 2,350 sq. ft. (ref. Exhibit #10). ~~However, while some horizon views would be captured with this alternative, the existing views of the ocean exist below the height of the third level. Thus, by only removing the third level, no existing views of the ocean will be protected. Again, because Option #2 does not adequately protect existing views, it too was determined to not be the preferred alternative.~~ Option #3 includes removal of the third level and stepping back the south side of the structure on the second level by 10 feet, which would reduce the structure by a total of 3,380 sq. ft. (ref. Exhibit #11). ~~By removing the third level as well as the southern section of the second level, Option #3 would allow for some horizon views and protect the majority of the existing ocean views and is thus considered a viable alternative.~~ Option #4 includes narrowing the second and third floors by 10 feet, which would reduce the structure by a total of 2,060 sq. ft. (ref. Exhibit #12). ~~Option #4 also would protect a significant portion of the existing ocean views and is also, therefore, considered a viable alternative~~. The final option, Option #5, was described by the applicant as the option that would completely eliminate all view obstructions and includes removal of the third level and stepping back the southwestern edge second level, which would reduce the structure by a total of 2,840 sq. ft. (Option #5, ref. Exhibit #13). Again, Option #5 would protect the existing public views, and thus is a feasible alternative. However, it is important to note here, that staff is not certain that the applicant's assertion that Option #5 will actually completely eliminate any view obstruction and is discussed further in the paragraph below. In addition, while the applicant has agreed to and submitted the alternatives analysis, the applicant has indicated that the loss of square footage associated with any option provided is undesirable and therefore, no redesign is being proposed by the applicant.

<u>The</u> Commission ~~staff~~ has reviewed the applicant's submittal and determined that Option #<u>1</u>~~3~~ (~~removal of the third floor and setting back the second floor~~ <u>moving the entire project inland/east by approximately 1.5-4.5 feet</u>) is <u>an acceptable alternative that protects some of the water view from Morse Street</u> ~~the design that can be found the most consistent with the City's LCP~~. This ~~re~~design was chosen as the desired alternative for two reasons. First, ~~the redesign of the second level would significantly reduce impacts to the ocean views from Morse Street across the site. Second, the removal of the third level and the overall reduction in the size of the structure~~

~~would make available some horizon views and reduce the scale of the proposed project, and thus be more compatible with the previously described surrounding residential development and open space uses.~~by setting back the structure between 1.5-4.5 feet on the western side a portion of the public views will be protected. Second, all other options would require a significant and unreasonable redesign of the proposed structure. Option #1 will require minimal redesign of the proposed structure, but will still maintain a portion of the existing public views. As previously stated, while the City's LCP provides for protection of public views along east to west facing streets, it has been the practice of the City as well as the Commission to determine the significance of the existing views, and thus determine what protection of such views would be appropriate, on a case-by-case basis. In this case, the current development affords a slot view of the ocean. This view is temporary as one travels along Morse Street. The majority of the views along Morse Street and to the ocean are obstructed by vegetation within the City's right-of-way. The views along Morse Street are further obstructed by other development along Pacific Street. As such, while generally views on east to west facing streets are protected, in this case, the available public views are sporadic and partially obstructed by existing development and vegetation. Thus, the *significance* of the views for this specific area is not as great of those found on other east-west facing streets within the City. In addition, Buccaneer Beach is located three lots north of the subject site and provides an expansive and unobstructed view of the ocean. Additionally, protecting the entire existing view of the ocean across the subject site would require a substantial redesign of the structure, and would include removing the third level as well as significantly cutting back the north side of the second level. Because the views from Morse are already partially obstructed, it is not appropriate, in this case, to require all of the existing views to be protected. By requiring a small-scale redesign on the western side of the structure, the appropriate level of public view protection can be provided, consistent with the City's LCP.

~~As previously discussed, existing public views of the ocean are available across the subject site from Morse Street because the western portion of the site is currently developed with a single story structure and because the northern portion of the development to the south of the subject parcel is developed as a driveway access to underground parking and does not include any enclosed structures (ref. Exhibit Nos. 3, 4, 14). Therefore, in order to protect existing ocean views, as required by the certified LCP, the proposed structure would need to have similar design features. Specifically, the western side of the lot, and the second level in particular, would need to be set back in order to protect the existing ocean views. As previously stated, Options #1 and #2 do not propose any modification to the western portion of the second level, thus such modifications would not reduce view impacts and were therefore eliminated. Options 3, 4, and 5 all include revisions to the second floor, and thus would reduce impacts to ocean views. Therefore, when looking at protection of public views independently of other applicable LUP policies, all of these options could be considered consistent with the City's certified policies pertaining to the protection of public views.~~

~~However, the bulk and scale of the structure and its compatibility with the surrounding community character are also concerns associated with the proposed development. Thus, based on the alternatives submitted, it was determined that the bulk of ocean view obstruction is the result of the location of the second floor, and the third level would predominantly obstruct blue sky and horizon views. While protection of horizon views, particularly in areas adjacent to ocean, are important as they facilitate popular views at sunset, the primary concern pertaining to~~

~~the subject proposal is the potential for view impacts to the ocean. Thus, while removing the third level would reduce some overall view impacts, the basis for such a removal is grounded on the proposed structure's compatibility with surrounding development, and is therefore discussed in greater detail in Section C – Scale of Development, below. Therefore, while Option #4 includes reduction in the second level, and could be considered adequate to protect public views, because Option #4 retained the third level, it was eliminated.~~

~~Thus, the remaining options include Option #3 (elimination of the third level and stepping the south side of the second level by ten feet) and Option #5 (elimination of the third level and removing the south western corner of the second level reducing the second level by 450 sq. ft.). Option #3 was determined to be the superior alternative, because having a straight step back that continues down the entire depth of the property will most appropriately protect the existing public views. Specifically, it is unclear if the removal of the southwestern corner of the second level will preserve the existing public views as you travel down Morse Street towards Pacific Street because the front of the home will still be developed across the entire width of the lot, and thus, views along the southern side of the lot may still be obstructed. In order to adequately protect existing public views consistent with the City's LCP, Option #5 was therefore eliminated and Option #3 determined to be the most appropriate alternative.~~

As such, **Special Condition #1.b.** requires the applicant submit revised final plans that include stepping back <u>west side of the structure between 1.5-4.5 feet.</u> ~~the second level by ten feet for the entire depth of the lot~~. In addition to redesigning the enclosed portion of the house, measures need to be included that will also address potential public view impacts associated with accessory structures such decks and balconies as well as landscaping within the setback areas. As such **Special Condition #1.<u>a</u>~~c~~.** requires the project be designed to include that all above ground railings for decks and balconies be transparent. In order to protect potential bird strikes on the transparent glass, **Special Condition #1.<u>c</u>,** requires that all transparent railings, windows, etc., shall use materials designed to minimize bird-strikes. In addition, in order to keep the side yards open and avoid walling of the site as viewed from the street, **Special Condition #12** requires all proposed landscaping in the side and front yard areas be maintained at a height of three feet or lower (including raised planters) and that any fencing in the side yard setback areas shall have at least 75 percent of its surface area open to light for the life of the proposed development. In this way, public views from the street toward the ocean will remain open along the side yards as viewed from South Pacific Street and Morse Street. Finally, **Special Condition Nos. 9, 10, & 11** require the submittal of as-built plans, require that all future development be reviewed by the Coastal Commission, and require the recordation of a deed restriction respectively. These conditions will ensure that the structure is built as approved by the Commission, and that all future development will be sited consistent with the established stringline setback for this section of the City.

~~In conclusion, the proposed structure will result in the significant obstruction of existing ocean views from Morse Street, across the site, and to the ocean. In addition, by allowing the development as proposed, a precedent will be established for the remaining homes on the 1500 block of South Pacific Street. Again, this area has been identified by the Commission as a special community comprised of smaller scale development and surrounded by open space uses. As such, the proposed development would facilitate future development of the two remaining~~

~~lots with 3-story, 35 ft. high structures that maximize allowable lot coverage which, in this location, would result in the "walling off" of the ocean by large boxy structures. In areas such as this where public views and an orientation to the ocean are provided from surrounding public amenities including Morse Street, a public and elevated pedestrian walkway, Buccaneer Park and Buccaneer Beach, the bulk and scale of structures will affect the openness and connectivity to the ocean. The LUP states:~~

> ~~In areas of significant natural aesthetic value, new development shall be subordinate to the natural environment.~~

~~It is in these areas the LCP calls for additional discretion as to scale of development to assure approval will not result in additional and cumulative impacts to the existing public views toward the water. As a result of this concern, the applicant has submitted a number of design alternatives. These alternatives were reviewed by staff, and Option #3 (elimination of the third level and stepping the south side of the second level by ten feet) was determined to appropriately protect the existing public coastal views as required by the certified LCP.~~ **~~Special Condition #1a & b~~** ~~requires the applicant to redesign the proposed project to incorporate such design reviews into the final submitted site plans.~~ Only as conditioned can be found to appropriately protect existing public views, consistent with the City's LCP.

C. SCALE OF DEVELOPMENT

In addition to direct public view blockage as discussed in the previous section, the approved development raises concerns regarding compatibility with the surrounding community. The City's LCP contains a policy pertaining to community character, and states:

Visual Resources and Special Communities

1. *In areas of significant natural aesthetic value, new development shall be subordinate To the natural environment*

3. *All new development shall be designed in a manner which minimizes disruption of natural land forms and significant vegetation.*

8. *The City shall ensure that all new development is compatible in height, scale, color and form with surrounding neighborhood.*

9. *In areas where a change to a more intensive use is proposed, adequate buffers or transition zones (such as increased setbacks, landscaped barriers, and decorative walls) shall be provided.*

City of Oceanside LUP – Design Standards for Preserving and Creating Views -

> *The visual orientation to the Pacific Ocean is a major identity factor for the City of Oceanside. Traditional view corridors should be preserved and reinforced in the placement*

of buildings and landscaping. Additionally, some views not presently recognized, deserve consideration in the design and location of further coastal improvements.

A. Removing Obstructions

2. Proposed new development should consider surrounding height when designing a building

Coastal Development Design Standards – Provisions for Land Use Plan

5. South Oceanside

(a) Beach Residential Neighborhood

This area consists of a mixture of residential densities and housing types. Most architecture in the area is contemporary, and styles range from austere stucco apartments to large, modern beach front luxury homes. Natural vegetation is sparse in this area, and introduced landscaping is often confined to salt tolerant species due to the influence of coastal breezes and salt air. Because of narrow frontage lots, many of the beach front lots have been developed with boxy buildings.

The proposed project includes the demolition of two structures that range in height between 11.8 and 19.6 feet and have a combined square footage of 1,764 sq. ft. and replacing them with one new 3-level, 35' tall structure that has a combined square footage of 6,424 sq. ft. Thus, the project will increase the habitable space on the lot by 4,660 sq. ft, and be more than three times the size of the existing square footage. The overall height on the lot will increase from the existing maximum height of less than 20' tall to a structure 35 feet tall, and a 178 sq. ft. enclosed roof deck (stairwell, elevator shaft, and storage area) 41 feet tall. In addition, the proposed structure includes the minimum side- and front-yard setbacks, reaches the height maximum, and; as will be discussed in a subsequent section of this report, beyond the rear-yard setback minimum; and occupies approximately 85% of the total allowable building envelope (ref. Exhibit #2).

However, t~~T~~he scale of surrounding development varies widely~~; however,~~ . Specifically, the subject site is located within an enclave of smaller scale development and is surrounded by open space on three sides; including Buccaneer Beach and Loma Alta Creek to the north, Buccaneer Park to the east, and the Pacific Ocean to the west (ref. Exhibit #14). There is also a three-story pre-coastal condominium development located directly south of the subject site as well as another larger condominium development north of Buccaneer Beach (ref. Exhibit #14). ~~That being said, given the character of this section of development (4 homes and park/beach/creek), along with the size of the proposed structure, the proposed development is out of scale with the character of surrounding development inconsistent with the City's certified LCP policies protecting the existing character of its coastal communities.~~ Therefore, while the proposed structure will be larger than the existing structure on the site, and will be larger than those bungalows immediately adjacent to the subject site, the proposed development will be consistent with the general scale of development citywide. And while the immediately adjacent structures to the north are the older smaller-scale bungalows that were once predominant throughout the

City, as redevelopment has occurred, most the new development proposals are similar to the bulk and scale proposed with this application. In addition, the site is located immediately north of a large three level condominium development that presents itself as a large box like structure spanning half a block. The proposed development is smaller than this adjacent condominium development, and thus, provides a transition between the smaller bungalows and Buccaneer Beach to the north and the much larger, pre-coastal, condominium development to the south. Finally, with the exception of the rear yard setback to be discussed in a subsequent section, the structure, as proposed, is consistent with all development standards in the City's certified LCP, and required no variances. Thus, the proposed development is larger than the current structure, and maximizes the potential building envelope, the development is of similar bulk and scale to surrounding development consistent with the City's LCP.

~~To provide comparison to the scale of development within the above described enclave; development on the adjacent three lots consists of two older bungalows providing 1,008 and 1691 sq. ft. respectively, and a newly developed two-story 3,322 sq. ft home (ref. CDP A-6-OCN-06-134/Stroud). As previously discussed, the 3,322 sq. ft. newly constructed home was reviewed by the Commission on appeal and subsequently approved though de Novo review. Scale and coastal view obstructions were the primary concerns associated with the proposed structure, and through Commission review the project was approved with a maximum height of 27' tall and was required to redesign the project to include more/larger setbacks, in order to reduce view impacts and reduce scale. Specifically, Commission staff recommended, through the imposition of modified final plans, a larger front yard setback on the second level from 4.5 feet to 10 feet. This redesign resulted in the loss of approximately 198 sq. ft. of habitable space. At the hearing, the Commission approved the recommended setback, and further required the northern portion of the front yard setback to be slightly increased and rounded in order to provide additional protection for existing views.~~

~~In addition the City's LCP states that in areas where a change to a more intensive use is proposed, adequate buffers or transition zones (such as increased setbacks, landscaped barriers, and decorative walls) shall be provided, that in areas of significant natural aesthetic value, new development shall be subordinate to the natural environment, and that all new development shall be designed in a manner which minimizes disruption of natural land forms and significant vegetation. A previously discussed, this enclave of homes provides a transition between undeveloped open space areas including a park, a creek and a beach, and larger-scale pre-coastal condominium developments. Thus, redevelopment of this section of shorefront shall take into consideration when designing structures, that a transition between the open space and the condominium development must be maintained. As proposed, the new constructed residence will be taller than the surrounding homes, and; in fact, will be a similar height to the adjacent and pre-coastal condominium structures. In addition, the proposed structure will appear even larger given the shorter height of the adjacent homes, and the open space uses. Again, the City's LCP requires new development to be subordinate to the natural environment. In this case, the proposed structure will develop 84% of the total *volume* of the lot, and is not only at the maximum height limit (35' tall), but also includes appurtenances that go beyond this height limit (ref. Exhibit #2). Thus, the proposed development will effectively eliminate the transition between the open creek, beach and park areas, and the larger condo complex and will not be subordinate to the natural environment inconsistent with the City's LCP.~~

~~It is important to note hear that at the time of the Stroud approval a different and uncertified standard of review was used to establish the maximum height (27 feet), thus there was not an opportunity for the applicant to propose a structure greater than 27 feet tall and still be consistent with the City's LCP. However, while the standard of review may have been different from a zoning perspective between the residence at 1507 S. Pacific Street and the subject site; the overarching land use policies protecting both coastal views and community character still apply and discretion must be applied to assure development is subordinate to the natural setting and will not be an adverse precedent for taller, bulkier structures and thus change the character of the area. Development standards such as maximum height, maximum lot coverage and minimum setbacks are not intended to be standards by right, but are instead intended to be applied on a case by case basis, and take into account surrounding development types and land uses. Traditionally, in Oceanside, three level homes are proposed on lots that slope toward the beach, thus the third level only presents on the west side of the lot and the homes are only two levels facing Pacific Street. Staff has visited this area of Oceanside on numerous occasions and has confirmed that with only a few exceptions, the majority of homes on beachfront lots present as two levels from Pacific Street. In this case, the lot does not slope towards the beach and will present as three levels from Pacific Street and will be taller than most other structures in the area. Thus, it can be concluded that a three level structure as presented from Pacific Street is not only out of character with the four lot enclave and surrounding open space uses directly surrounding the subject site, but also out of character with the general development of beach front lots in Oceanside. Thus, while a proposed three level structure 35 feet in height can be considered consistent with the maximum permitted height, in this case, it is not compatible in height and scale, with surrounding neighborhood, and is therefore inconsistent with the City's LCP.~~

~~As such, **Special Condition 1.a** requires the applicant to submit final plans with the proposed building located no higher than 27 feet tall. By limiting the height of the structure to 27 feet, an appropriate transition will be provided between the larger scale developments in the north and south (both constructed pre-Coastal Act), and the open space and smaller scale developments immediately surrounding the subject site. **Special Condition 1.a** will also allow for certain appurtenances greater than 27 feet elevation, provided that such appurtenances do not obstruct coastal views. Allowing such appurtenances is comparable to what was authorized by the Commission on the adjacent lot, and would continue to provide an appropriate transition between Buccaneer Beach (undeveloped sandy beach) and the much larger, pre-coastal condominium complex to the south. Therefore, only as revised through **Special Condition #1** can the project be found to be in similar scale to surrounding structures consistent with the City's certified LCP.~~

~~In summary, while the general character of development widely varies in south Oceanside, this section of the City, barring two larger and pre-coastal condominium developments, is small scale and includes a number of open space areas. The proposed structure is both larger and taller than the surrounding single-family homes, thus rendering the proposed development out of character with the surrounding community inconsistent with the City's certified LCP. As modified, the third level of the home will be eliminated. Eliminating the third level will reduce both the overall size as well as the height of the proposed structure. Thus, removal of the third level will provide a structure that is in character with the surrounding development and consistent with the City's LCP.~~

D. REAR-YARD "STRINGLINE" SETBACK

Rear yard setbacks are through the provision of LCP Section 1703, which states:

City of Oceanside Zoning Ordinance – Section 1703

Rear Yards. The following minimum rear yard setbacks shall be met:

[…]

(e) notwithstanding any other provisions of this Section, buildings or structures located on lots contiguous to the shoreline shall be compatible in scale with existing development and shall not extend further seaward that the line established on the "Stringline Setback Map," which is kept on file in the Planning Division. Appurtenances such as open decks, patios, and balconies may be allowed to extend seaward of the Stringline Setback line, provided that they do not substantially impair the views from adjoining properties.

The applicant is proposing a construct a new three-story 2-unit condominium development on an oceanfront lot. As stated above, rear yard setbacks on oceanfront lots are determined by the City's "Stringline Setback Map." The "stringline" in this case is a line on a map generally following the line of development on the beach-fronting homes along the City's coast. The certified "Stringline Setback Map" was developed in 1983 by overlaying an imaginary stringline on an aerial photo of the shoreline in the City of Oceanside. The stringline map was based on existing building patterns, as well as anticipated future developments and remodels/expansions. This "stringline" was certified by the Commission in 1986 as part of the City's Local Coastal Program. These maps are kept on file in the City's Planning Division and are used to determine the westernmost boundary for any proposed development along the shoreline. The goal of limiting new development to extend no further seaward than the stringline is to restrict encroachment onto the shoreline and preserve private and public views along the shoreline.

However, in this case, the map for this section of Oceanside, the 1500 block of Pacific Street, cannot be located. The 1500 block is comprised of four residential lots. The northernmost lot was recently redeveloped (1507 South Pacific Street, ref. CDP A-6-OCN-06-134/Stroud). Because there is no stringline map available for this section of the City, the rear yard setback was determined in collaboration between the Commission and the City. The location for the setback was determined by connecting a line between the surrounding existing structures to the immediate north and south, and by comparing that set back with surrounding general line of development for surrounding buildings. By connecting the line of development between the two adjacent structures as well as comparing that with the existing surrounding development, the rear yard setback was located within the line of development for immediately adjacent structures as well as the general line of development for surrounding development. Because the certified stringline map for this section of the City is still not available, the Commission will again use this method to determine the appropriate rear yard setback for this location.

The rear yard setback, therefore, has been determined by drawing a line connecting the Stroud residence on the north side (1507 South Pacific Street) and the existing pre-coastal condominium

development directly south (1601 South Pacific Street). Thus, the rear yard setback as determined by Commission and City staff is located 112.34' west of the eastern property line on the north side and 121.14' west of the eastern property line on the south side (ref. Exhibit #15). The applicant is proposing a stringline that connects a line between the Stroud residence and the wingwalls on the condominium building to the south. By relocating the stringline from the wall of the condominium structure to the wingwall of the condominium complex, a new stringline location was established that is located further west than previously determined by the Commission. Specifically, the applicant is proposing development located between 1.5-4.5 feet further west than the where Commission staff has located the appropriate rear yard setback or "stringline." Implicit in the LCP policy, above, governing stringlines, appurtenances may extend seaward of the structure used for the stringline measurement and, by logical extension, are thus not included in stringline determinations. Therefore, the adjacent wingwall of the condominium cannot be used as a point from which to measure a stringline.

By allowing development to encroach further west, as approved by the City, existing public views may be directly impacted. Specifically, the encroachment into the rear yard setback may result in further obstruction of the public views from Morse Street across the site and to the ocean. As established in Section "B," above, views of the ocean from Morse Street currently exist because the height of the existing western structure in only 11.8' tall. Thus views are provided over the structure. It therefore also stands to reason that the rear yard setback, where there are no structures, also provides some of the existing ocean views. By allowing development beyond the established stringline (projecting further west), the project will block existing views, inconsistent with the City's LCP and the Coastal Act.

In addition, the proposed project may also have cumulative impacts on public views through the creation of a new precedent. The use of appurtenances as a point from which to measure a stringline for propose development may encourage shorefront property owners to seek to use decks and walls beyond the City's established stringline points both on the immediately adjacent properties, as well as City-wide which may also encroach into existing public views, similar to the proposed development. As such, **Special Condition #1** requires the applicant to submit final plans that redesign the structure to be consistent with the stringline setback 112.34' west of the property line on the north side of the property 121.14' west of the property consistent with previous Commission action and as recommended by the City's planning staff. <u>However, decks, balconies, wingwalls, etc., may extend beyond this setback, if approved by the City of Oceanside</u>. In addition, **Special Condition Nos. 8, 9, & 10** require the submittal of as-built plans, require that all future development be reviewed by the Coastal Commission, and require the recordation of a deed restriction respectively. These conditions will ensure that the structure is built as approved by the Commission, and that all future development will be sited consistent with the established stringline setback for this section of the City.

E. SHORELINE PROTECTIVE DEVICES.

The certified Oceanside LCP contains a policy that addresses shoreline protective devices. City of Oceanside LUP - Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures and Hazard Areas - Policy 6 states:

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate impacts on local shoreline sand supply. Such structures shall be designed and constructed to minimize erosive impacts on adjacent unprotected property and minimize encroachment on to the beach. The structures shall not interfere with access along the beach. The property owner shall dedicate all area seaward of the shoreline structure for lateral access for the public.

As stated previously, a rock revetment exists on the western portion of the site that according to photographic records, existed prior to passage of the California Coastal Zone Conservation Act (Prop 20)[1]. As originally approved by the City the project did not include any work to the existing, pre-coastal rock revetment. However, through the review process it became apparent that at some time between 2010 and 2012 work was completed on the existing revetment without benefit of a coastal development permit.

In response, the applicant has provided a number of geotechnical reports as well as before and after photos, all indicating that the work consisted of removal of a concrete apron, removal of private access stairs, removal of concrete grout poured between the rocks, and the introduction of approximately 50 new stones between 25-100 pounds each. The applicant has indicated that the work was completed as repair and maintenance and in an effort to bring the revetment into conformity to the City's designs standards for shoreline revetments. As part of the de novo review, the applicant has revised the project description to include after-the-fact authorization for this previous work on the revetment.

The Commission staff coastal engineer has reviewed the submitted reports and before and after photos and agrees that the amount of work completed can be considered repair and maintenance. In addition, the work completed included the removal of a private access stairway, and is something the Commission generally endorses. Finally, staff coastal engineer agrees that the revetment is necessary, adequate to protect the proposed structure, and located in the most landward location practicable

As stated above, the riprap located on the western boundary of the property was installed prior to passage of Prop 20. The western property line for the subject site extends to the mean high tide line (MHTL). The MHTL is not fixed in this location, and does migrate over time. However, although the site has not been recently surveyed to determine the current location of the MHTL, given the historic MHTL and the pattern of erosion and sand accretion in this area, it appears that the revetment is located well inland of the MHTL. Thus, no portion of the existing revetment is located on public property at this time.

Given the impacts to public access and recreation associated with rock on the public beach, the Commission finds that no further seaward encroachment of the revetment can be permitted. Should additional revetment work be necessary and proposed in the future, it must be found there is adequate area landward of it to accommodate such work. There will be approximately 40 feet

[1] The subject property would have been subject to Prop 20 jurisdiction, being within 1000 yards from the MHTL. (See former Public Resources Code, section 27104.)

between the inland extent of the revetment and the residence which could be used as additional area to accommodate expansion of the revetment were it necessary in the future. Thus, there is adequate area inland of the existing revetment to accommodate any future revetment maintenance.

To ensure consistency with Chapter 3 public access policies of the Coastal Act, the seaward extent of shoreline protective device at the subject site must be maintained to preserve public access seaward of the subject revetment. **Special Condition #2** requires that the revetment be surveyed and that the surveyed toe of the revetment be shown on a final site plan to establish the seaward extent of the permitted revetment. **Special Condition #3** requires a long-term monitoring plan to monitor and record the changes in beach profile fronting the site and to identify damage/changes to the revetment such that repair and maintenance is completed in a timely manner to avoid further encroachment of the revetment on the beach. This condition will assure revetment maintenance will occur in a timely and orderly way and without adverse impacts to public access.

Special Condition #4 provides that the permittee is responsible for removing any stones or materials that become dislodged or any portion of the revetment that is determined to extend beyond the approved toe. The permittee must first contact the Coastal Commission district office to determine if a coastal development permit amendment is necessary. If the survey indicates that rocks have fallen from the revetment seaward of its toe, then the rocks must be replaced in a location that is landward of the toe.

In order to assure that the proposed development will not result in any seaward extension of the revetment, **Special Condition #5** requires the applicant to agree not to undertake any repair or maintenance activities on the revetment that would result in any seaward extension of the revetment. The condition also provides that by accepting the permit, the applicant waives on behalf of himself and all future successors any rights that may exist under Coastal Act Section 30235 or the certified LCP to extend the revetment seaward.

Although the wave uprush study finds the existing revetment would protect the proposed project, there is still a possibility of damage from wave uprush, storm surge and high tides particularly in the future as sea level continues to rise. Therefore, **Special Condition #7** requires the applicant to acknowledge that the site is subject to hazards based on its location on the coast and that the applicant assumes the risk of developing the property. **Special Condition #11** requires the applicants to record the permit conditions in order to cause the title to the property to reflect the obligations of the subject permit conditions.

In summary, while protective devices may only be permitted for existing development, not new development like the proposed development, because the applicant did not conduct work that effectively created a replacement of the existing pre-Prop 20 revetment, which would have required a review of new revetment that raises questions of consistency of the revetment with section 30235 if built to protect the proposed residences, the revetment may remain in its current location as a pre-Prop 20 revetment. Special conditions make it clear than any future maintenance must be on the landward side of the revetment and in no case shall the revetment be

permitted to extend beyond the surveyed toe approved herein. As conditioned, the Commission finds the proposed project conforms to the certified Oceanside LCP.

F. WATER QUALITY.

The certified Oceanside LCP contains a policy that addresses water quality. City of Oceanside LUP - Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures and Hazard Areas - Policy 2 states:

> *As part of its environmental review process, the City shall establish measures on a project-by-project basis to minimize the introduction of dissolved grease, oil, paints, pesticides, construction, waste, and other pollutants into the urban runoff*

The majority of the project site drains to the beach. The proposed project will result in an increase in impervious surfaces. In its approval of the project, the City required the site to comply with the National Pollutant Discharge Elimination System (NPDES) permit requirements for urban runoff and stormwater discharge, and prepare an Operations and Maintenance Plan that includes stormwater BMPs.

The Commission has been requiring that new development use best management practices to ensure that water quality will not be adversely affected by new development. In this case, the Commission finds that to conform to the above LUP policy, runoff leaving the site must be filtered through vegetation or another best management practice before it enters the beach portion of the site. Directing on-site runoff through landscaping for filtration is a well-established best management practice for treating runoff from small developments such as the subject project. **Special Condition #15** requires a final drainage plan that indicates that runoff from impervious surfaces will be collected and directed towards on-site vegetation before being discharged off-site in a non-erosive manner. The Commission finds that as conditioned the project minimizes adverse impacts to coastal resources in a manner consistent with the water quality policy of the certified LCP.

G. PUBLIC ACCESS

Coastal Act Section 30604(c) requires that every coastal development permit issued for any development between the nearest public road and the sea "shall include a specific finding that the development is in conformity with the public access and public recreation policies of [Coastal Act] Chapter 3." The project site is located seaward of the first through public road and the sea. Coastal Act Sections 30210 through 30212, as well as Sections 30220 specifically protect public access and recreation, and state:

Section 30210 of the Coastal Act states:

> *In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

Section 30211 of the Coastal Act states:

> *Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation*

Section 30212 of the Coastal Act states, in part:

> *(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:*

Section 30220 of the Coastal Act States:

> *Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.*

The subject site is located on the seaward side of South Pacific Street. The existing pre-coastal revetment is located adjacent to a public beach utilized by local residents and visitors for a variety of recreational activities. The lot itself is developed and there is no evidence of public use of the site to access the beach. Lateral access is available to the public along the beach seaward of the existing revetment. Vertical access to the public beach is provided three lots to the north at Buccaneer Beach.

As stated elsewhere in these findings, the certified LCP allows for shoreline protective device to protect new development where it has been designed to mitigate adverse impacts upon shoreline sand supply. In this particular case, the existing revetment was constructed prior to the Coastal Act and is located on private property. This stretch of beach has historically been used by the public for access and recreation purposes. However, since the revetment is existing and is not located on public beach, in this particular case, no significant impacts to recreation will occur.

Special Condition #12 requires that construction access and staging not affect public access and prohibits construction on the sandy beach on weekends and holidays during the summer months between Memorial Day to Labor Day of any year. In addition, **Special Condition #5** has been incorporated and requires the revetment to be surveyed and the toe of the revetment fixed so that potential impacts to public access will be avoided. Therefore, impacts to the public will be minimized to the greatest extent feasible. Thus, as conditioned, the Commission finds the project consistent with the public access and recreation policies of the Coastal Act.

H. UNPERMITTED DEVELOPMENT

Development has occurred on the subject site without the required coastal development permit. Specifically work was completed on the existing rock revetment including removal of concrete apron, concrete grouting, and concrete stairs, as well as, placement of approximately 50 new stones ranging from 25-100 lbs. The applicant is requesting after-the-fact authorization of the unpermitted riprap revetment in its current, as-built, configuration.

In order to ensure that the unpermitted development component of this application is resolved in a timely manner, **Special Condition #14** requires that the applicant satisfy all conditions of this permit, which are prerequisite to the issuance of this permit within 120 days of Commission action, or within such additional time as the Executive Director may grant for good cause.

Although development has taken place prior to submission of this permit application, consideration of this application by the Commission has been based solely upon the policies and provisions of the certified City of Oceanside LCP as well as the public access and recreation policies of Chapter 3 of the Coastal Act. Commission review and action on this permit does not constitute a waiver of any legal action with regard to the alleged violation nor does it constitute an admission as to the legality of any development undertaken on the subject site without a coastal permit.

I. LOCAL COASTAL PLANNING.

The City of Oceanside has a certified LCP. The project site is designated Urban High Density Residential and zoned RT (Residential Tourist). The proposed project is consistent with these designations. As conditioned, the development is consistent with all applicable provisions of the certified LCP as well as with the public access policies of Chapter 3 of the Coastal Act.

J. CEQA

Section 13096 of the Commission's Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The proposed project has been conditioned to be found consistent with the public view policies of the Oceanside LCP and the public access policies of the Coastal Act. Mitigation measures will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and is consistent with the requirements of CEQA.

APPENDICES

APPENDIX A

- City of Oceanside certified Local Coastal Program;
- Coastal Commission Substantial Issue staff report for subject development
- Geotechnical reports submitted by Geosoils dated May 15, 2013, July 3 2013, September 24, 2012, June 12, 2012, June 11, 2012, March 2, 2012, and February 10, 2012

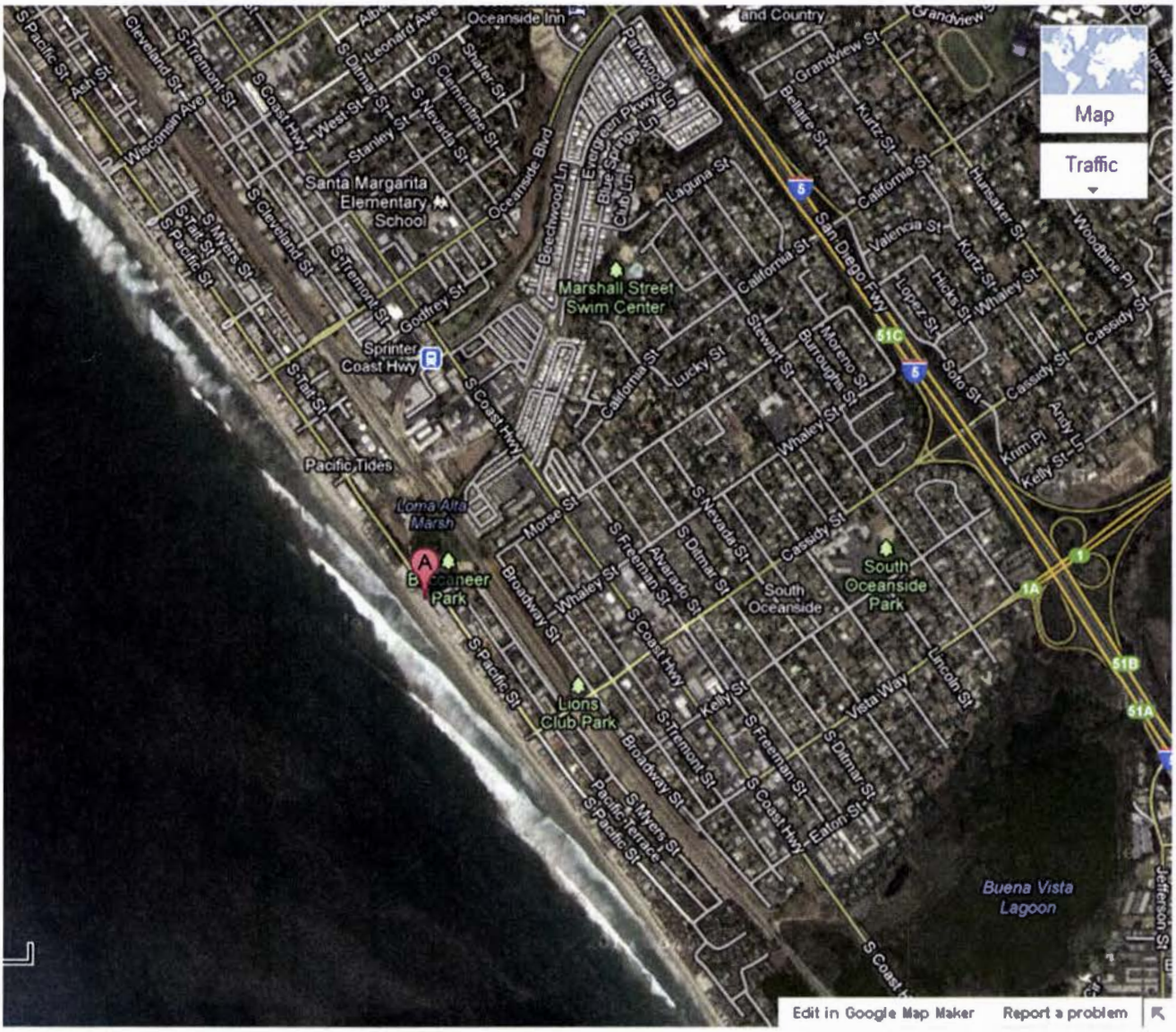
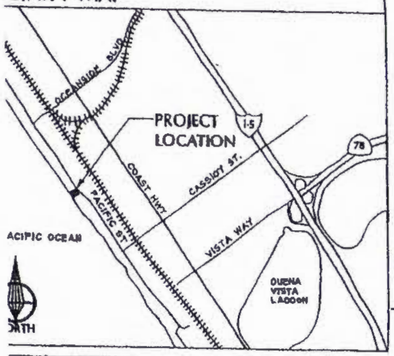


EXHIBIT NO. 1
APPLICATION NO.
A-6-OCN-13-008
Location Map

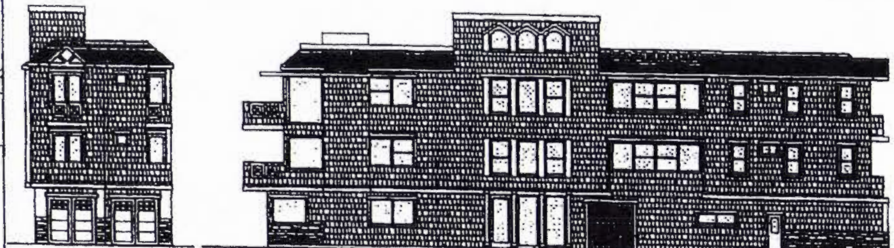
California Coastal Commission

EXHIBIT NO. 2
APPLICATION NO.
A-6-OCN-13-008
Site Plans
Page 1 of 12
California Coastal Commission

VICINITY MAP



THE BURGESS / JOURNIGAN RESIDENCES



DEVELOPMENT INFORMATION

ASSESSOR'S PARCEL NUMBER:	153-012-41-00
ZONING:	RT
GENERAL PLAN:	HIGH DENSITY RESIDENTIAL
LOT SIZE:	6,265 SQ. FT. (0.14 ACRE)
EXISTING LAND USE:	DUPLEX
PROPOSED LAND USE:	NO CHANGE
EXISTING LOT COVERAGE:	25%
PROPOSED LOT COVERAGE:	36.5%

SETBACKS:

FRONT YARD	10'-0"
SIDE YARD	3'-0"
OCEAN (WEST) SIDE	STRINGLINE
HEIGHT MAX.	3-STORIES OR 35'-0" FROM THE AVERAGE FINISHED GRADE TO THE CEILING OF THE TOP STO... NO PORTION OF THE PROPOSED HABITABLE SPACE MAY EXCEED THE MAX. PERMITTED HEIGHT.

SEC. 211, 1708.a.b.c.
PENTHOUSES OR ROOF STRUCTURES FOR THE HOUSING OF ELEVATORS, STAIRWAYS, ETC., (SEE SEC. 1708.a) MAY BE ERECTED AND MAINTAINED ABOVE THE 35'-0" MAX. HEIGHT LIMIT. NO ROOF STRUCTURE ABOVE THE HEIGHT LIMIT SHALL BE USED FOR THE PURPOSE OF PROVIDING ADDITIONAL FLOOR SPACE.

DEMOLITION: EXISTING RESIDENCES

SCOPE:
TWO CONDOMINIUMS OVER PARKING AND SHARED COMMUNITY SPACE:

FIRST FLOOR	1402 SQ. FT.
SECOND FLOOR	2350 SQ. FT.
THIRD FLOOR	2350 SQ. FT.
ROOF DECK	178 SQ. FT.
TOTAL HABITABLE:	6,424 SQ. FT.
GARAGE	885 SQ. FT.
COURTYARD	139 SQ. FT.
COURTYARD RESTROOM	48 SQ. FT.
2nd FLOOR DECKS	234 SQ. FT.
3rd FLOOR DECKS	234 SQ. FT.
ROOF DECK	1541 SQ. FT
ROOF STORAGE	33 SQ. FT.

LEGAL DESCRIPTION:

LOT 7 IN BLOCK "F" OF OCEANFRONT ADDITION IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 608, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JUNE 8, 1904, EXCEPTING THEREFROM THAT PORTION THEREOF, IF ANY HERETOFORE OR NOW LYING BELOW THE MEAN HIGH TIDE LINE OF THE PACIFIC OCEAN

SERVICE AGENCIES

WATER	OCEANSIDE WATER
SCHOOL	OCEANSIDE UNIFIED SCHOOL DISTRICT
FIRE	OCEANSIDE FIRE DEPARTMENT
GAS/ELEC	SAN DIEGO GAS & ELECTRIC

BUILDING CODES

2010 TRIENNIAL EDITION OF THE CODE OF REGULATIONS, TITLE 24

THERE ARE 12 PARTS TO TITLE 24 AND THE APPLICABLE PARTS FOR MOST BUILDING DIVISION PERMIT APPLICATIONS ARE LISTED BELOW:

- PART 2: THE 2010 CALIFORNIA BUILDING CODE (CBC) IS BASED ON THE 2009 IBC.
- PART 2.5: THE 2010 CALIFORNIA RESIDENTIAL CODE (CRC) IS BASED ON THE 2009 IRC BUT INCLUDES NUMEROUS STATE OF CALIFORNIA AMENDMENTS AND DOES NOT INCLUDE ELECTRICAL, ENERGY, MECHANICAL OR PLUMBING PORTIONS OF THE IRC, AND INSTEAD PARTS 3 THROUGH 6 OF TITLE 24 AS LISTED BELOW APPLY.
- PART 3: THE 2010 CALIFORNIA ELECTRICAL CODE (CEC) IS BASED ON THE 2008 NEC WITH STATE OF CALIFORNIA AMENDMENTS
- PART 4: THE 2010 CALIFORNIA MECHANICAL CODE (CMC) IS BASED ON THE 2009 UMC WITH STATE OF CALIFORNIA AMENDMENTS
- PART 5: THE 2010 CALIFORNIA PLUMBING CODE (CPC) IS BASED ON THE 2009 UPC WITH STATE OF CALIFORNIA AMENDMENTS
- PART 6: THE 2010 CALIFORNIA ENERGY CODE IS BASED ON THE 2008 BUILDING ENERGY EFFICIENCY STANDARDS
- PART 9: THE 2010 CALIFORNIA FIRE CODE (CFC) IS BASED ON THE 2009 IFC WITH STATE OF CALIFORNIA AMENDMENTS
- PART 11: THE 2010 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGreen CODE)

REGULAR COASTAL APPLICATION NO.

RC12-00002

STATEMENT OF SPECIAL INSPECTIONS

PROCEDURE PC-20a

AS THE ENGINEER / ARCHITECT OF RECORD, CERTIFY THAT I HAVE PREPARED THE FOLLOWING STATEMENT OF SPECIAL INSPECTIONS AS REQUIRED BY CBC SECTION 1705 FOR THIS CONSTRUCTION PROJECT. I HAVE INFORMED THE PROJECT OWNER OF THESE REQUIREMENTS.

JOB ADDRESS: ______ PERMIT: ______

OWNER: ______ DATE: ______ PLAN NO: ______

WORK REQUIRING SPECIAL INSPECTION:

REINFORCED CONCRETE	☐ SMOKE CONTROL
PRE-STRESSED / POST-TENSIONED CONCRETE	☐ WOOD CONSTRUCTION (SPECIFIC BELOW)
STRUCTURAL MASONRY	☐ MASTIC AND INTUMESCENT FIRE-RESISTANT COATINGS
STRUCTURAL WELDING	☐ SPRAY APPLIED FIRE-PROOFING
HIGH-STRENGTH BOLTING	☐ EXTERIOR INSULATION AND FINISH SYSTEMS (EIFS)
SOILS	☐ MECHANICAL AND ELECTRICAL COMPONENTS
...	☐ DESIGNATED SEISMIC SYSTEMS VERIFICATION
PIER FOUNDATIONS	☐ SEISMIC ISOLATION SYSTEMS
STRUCTURAL OBSERVATIONS (SEE BELOW)	☐ OTHER

SECTION DEFERRED: "THIS SHEET WILL BE REVISED TO INDICATE THE SPECIAL INSPECTION ENTITIES PRIOR TO THE TIME THE SPECIAL INSPECTOR IS REQUIRED TO CHECK IN WITH THE BUILDING DIVISION FOR THEIR FIRST INSPECTION ON THIS PROJECT."

SIGNED: ______ DATE: ______

PERSON / FIRM CONDUCTING SPECIAL INSPECTIONS:

TESTING LABORATORY:

SPECIFIC ITEM NOT COVERED ABOVE:

STRUCTURAL OBSERVATIONS:

SITE NOTES

1. THE CONTRACTORS MUST VERIFY ALL GRADES, CONDITIONS AND DIMENSIONS PRIOR TO COMMENCING WORK. THE OWNER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES.
2. THE CONTRACTOR SHALL VERIFY THE EXISTENCE AND LOCATION OF ALL UTILITIES PRIOR TO COMMENCING WORK.
3. SURFACE WATER SHALL BE DIRECTED AWAY FROM STRUCTURE FOUNDATIONS AT A SLOPE NOT LESS THAN 1/4" / FOOT FOR A MIN. OF 5'-0" OR 1/3 THE DISTANCE TO THE PROPERTY LINE
4. EXISTING WATER LATERAL PER CITY OF OCEANSIDE WATER & SEWER DEPARTMENT
5. REFERENCE PRECISE GRADING PLAN BY THE TAYLOR GROUP, OCEANSIDE, CA FOR DRAINAGE PATTERNS
6. ALL EXTERIOR LIGHTING SHALL COMPLY WITH CITY OF OCEANSIDE'S ORDINANCE No. 90-48

NOISE ORDINANCE

THIS PROJECT IS NOT WITHIN A NOISE CRITICAL AREA (CNEL CONTOUR OF 60dB) AS SHOWN ON THE GENERAL PLAN

FIRE HYDRANT NOTE

THE NEAREST FIRE HYDRANT IS LOCATED 20' NORTHEAST OF THE EASTERLY PROPERTY LINE AT THE CORNER OF MORSE STREET AND PACIFIC STREET.

REFERENCE PRELIMINARY GRADING AND DEVELOPMENT PLAN PGP.1 FOR FIRE HYDRANT LOCATIONS.

SHEET INDEX

TS.1 COVER SHEET / PROPOSED SITE PLAN
SP.1 STRINGLINE & PROPERTY SURVEY
A1 FIRST & SECOND FLOOR PLANS
A2 THIRD AND ROOF DECK FLOOR PLANS
A3 EXTERIOR ELEVATIONS
A4 EXTERIOR ELEVATIONS
A5 BUILDING SECTION

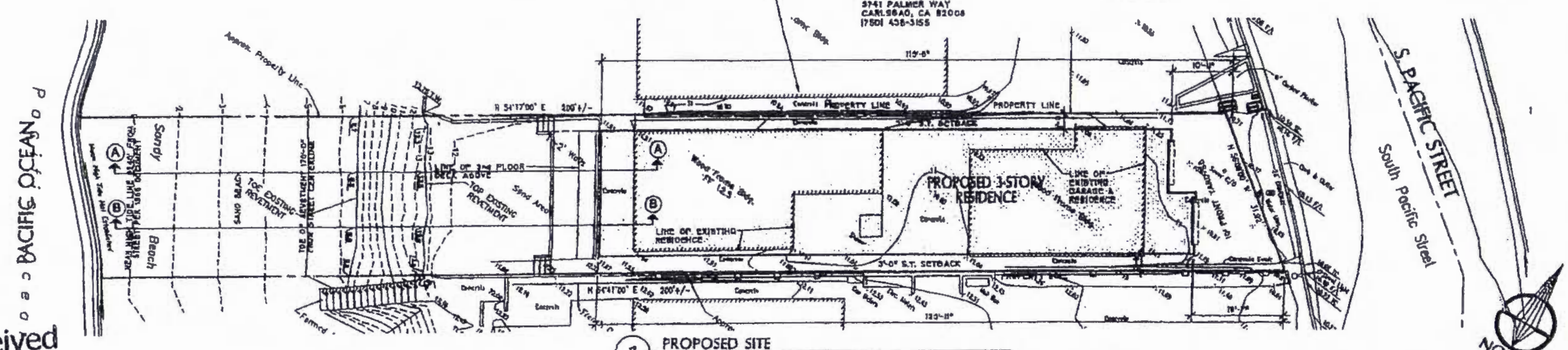
CONSULTANTS:

STRUCTURAL:
TBD

CIVIL ENGINEERING, GEOLOGY, STORM WATER MITIGATION & DRAINAGE STUDY:
TAYLOR GROUP, INC.
301 MISSION AVE, SUITE 201
OCEANSIDE, CA 92054
(760) 721-9930

WAVE RUN UP STUDY:
GEOSOILS, INC.
5741 PALMER WAY
CARLSBAD, CA 92008
(760) 438-3155

NOTE: REFERENCE PRELIMINARY GRADING PLAN AND LANDSCAPE PLAN FOR PLANTER LOCATIONS.



1 PROPOSED SITE
SCALE: 1" = 10'-0"

PROJECT:
BURGESS & JOURNIGAN RESIDENCES
1513 S. PACIFIC ST
OCEANSIDE, CA 92054

OWNER:
BURGESS
JOURNIGAN
1513 S. PACIFIC ST
OCEANSIDE, CA 92071

OWNER'S REP:
PAUL LONGTON
STUDIO 4 ARCHITECTS
2909 MESA DRIVE
OCEANSIDE, CA 92054
(760) 722-4904

RELEASE DATES:
ISSUED: 06/10/12
REVISIONS:

DRAWING STATUS:

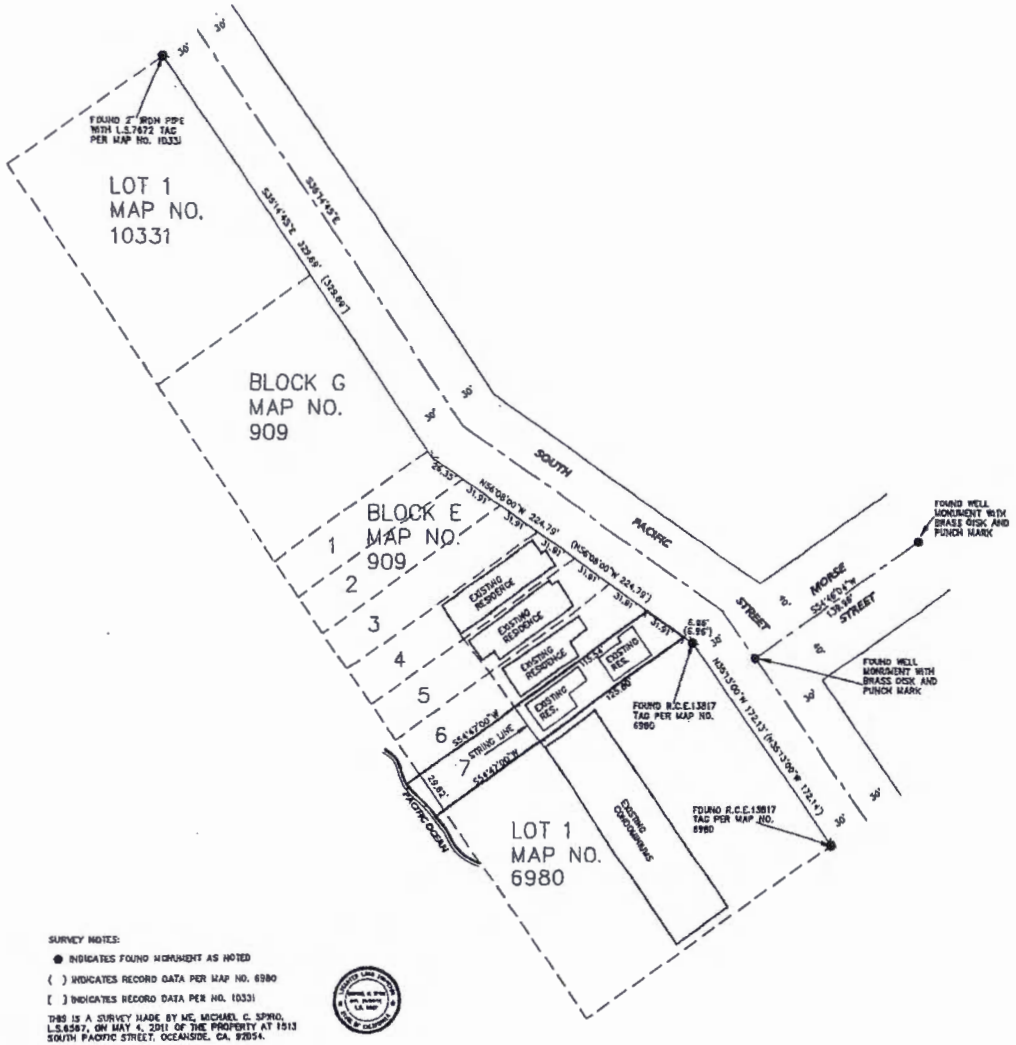
JOB NO:
DRAWN BY: MSR
CHECKED BY: PL

SHEET TITLE: SITE PLAN & NOTES

SHEET NO: TS.1

ATTACHMENT 1

Received
JUL 6 2012
Planning Division



SURVEY NOTES:

● INDICATES FOUND MONUMENT AS NOTED

( ) INDICATES RECORD DATA PER MAP NO. 6980

[ ] INDICATES RECORD DATA PER NO. 10331

THIS IS A SURVEY MADE BY ME, MICHAEL C. SPINO, L.S.6567, ON MAY 4, 2011 OF THE PROPERTY AT 1513 SOUTH PACIFIC STREET, OCEANSIDE, CA. 92054.

APN 153-012-41

THE BASIS OF BEARINGS IS THE NORTHEAST LINE OF LOT 1 OF MAP NO. 6980, BEING N35°13'00"W.

1 STRINGLINE & PROPERTY SURVEY
SCALE: 1" = 40'-0"

NORTH

ARCHITECT:
STUDIO 4
1908 MESA DRIVE
OCEANSIDE, CA 92054
(760) 722-4904 PH
(760) 722-4903 FX
pjlongton@gmail.com
PAUL LONGTON
PRINCIPAL

PROJECT:
BURGESS & JOURNIGAN RESIDENCES
1513 S. PACIFIC ST
OCEANSIDE, CA 92054

OWNER:
BURGESS JOURNIGA..
1513 S. PACIFIC ST
OCEANSIDE, CA 92054

OWNER'S REP:
PAUL LONGTON
STUDIO 4 ARCHITECTS
1908 MESA DRIVE
OCEANSIDE, CA 92054
(760) 722-4904

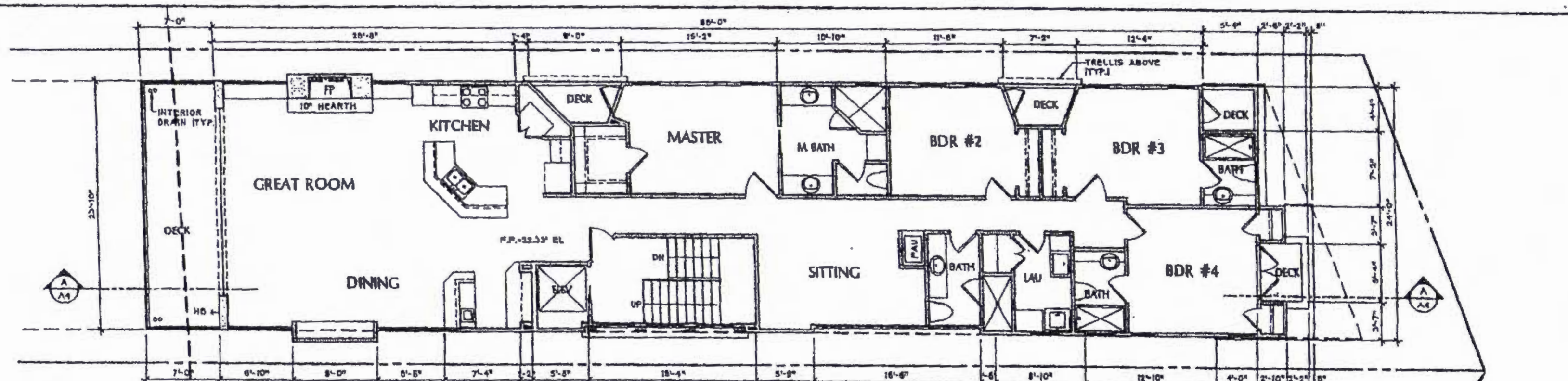
RELEASE DATES:
ISSUED: 06/19/12
REVISIONS:

DRAWING STATUS:
- DEV FOR CONSTRUCTION
- INFORMATION ONLY
- PRELIMINARY
- AGENCY REVIEW
- CHECK SET
- PERMITTED SET
- PLAN CHECK SET
- BID SET DRAWINGS
- CONSTRUCTION DOCUMENTS
- OTHER

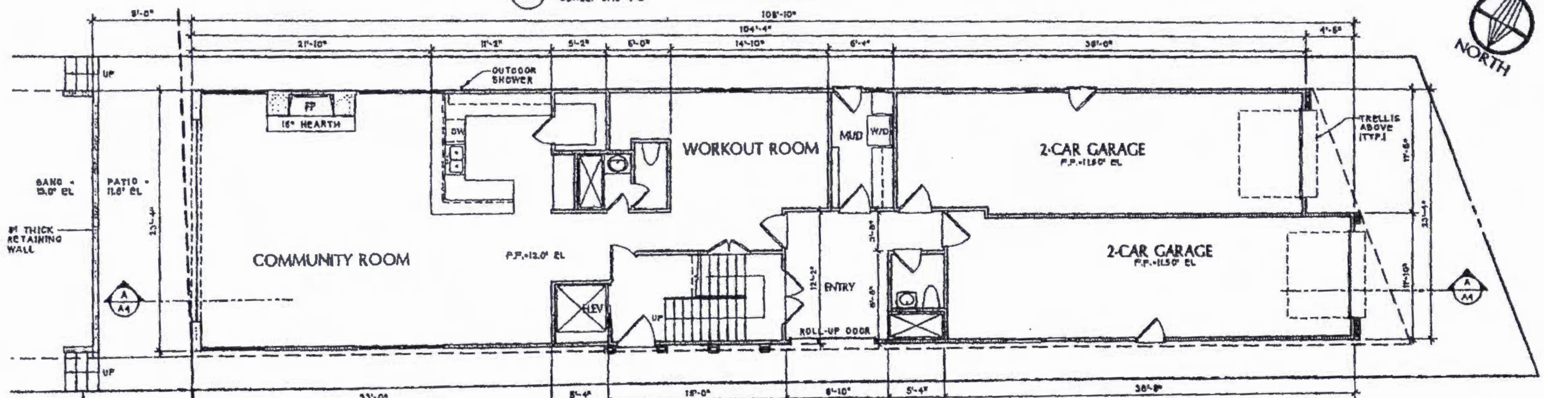
JOB NO:
DRAWN BY: MSR
CHECKED BY: PL

SHEET TITLE:
STRINGLINE & SURVEY

SHEET NO:
SP.1



② SECOND FLOOR PLAN
SCALE: 3/16"=1'-0"



① FIRST FLOOR PLAN
SCALE: 3/16"=1'-0"

FLOOR PLAN NOTES:

A MISCELLANEOUS

SLEEPING ROOMS MUST HAVE A WINDOW OR EXTERIOR DOOR FOR EMERGENCY ESCAPE (IBC SECTION 1204) THE EMERGENCY EXIT MUST MEET THE FOLLOWING CRITERIA:

a. MINIMUM 5.7 SQUARE FEET NET CLEAR OPENABLE AREA
b. 24" MINIMUM NET CLEAR OPENABLE HEIGHT
c. 20" MINIMUM NET CLEAR OPENABLE WIDTH
d. MAXIMUM FINISH SILL HEIGHT TO BE NO MORE THAN 44" ABOVE FINISHED FLOOR

PROVIDE ALL HOSE BIBS AND SPRINKLER SYSTEMS WITH BACK FLOW PREVENTION DEVICES.

KITCHEN, BATH & LAUNDRY

REFERENCE ELECTRICAL PLAN/S AND NOTES FOR LIGHTING, RECEPTACLES AND CIRCUITRY.

PROVIDE MECHANICAL VENTILATION CAPABLE OF PROVIDING FIVE AIR CHANGES PER HOUR IN BATHROOMS AND WATER CLOSET COMPARTMENTS IF REQUIRED OPENABLE WINDOWS ARE NOT PROVIDED, SECTION 1203.3.

DISCHARGE POINT FOR EXHAUST AIR WILL BE AT LEAST 3 FEET FROM ANY OPENING WHICH ALLOWS AIR ENTRY INTO OCCUPIED PORTIONS OF THE BUILDING. SEC. 1203.3

15" MINIMUM CLEARANCE FROM CENTERLINE OF WATER CLOSET AND 24" MINIMUM CLEARANCE IN FRONT OF WATER CLOSET.

IN SHOWER AND TUB-SHOWER COMBINATIONS, CONTROL VALVES MUST BE PRESSURE BALANCED OR HAVE THERMOSTATIC MIXING VALVES.

NEW WATER CLOSETS SHALL USE NO MORE THAN 1.6 GALLONS PER FLUSH AND SHALL MEET PERFORMANCE STANDARDS ESTABLISHED BY THE AMERICAN NATIONAL STANDARDS INSTITUTE STANDARD A112.19.2 H & S CIDE SECTION 17921.3 (b)

DRYER VENT TO THE OUTSIDE. MAXIMUM LENGTH 14' W (2) 90 deg ELBOWS. UMC SECTION 504.3.2.

C GARAGE / STAIR FIRE PROTECTION

1. ALL WALLS COMMON TO RESIDENCE AND GARAGE SHALL BE FIRE PROTECTED. USE 5/8" TYPE "X" GYPSUM ON GARAGE SIDE OF COMMON WALLS USE FLOOR TO ROOF SHEATHING.
2. THE CEILING OF GARAGE SHALL BE FIRE PROTECTED. USE ONE LAYER OF 5/8" TYPE "X" GYPSUM ON GARAGE CEILING WHERE FRAMING MEMBERS ARE SPACED 16" O.C. OR LESS. USE TWO LAYERS OF 5/8" TYPE "X" GYPSUM ON GARAGE CEILING WHERE FRAMING MEMBERS ARE SPACED GREATER THAN 16" O.C.
3. DOOR BETWEEN GARAGE AND RESIDENCE SHALL BE 1 3/8" THICK AND SELF CLOSING. WEATHERSTRIP JAMBS, HEAD AND THRESHOLD. 1" MAXIMUM DIFFERENCE BETWEEN GARAGE LANDING AND RESIDENCE.
4. ALL ELEMENTS SUPPORTING FLOOR ABOVE GARAGE MUST HAVE 5/8" TYPE "X" GYPSUM ON THE GARAGE SIDE.
5. GARAGE REQUIRES ONE-HOUR FIRE PROTECTION ON THE CEILING COMMON TO THE DWELLING. (TABLE 3-B, SECTION 302.4c). PROVIDE 2 LAYERS OF 1/2" OF TYPE "X" GYPSUM BOARDS FOR TJI FLOOR JOISTS, PER ICBO APPROVAL (PER 200) FOR TJI.
6. THE WALLS AND SOFFITS OF THE ENCLOSED USABLE SPACE UNDER INTERIOR STAIRS SHALL BE PROTECTED ON THE ENCLOSED SIDE WITH 1/2-INCH GYPSUM BOARD. CBC 2007 SECTION 1009.5.3

D FIRE STOPS

1. PROVIDE FIRE STOPS AT THE FOLLOWING LOCATIONS PER SECTION 708.2.1:
   a. IN CONCEALED SPACES OF STUD WALLS AND PARTITIONS INCLUDING FURRED SPACES, AT THE CEILING AND FLOOR LEVELS AND AT 10 FOOT INTERVALS BOTH VERTICAL AND HORIZONTAL;
   b. AT ALL INTERCONNECTIONS BETWEEN CONCEALED VERTICAL AND HORIZONTAL SPACES SUCH AS OCCUR AT SOFFITS, DROP CEILINGS AND COVE CEILINGS.
   c. IN CONCEALED SPACES BETWEEN STAIR STRINGERS AT THE TOP AND BOTTOM OF THE RUN AND BETWEEN STUDS ALONG AND INLINE WITH THE RUN OF STAIRS IF THE WALLS UNDER THE STAIRS ARE UNFINISHED;
   d. IN OPENINGS AROUND VENTS, PIPES, DUCTS, CHIMNEYS, FIREPLACES AND SIMILAR OPENINGS WHICH AFFORD A PASSAGE FOR FIRE AT CEILING AND FLOOR LEVELS, WITH NONCOMBUSTIBLE MATERIALS.
   e. AT OPENINGS BETWEEN ATTIC SPACES AND CHIMNEY CHASES FOR FACTORY-BUILT CHIMNEYS.

E WATER HEATER & FAU

1. WATER HEATER SHALL HAVE 18" HIGH PLATFORM COVER PLATFORM WITH 5/8" TYPE "X" GYPSUM. STRAP WATER HEATER TO RESIST SEISMIC FORCES WITH TWO STRAPS, ONE ON THE BOTTOM 1/3 OF TANK AND ONE ON THE UPPER 1/3 OF TANK. STRAPS SHALL BE 3/4" X 24 GAUGE WITH 1/4" X 3" LAG SCREWS ATTACHED DIRECTLY TO THE FRAMING.
2. PROVIDE P & T VALVE ON WATER HEATER. RUN DISCHARGE LINE TO EXTERIOR WITHIN 6" OF GRADE.
3. COMBUSTION AIR FOR FUEL BURNING WATER HEATERS WILL BE PROVIDED IN ACCORDANCE WITH UPC SECTION 507 AND TABLE 5-1.
4. IN SEISMIC ZONES 3 AND 4, WATER HEATERS SHALL BE ADEQUATELY BRACED TO RESIST SEISMIC FORCES. TWO STRAPS SHALL BE PROVIDED (ONE STRAP AT TOP 1/3 OF THE TANK AND ONE STRAP AT BOTTOM 1/3 OF THE TANK). UPC, SEC. 510.5
5. PRESSURE AND TEMPERATURE RELIEF LINES FOR WATER HEATERS SHALL EXTEND OUTSIDE OF THE BUILDING. WHERE IT IS IMPRACTICAL TO EXTEND HE DRAIN LINE OUTSIDE THE BUILDING THE LINE MAY TERMINATE IN AN APPROVED STANDPIPE. A FULL ONE-INCH AIR GAP IS REQUIRED BETWEEN THE P & T DRAIN LINE AND THE STANDPIPE. POLICY P-6.
6. WATER HEATER - SIZED PER TITLE 24
7. FORCED AIR UNIT SYSTEM THAT ARE LOCATED IN ATTIC. PROVIDE A PERMANENT ELECTRICAL OUTLET AND LIGHTING FIXTURE CONTROLLED BY A SWITCH FOR FURNACE. CONDENSATE LINE MUST DISCHARGE INTO A PLUMBING FIXTURE. LOCATE FAU PER TRUSS LAYOUT, IF APPLICABLE. SIZE PER TITLE 24.
8. ATTIC ACCESS SHALL BE 30" X 30". THE OPENING MAY BE 22" X 30" IF THE EQUIPMENT CAN BE REMOVED THROUGH SUCH OPENING. 30" MIN. CLEAR HEADROOM IN ATTIC ABOVE THE ACCESS OPENING. PROVIDE MIN 30" DEEP UNOBSTRUCTED WORKING SPACE IN FRONT OF FURNACE.
9. THE PASSAGEWAY TO THE ATTIC MOUNTED WARM-AIR FURNACE SHALL BE UNOBSTRUCTED, HAVE CONTINUOUS SOLID FLOORING NOT LESS THAN 24" WIDE AND NOT BE LONGER THAN 20' IN LENGTH THROUGH ATTIC. UMC SECTION 908.0
10. EQUIPMENT SHALL BE ACCESSIBLE FOR INSPECTION, SERVICE REPAIR AND REPLACEMENT WITHOUT REMOVING PERMANENT CONSTRUCTION OR OTHER EQUIPMENT OR DISABLING THE FUNCTION OF REQUIRED FIRE-RESISTANT CONSTRUCTION.
11. FAU CLOSET IS TO BE A MINIMUM OF 12" WIDER THAN THE FURNACE
12. NEW RESIDENTIAL UNITS MUST BE PRE-PLUMBED FOR FUTURE SOLAR WATER HEATING. TWO ROOF JACKS MUST BE INSTALLED.
13. TWO 3/4" COPPER PIPES MUST BE INSTALLED TO THE MOST CONVENIENT FUTURE SOLAR PANEL LOCATION WHEN THE WATER HEATER IS NOT IN A ONE-STORY GARAGE AND IS NOT DIRECTLY BELOW THE MOST SOUTH FACING ROOF (CITY ORDINANCE No. 8083)
14. ALL PIPING FOR PRESENT OR FUTURE SOLAR WATER HEATING MUST BE INSULATED WHEN IN AREAS THAT ARE NOT HEATED OR COOLED BY MECHANICAL MEANS (CITY POLICY)

F ELEVATOR

1. ELEVATOR SHAFTS SHALL BE IN A ONE-HOUR SHAFT. SECTION 707.14
2. EVERY OPENING INTO AN ELEVATOR SHAFT ENCLOSURE SHALL BE PROTECTED BY A SELF-CLOSING FIRE ASSEMBLY HAVING A ONE-HOUR FIRE RATING IN ONE-HOUR SHAFTS. SEC. 711
3. ELEVATOR SHAFTS EXTENDING THROUGH MORE THAN TWO FLOOR LEVELS SHALL BE VENTED TO THE OUTSIDE. THE AREA OF THE VENT SHALL NOT BE LESS THAN 3 1/2% OF THE SHAFT AREA AND A MINIMUM OF 3 SQUARE FEET PER
4. ELEVATOR. SECTION 3004.

"RESIDENTIAL ELEVATORS INC." MODEL INFINITY 33459

G DECK NOTES:

1. ROOF & ROOF DECKS TO BE "DEX-O-TEX" ELASTEK 500 PROMENADE ROOF DECK SURFACING - ICBO ER-1338 OR APPROVED EQUAL.
2. BALCONIES AND DECKS EXPOSED TO THE WEATHER AND SEALED UNDERNEATH SHALL BE SLOPED A MIN. OF 1/4 INCH PER FOOT FOR DRAINAGE. SECTION 1402.3.

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RELEASE DATES:
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REVISIONS:

DRAWING STATUS:
☐ NOT FOR CONSTRUCTION
☐ PRELIMINARY
☐ DESIGN DEVEL.
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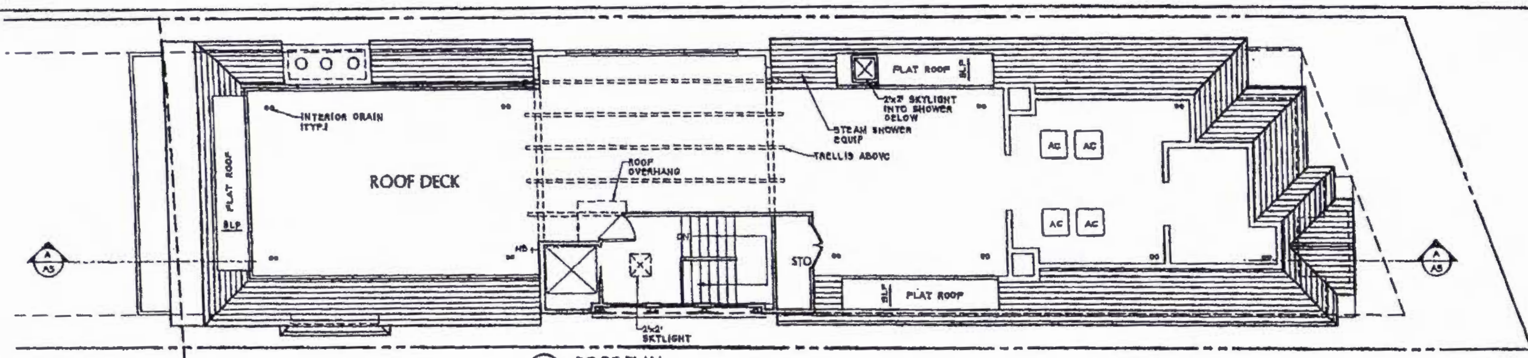
☐ PRICE
☐ PLAN CHECK
☐ BID SET
☐ CONSTRUCTION DOCUMENTS
☐ OTHER

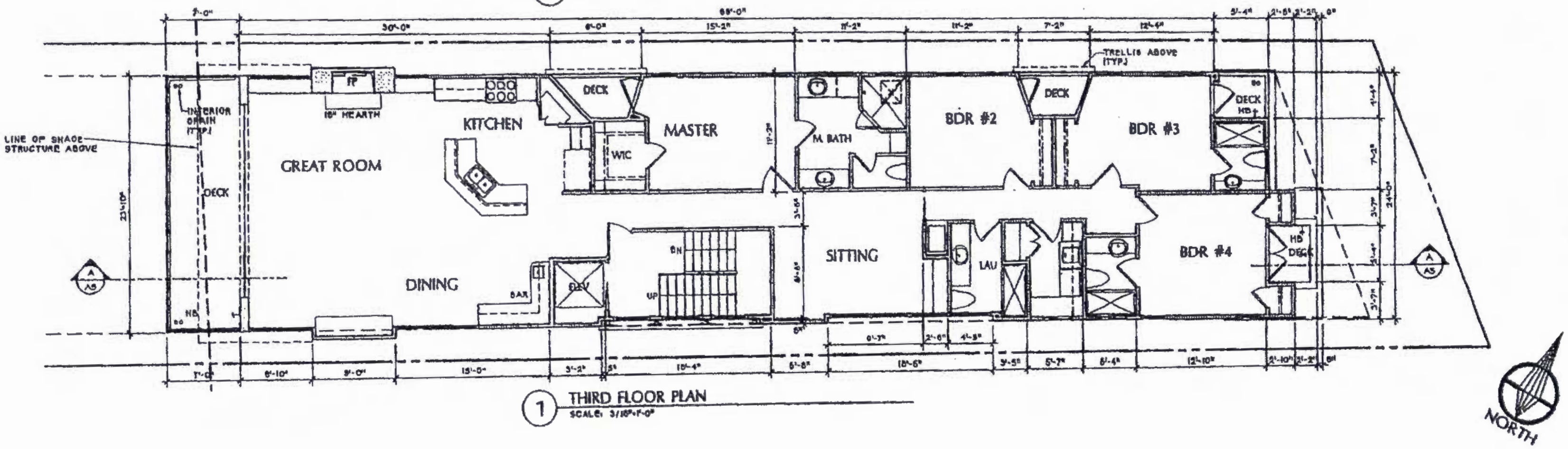
JOB NO:
DRAWN BY: MSR
CHECKED BY: PL

SHEET TITLE:
1st & 2nd FLR PLANS

SHEET NO:
A.1



2 ROOF PLAN
SCALE: 3/16"=1'-0"



1 THIRD FLOOR PLAN
SCALE: 3/16"=1'-0"

ROOF PLAN NOTES:

1. ROOFING SHALL BE CLASS "A" ROOFING COMPOSITION SHINGLES
2. ROOF DECKS SHALL BE COVERED WITH APPROVED ROOF COVERINGS SECURED TO THE BUILDING IN ACCORDANCE WITH THE PROVISIONS OF 2010 CRC CHAPTER 9. ROOF ASSEMBLIES SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH 2010 CRC AND THE APPROVED MANUFACTURER'S INSTALLATION INSTRUCTIONS SUCH THAT THE ROOF ASSEMBLY SHALL SERVE TO PROTECT THE BUILDING. 2101 CRC R903.1
3. FLASHING SHALL BE INSTALLED IN A MANNER THAT PREVENTS MOISTURE FROM ENTERING THE WALL AND ROOF THROUGH JOINTS IN COPINGS, THROUGH MOISTURE PERMEABLE MATERIALS AND AT INTERSECTIONS WITH PARAPET WALLS AND OTHER PENETRATIONS THROUGH THE ROOF PLANE. 2010 CRC 903.2
4. FLASHINGS SHALL BE INSTALLED AT WALL AND ROOF INTERSECTIONS, WHEREVER THERE IS A CHANGE IN ROOF SLOPE OR DIRECTION AND AROUND ROOF OPENINGS.
5. PROVIDE COPPER ROOF FLASHING @ ALL ROOF AND WALL INTERSECTIONS, VALLEYS AND O.I. DIVERTERS w/ EXTERIOR DOORWAYS AND HIGH SIDE OF FIREPLACE CHIMNEY STACKS (WHERE OCCURS)
6. A CRICKET OR SADDLE SHALL BE INSTALLED ON THE RIDGE SIDE OF ANY CHIMNEY OR PENETRATION MORE THAT 30 INCHES WIDE AS MEASURED PERPENDICULAR TO THE SLOPE. CRICKET OR SADDLE COVERINGS SHALL BE SHEET METAL OR OF THE SAME MATERIAL AS THE ROOF COVERING. 2010 CRC R903.2.2
7. UNLESS ROOFS ARE SLOPED TO DRAIN OVER ROOF EDGES, ROOF DRAINS SHALL BE INSTALLED AT EACH LOW POINT OF THE ROOF. WHERE REQUIRED FOR ROOF DRAINAGE, SCUPPERS SHALL BE PLACED LEVEL WITH THE ROOF SURFACE IN A WALL OR PARAPET. THE SCUPPER SHALL BE LOCATED AS DETERMINED BY THE ROOF SLOPE AND CONTRIBUTING ROOF AREA. 2010 CRC SEC R903.4
8. ROOF COVERINGS SHALL BE APPLIED IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF 2010 CRC SECTION R905

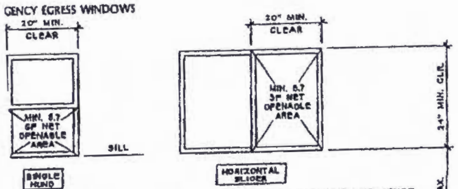
ATTIC VENTING NOTES:

1. NO ATTIC VENTING REQUIRED

DOOR & WINDOW NOTES:

1. ALL OPENABLE WINDOWS ARE TO HAVE SCREENS REFER TO THE EXTERIOR ELEVATIONS FOR THE OPENING SECTIONS AND LOCATIONS OF WINDOWS TO HAVE MUTIN BARS. COLOR TO MATCH WINDOW FRAME.
2. MANUFACTURED DOORS AND WINDOWS ARE TO MEET ANSI OR NWMA STANDARDS AND ARE SO LABELED.
3. ALL EXTERIOR DOORS AND WINDOWS ARE TO BE FULLY WEATHERSTRIPPED.
4. ALL OPENINGS ARE TO BE CAULKED AND SEALED; I.E. AROUND JOINTS IN WINDOWS.
5. ALL SLIDING GLASS DOORS AND WINDOWS MARKED "TEMP" ARE TO HAVE 3/16" TEMPERED GLASS.
6. WINDOWS ARE TO BE VINYL FRAMED, w/ LAMINATED DUAL GLAZED, CLEAR GLASS.
7. SEE T-24 CALCS FOR GLAZING REQUIREMENTS AND VALUES.
8. THE MANUFACTURED WINDOWS SHALL HAVE A LABEL ATTACHED CERTIFIED BY THE NATIONAL FENESTRATION RATING COUNCIL (NFRC) AND SHOWING COMPLIANCE WITH THE ENERGY CALCULATIONS.
9. GLAZING IN THE FOLLOWING LOCATIONS SHOULD BE OF SAFETY GLAZING MATERIAL IN ACCORDANCE w/ SECTION 2406.4
   A. DOORS AND ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATHTUBS AND SHOWERS AND IN ANY PORTION OF A BUILDING WALL ENCLOSING THESE COMPARTMENTS WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60" ABOVE A STANDING SURFACE AND DRAIN INLET.
10. SLEEPING ROOMS MUST HAVE A WINDOW OR EXTERIOR DOOR FOR EMERGENCY ESCAPE. UBC SECTION 1204 THE EMERGENCY EXIT MUST MEET THE FOLLOWING CRITERIA:
   A. MINIMUM 5.7 SQUARE FEET NET CLEAR OPENABLE AREA
   B. 24" MINIMUM NET CLEAR OPENABLE HEIGHT
   C. 20" MINIMUM NET CLEAR OPENABLE WIDTH
   D. MAXIMUM FINISH SILL HEIGHT TO BE NO MORE THAN 44" ABOVE FINISHED FLOOR

GENCY EGRESS WINDOWS



EPING ROOMS SHALL HAVE A WINDOW OR EXTERIOR DOOR FOR EMERGENCY APE. SILL HEIGHT SHALL NOT EXCEED 44" ABOVE THE FLOOR. WINDOWS T HAVE AN OPENABLE AREA OF AT LEAST 5.7 SQUARE FEET WITH THE 'MUM OPENABLE WIDTH 20" AND THE MINIMUM OPENABLE HEIGHT 24". THE RGENCY DOOR OR WINDOW SHALL BE OPENABLE FROM THE INSIDE TO VIDE A FULL, CLEAR OPENING WITHOUT THE USE OF SEPARATE TOOLS. TION 310.4.

CAL EXAMPLES SHOWN ABOVE. CONTACT WINDOW MANUFACTURER TO RMINE THAT EACH SLEEPING ROOM HAS AT LEAST ONE WINDOW THAT TS THE MINIMUM REQUIREMENTS. NOTE: CASEMENT WINDOWS MAY PIVOT INTO AN AREA THAT WHEN CLOSED WOULD APPEAR TO MEET MIN. IREMENTS.

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RELEASE DATES:
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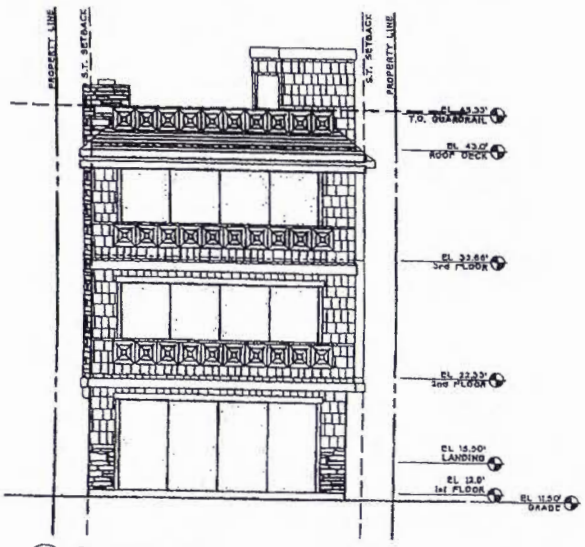
REVISIONS:

DRAWING STATUS:

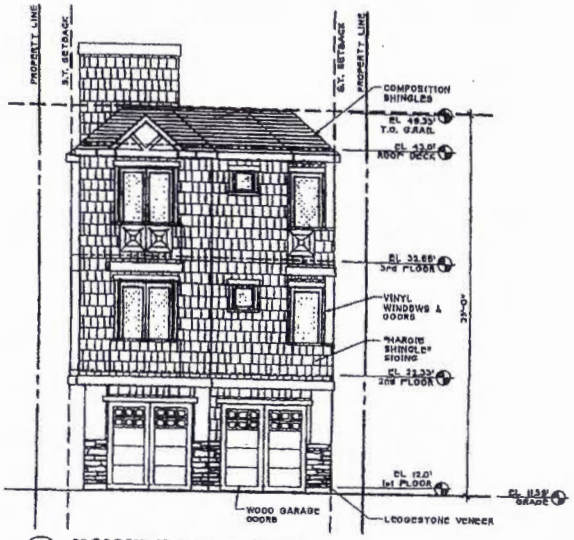
JOB NO:
DRAWN BY: MSR
CHECKED BY: PL

SHEET TITLE:
3rd & ROOF PLANS

SHEET NO:
A.2



3 PROPOSED WEST ELEVATION
SCALE: 3/16"=1'-0"



2 PROPOSED FRONT EAST (STREET)
SCALE: 3/16"=1'-0"

1 PROPOSED SOUTH ELEVATION
SCALE: 3/16"=1'-0"

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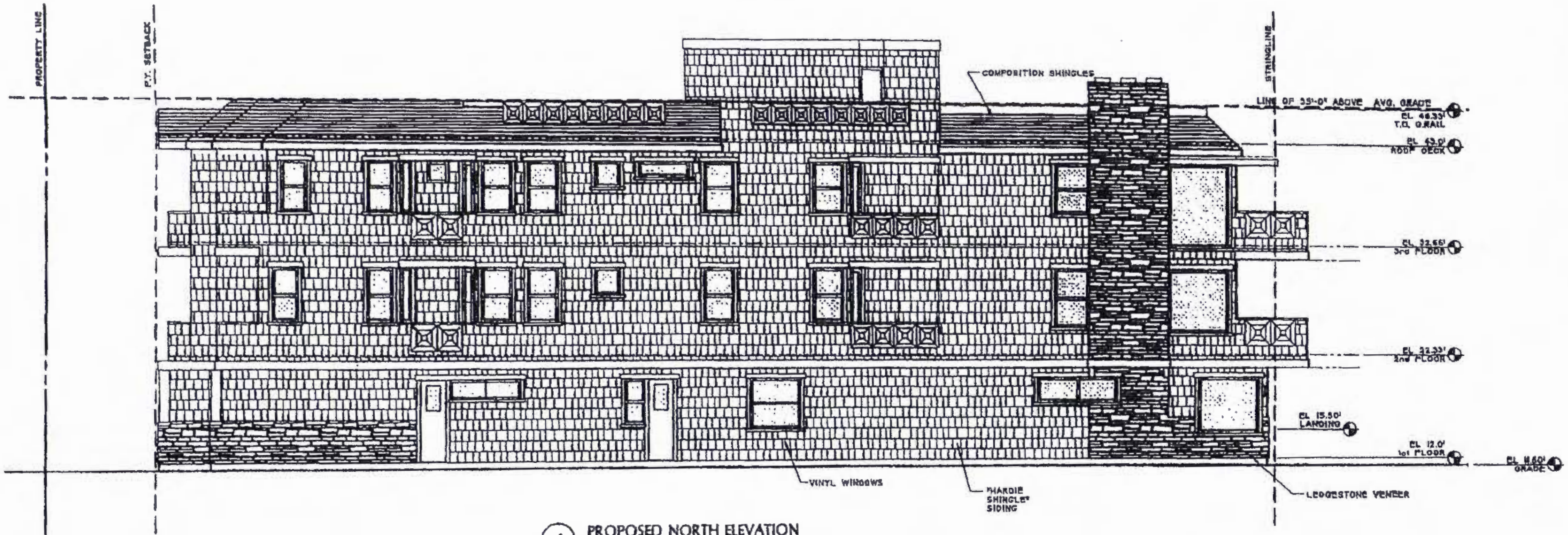
RELEASE DATES:
ISSUED: 06/09/12
REVISIONS:

DRAWING STATUS:
[illegible]

JOB NO:
DRAWN BY: MSR
CHECKED BY: PL

SHEET TITLE
EXTERIOR ELEVATIONS

SHEET NO:
A.3



4 PROPOSED NORTH ELEVATION
SCALE: 3/16"=1'-0"

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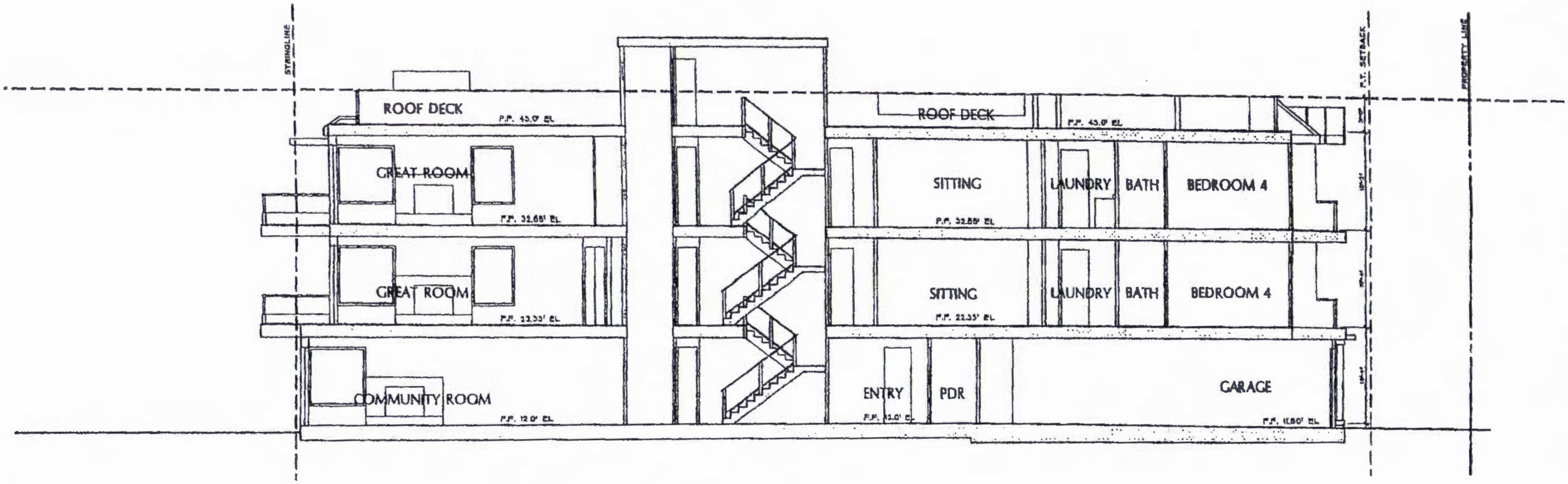
CHECKED BY: PL

SHEET TITLE:
EXTERIOR ELEVATION

SHEET NO.:
A.4



A BUILDING SECTION A
SCALE: 3/16"=1'-0"

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JOB NO:
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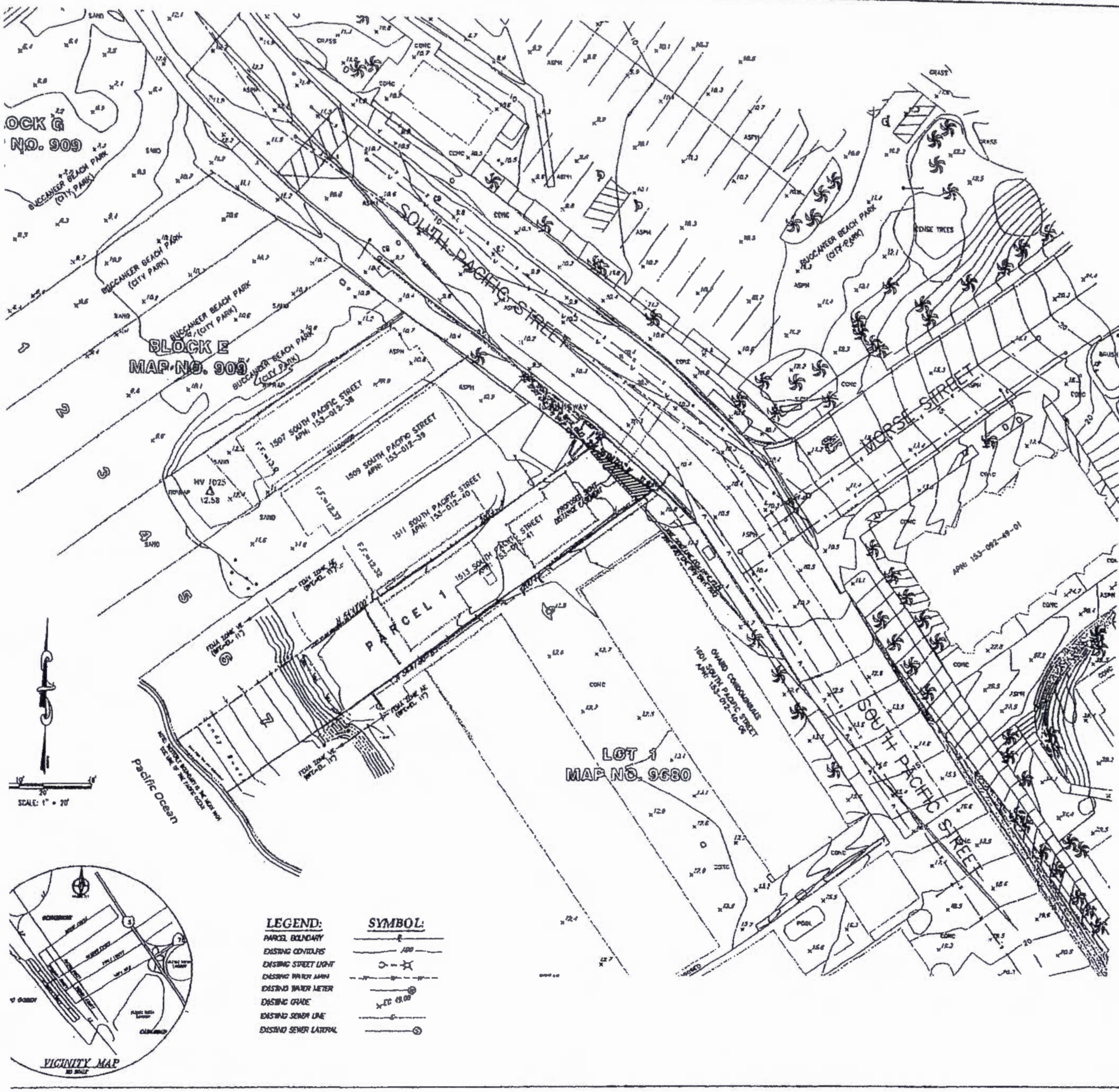
SHEET TITLE:
BUILDING SECTION

SHEET NO:
A.5



RC11-00002

DEVELOPMENT INFORMATION:

ASSESSOR'S PARCEL NUMBER	153-012-41
SITE ADDRESS	1513 S. PACIFIC ST. OCEANSIDE CA 92054
FEMA FIRM PANEL:	06073C0761 — ZONE AE
ZONING	RT
LOT SIZE	APPROX. 6,265 S.F. (0.14 ACRE) TOTAL; 4,440 S.F. (0.10 ACRE) E. OF REVETMENT
EXISTING LAND USE	MULTI FAMILY RESIDENTIAL
PROPOSED LAND USE	MULTI FAMILY RESIDENTIAL
EXISTING BUILDING COVERAGE	1,300 S.F. (APPROX. 21%); 30% OF DEVELOPABLE AREA (E. OF REVETMENT)
PROPOSED BUILDING COVERAGE	2,488 S.F. (APPROX. 40%); 56% OF DEVELOPABLE AREA (E. OF REVETMENT)

CONDOMINIUM NOTE:

THIS TENTATIVE MAP IS A CONDOMINIUM AS DEFINED IN THE SUBDIVISION(f) OF SECTION 1351 OF THE CIVIL CODE, PER SECTION 66424 OF THE SUBDIVISION MAP ACT FOR A MAXIMUM OF 2 RESIDENTIAL UNITS

LEGAL DESCRIPTION:

LOT 7 IN BLOCK "E" OF OCEANFRONT ADDITION IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 909, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JUNE 8, 1904, EXCEPTING THEREFROM THAT PORTION THEREOF, IF ANY HERETOFORE OR NOW LYING BELOW THE MEAN HIGH TIDE LINE OF THE PACIFIC OCEAN.

BENCHMARK:

CITY OF OCEANSIDE #F-13 NEW
DESCRIPTION: 1-1/4" BRASS CAP STAMPED "F-13 3-30-07 NEW".
LOCATION: TOP OF CURB ON EASTERLY SIDE OF PACIFIC STREET ON THE NORTHERLY END OF BRIDGE OVER LOMA ALTA CREEK 8' NORTHERLY OF THE END OF WALL AT BACK OF WALK.
RECORD FROM: CITY OF OCEANSIDE
ELEVATION: 11.608 FEET DATUM: NGVD 1929

BASE FLOOD ELEVATION NOTE:

FLOOD ZONE BOUNDARIES AND BASE FLOOD ELEVATIONS AS SHOWN HEREON ARE BASED ON NGVD 1929 VERTICAL DATUM. BFE'S AS SHOWN ON MOST RECENT FEMA MAPS ARE BASED ON NAVD 1988 DATUM.

UNDERGROUNDING OF UTILITIES:

ALL UTILITIES ARE CURRENTLY UNDERGROUND. NO UNDERGROUNDING REQUIRED.

FIRE NOTE:

NEAREST FIRE HYDRANT LOCATED 300' NORTHEAST OF THE EASTERLY PROPERTY LINE AT THE CORNER OF MORSE STREET AND PACIFIC TERRACE

ESTIMATED EARTHWORK QUANTITIES:

- CUT: 0 C.Y.
- FILL: 50 C.Y.
- REMEDIAL CUT/FILL: 425 C.Y.
- IMPORT: 50 C.Y.
- EXPORT: 0 C.Y.

ESTIMATED EARTHWORK QUANTITIES REPRESENT IN-PLACE/BANK MEASURE VALUES AND DO NOT INCLUDE BULKING OR SHRINKAGE DUE TO EXCAVATION OR COMPACTION.

REFERENCE REPORTS:

"PRELIMINARY GEOTECHNICAL REPORT, PROPOSED JOURNIGAN / BURGESS TWIN HOME, 1513 SOUTH PACIFIC STREET, OCEANSIDE, CA", PREPARED BY TAYLOR GROUP, INC., PROJECT NO. 0010054G, UPDATED MARCH 16, 2011

"DRAINAGE STUDY REPORT, PROPOSED JOURNIGAN / BURGESS TWIN HOME, 1513 SOUTH PACIFIC STREET, OCEANSIDE, CA", PREPARED BY TAYLOR GROUP, INC., PROJECT NO. 0010054G, REVISED SEPT. 16, 2011

"STORM WATER MITIGATION PLAN, PROPOSED JOURNIGAN / BURGESS TWIN HOME, 1513 S. PACIFIC STREET, OCEANSIDE, CA", PREPARED BY TAYLOR GROUP, INC., PROJECT NO. 0010054G, REVISED JANUARY 9, 2012

"WAVE RUNUP, COASTAL HAZARD AND SHORE PROTECTION STUDY, 1513 SOUTH PACIFIC STREET, OCEANSIDE, CALIFORNIA" PREPARED BY GEOSOILS, INC., W.O. 55800, FEBRUARY 10, 2010 — UPDATED WITH REVISED RECOMMENDATIONS MARCH 2, 2012

"REVETMENT INSPECTION AT 1513 SOUTH PACIFIC STREET, OCEANSIDE, CALIFORNIA" PREPARED BY GEOSOILS, INC., W.O. 55800, JUNE 11, 2012

OWNER:

JOURNIGAN — BURGESS LLC
5692 FRESCA DRIVE
LA PALMA, CA 90623

ENGINEER OF WORK:

LARRY R. TAYLOR
R.C.E. 58274, EXPIRES 06.30.2012
6.18.12
DATE

REGISTERED PROFESSIONAL ENGINEER — LARRY RUSSELL TAYLOR — No. C 58274 — Exp. 06/30/2012 — CIVIL — STATE OF CALIFORNIA

PREPARED BY:
tgi TAYLOR GROUP, INC.
GEOSCIENCE & ENGINEERING CONSULTANTS
Geotechnical Engineering
Civil Engineering
Environmental Science
301 Mission Avenue, Suite 101
Oceanside, CA 92054
tel. 760.721.9990
fax. 760.721.9991
www.TGINC.com

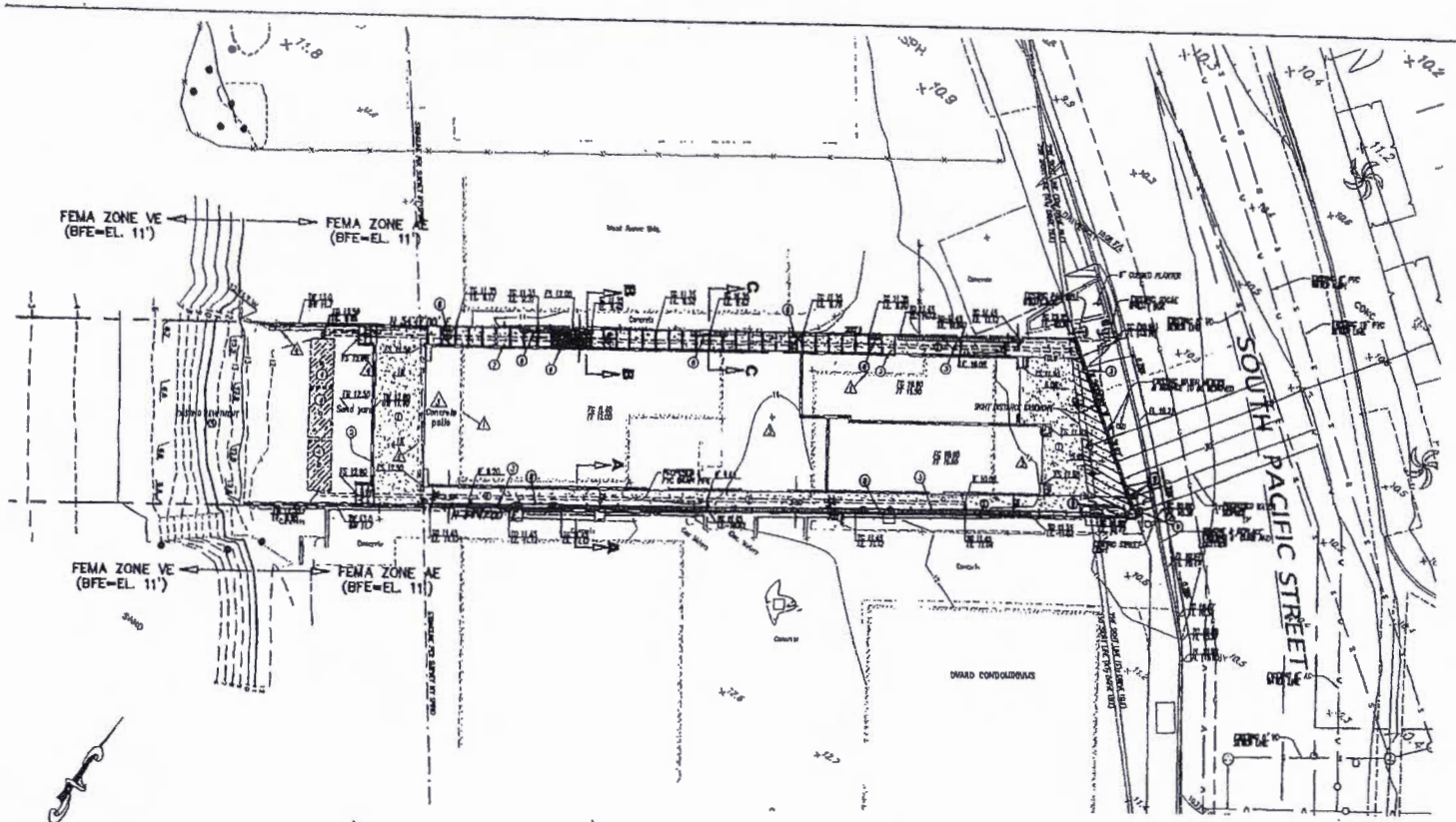
TENTATIVE PARCEL MAP FOR CONDOMINIUM PURPOSES

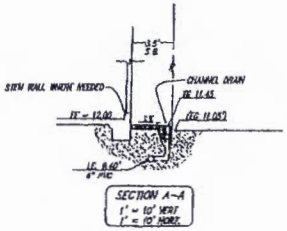
PROPOSED JOURNIGAN / BURGESS TWIN HOME
1513 South Pacific Street, Oceanside, California

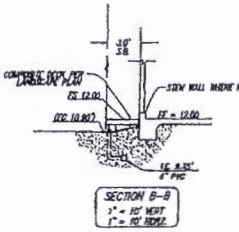
SHEET TITLE: TENTATIVE PARCEL MAP

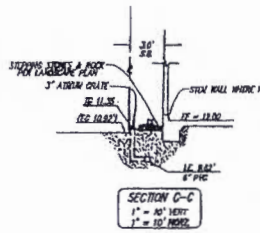
SHEET NUMBER: TPM.1

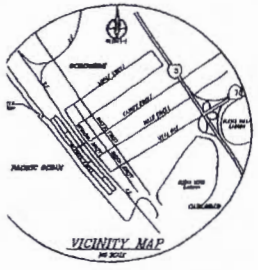
RC11-00002

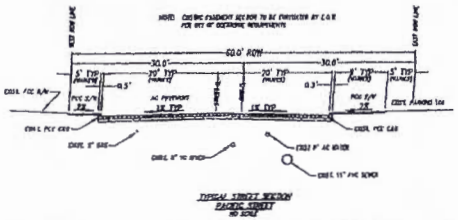












LEGEND:

SYMBOL:

- PARCEL BOUNDARY
- EXISTING CONTOURS
- EXISTING STREET LIGHT
- EXISTING WATER MAIN
- EXISTING WATER METER
- EXISTING GRADE
- EXISTING SEWER LINE
- EXISTING SEWER LATERAL
- EXISTING STRUCTURE (TO BE DEMOLISHED AS NOTED)
- FINISH GRADE
- DIRECTION OF FLOW
- PROPOSED RETAINING WALL
- PROPOSED 6" PVC DRAIN
- AREA DRAIN INLET - 3"
- PROPOSED CHANNEL DRAIN
- PROPOSED SEWER LATERAL
- PROPOSED WATER SERVICE w/ 3/4" METERS
- PROPOSED PCC WALKWAY / DRIVEWAY
- PROPOSED STORMWATER
- LANDSCAPE PLANTER AREA
- BEACH POBBLE LANDSCAPE
- EXPANDER FOR LANDSCAPE PLAN

ABBREVIATIONS:

FG	FINISHED GRADE ELEVATION
FF	FINISHED FLOOR ELEVATION
FS	FINISHED SURFACE ELEVATION
TW	TOP OF WALL ELEVATION
BW	BOTTOM OF WALL ELEVATION
TF	TOP OF FOOTING ELEVATION
TG	TOP OF GRATE ELEVATION
IE	INVERT ELEVATION

CONSTRUCTION NOTES:

1. PROPOSED PCC WALKWAYS & PATIOS
2. PROPOSED RETAINING WALL (BY SEPERATE PERMIT, IF REQUIRED)
3. PROPOSED CHANNEL DRAINS - NDS DURA-SLOPE OR EQUAL
4. PROPOSED STORM WATER CHASSERS
5. EXISTING REVETMENT TO REMAIN PER RECOMMENDATIONS OF COASTAL ENGINEER AS DESCRIBED IN UPDATED WAVE RUN-UP STUDY (GEOSOILS, INC. 2012).
6. WOOD/COMPOSITE DECK SET ON CONC. PIERS PER LANDSCAPE PLAN
7. BEACH PEBBLE BETWEEN DECORATIVE STEPPING STONES PER LANDSCAPE PLAN
8. PLANTER AREAS AND ESPALIERS PER LANDSCAPE PLAN
9. 3/4" WATER METERS TO REPLACE EXISTING 5/8" WATER METERS

DEMOLITION NOTES:

1. DEMOLISH EXISTING FOOTINGS INCLUDING FOOTINGS AND UNDERGROUND UTILITIES.
2. DEMOLISH EXISTING CONCRETE APRON IN LANDWARD SIDE OF REVETMENT.
3. DEMOLISH ALL EXISTING HARDSCAPE AREAS ON SITE INCLUDING DRIVEWAY, WALKWAYS AND PATIOS.
4. DEMOLISH EXISTING O&M WALLS

EARTHWORK NOTES:

A. EARTHWORK SHALL CONSIST OF CUT AND FILL GRADING TO PREPARE THE PAD SUBGRADE AND ESTABLISH A LEVEL BUILDING PAD AT EL. 11 FEET MSL.

B. SUBGRADE PREPARATION SHALL INCLUDE REMOVAL AND RECOMPACTION OF SITE SOILS TO A DEPTH OF 3 FEET BELOW FINISHED PAD GRADE.

C. TEMPORARY SHORING IS NOT REQUIRED FOR CUTS LESS THAN 4 FEET.

D. ESTIMATED EARTHWORK QUANTITIES:

- CUT: 0 C.Y.
- FILL: 50 C.Y.
- REMOVAL CUT/FILL: 425 C.Y.
- IMPORT: 50 C.Y.
- EXPORT: 0 C.Y.

ESTIMATED EARTHWORK QUANTITIES REPRESENT IN-PLACE/BANK MEASURE VALUES, AND DO NOT INCLUDE BULKING OR SHRINKAGE DUE TO EXCAVATION OR COMPACTION.

LEGAL DESCRIPTION:

LOT 7 IN BLOCK "E" OF OCEANFRONT ADDITION IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 908, FILED ON THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JUNE 8, 1904, EXCEPING THEREFROM THAT PORTION THEREOF, IF ANY HERETOFORE OR NOW LYING BELOW THE MEAN HIGH TIDE LINE OF THE PACIFIC OCEAN

BENCHMARK:

CITY OF OCEANSIDE #E-13 NEW
DESCRIPTION: 1-1/4" BRASS CAP STAMPED "E-13 5-10-07 NEW".
LOCATION: TOP OF CURB ON EASTERLY SIDE OF PACIFIC STREET ON THE NORTHERLY END OF PARKING LOT ACROSS FROM 1004 ACSI GREEN 8' NORTHERLY OF THE END OF WALL AT BACK OF WALK.
DATUM BASIS: CITY OF OCEANSIDE
ELEVATION: 11.605 FEET DATUM: NGVD 1929

BASE FLOOD ELEVATION NOTE:

FLOOD ZONE BOUNDARIES AND BASE FLOOD ELEVATIONS AS SHOWN HEREIN ARE BASED ON NGVD 1929 VERTICAL DATUM. BFES AS SHOWN ON MOST RECENT FEMA MAPS ARE BASED ON NAVD 1988 DATUM.

UNDERGROUNDING OF UTILITIES:

ALL UTILITIES ARE CURRENTLY UNDERGROUND. NO UNDERGROUNDING REQUIRED.

REPORTS:

"PRELIMINARY GEOTECHNICAL REPORT, PROPOSED JOURNIGAN / BURGESS TWIN HOME, 1513 SOUTH PACIFIC STREET, OCEANSIDE, CA", PREPARED BY TAYLOR GROUP, INC., PROJECT NO. 0081005-0, UPDATED MARCH 16, 2011

"DRAINAGE STUDY REPORT, PROPOSED JOURNIGAN / BURGESS TWIN HOME, 1513 SOUTH PACIFIC STREET, OCEANSIDE, CA", PREPARED BY TAYLOR GROUP, INC., PROJECT NO. 0081005-0, REVISED SEPT. 16, 2011

"STORM WATER MITIGATION PLAN, PROPOSED JOURNIGAN / BURGESS TWIN HOME, 1513 S. PACIFIC STREET, OCEANSIDE, CA", PREPARED BY TAYLOR GROUP, INC., PROJECT NO. 0081005-0, REVISED JANUARY 9, 2012

"WAVE RUN-UP, COASTAL HAZARD AND SHORE PROTECTION STUDY, 1513 SOUTH PACIFIC STREET, OCEANSIDE, CALIFORNIA" PREPARED BY GEOSOILS, INC., W.O. 5380-A, FEBRUARY 10, 2010 -- UPDATED WITH REVISED RECOMMENDATIONS MARCH 2, 2012

"REVETMENT INSPECTION AT 1513 SOUTH PACIFIC STREET, OCEANSIDE, CALIFORNIA" PREPARED BY GEOSOILS, INC., W.O. 5380-A, JUNE 11, 2012

ENGINEER OF WORK:

LARRY R. TAYLOR
R.C.E. 58274, EXPIRES 06-30-2012

6.18.12
DATE

PREPARED BY:
tgi TAYLOR GROUP, INC.
GEOTECHNICAL & ENGINEERING CONSULTANTS
337 Mahler Avenue, Suite 201
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www.taylorgroup.com
Geotechnical Engineering
Civil Engineering
Environmental Science

PRELIMINARY GRADING & DEVELOPMENT PLAN

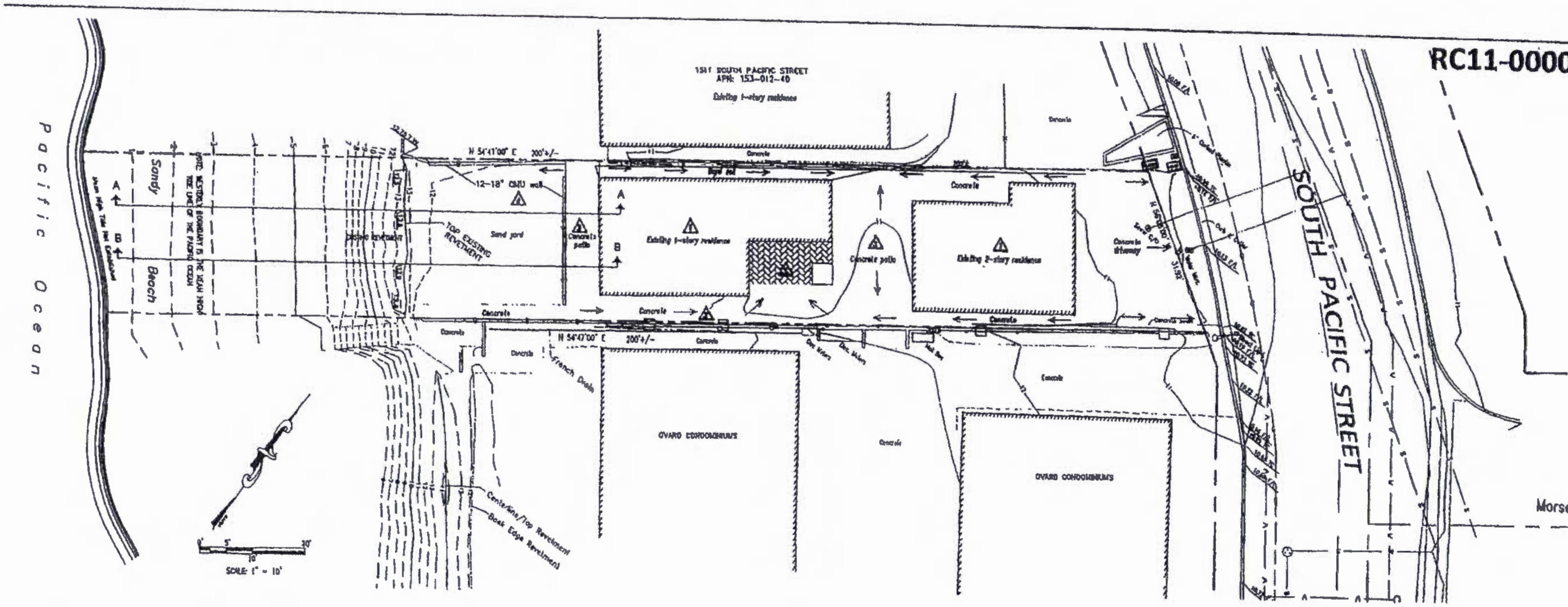
PROPOSED JOURNIGAN / BURGESS TWIN HOME
1513 South Pacific Street, Oceanside, California

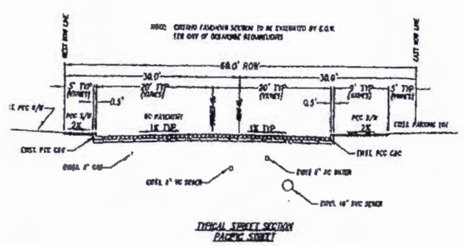
SCHEMATIC	MAR. 16, 2012
DRAWN BY:	S. Ryder
JOB PROJECT NO.	0081005-0

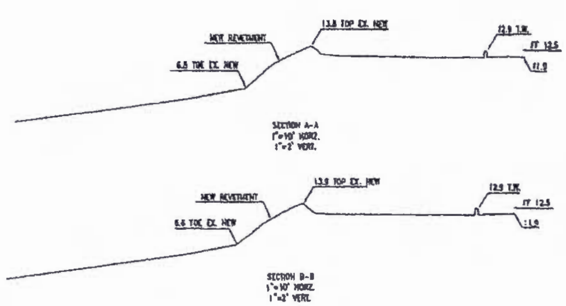
SHEET TITLE:
PRELIMINARY GRADING AND DEVELOPMENT PLAN

SHEET NUMBER:
D.1

RC11-00002

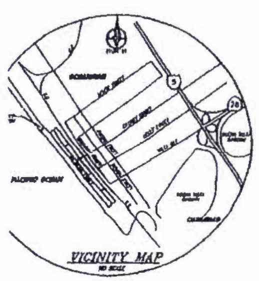






NOTE:
REVETMENT PROFILES MEASURED ON 6-12-12

TYPICAL REVETMENT AND BEACH PROFILES



LEGAL DESCRIPTION:

LOT 7 IN BLOCK "L" OF OCEANFRONT ADDITION IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 302, FILED ON THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JUNE 8, 1904, EXCEPTING THEREFROM THAT PORTION THEREOF, IF ANY HERETOFORE OR NOW LYING BELOW THE MEAN HIGH TIDE LINE OF THE PACIFIC OCEAN

BENCHMARK:

CITY OF OCEANSIDE #F-13 NEW
DESCRIPTION: 1-1/4" BRASS CAP STAMPED "F-13 3-30-07 NEW".
LOCATION: TOP OF CURB ON EASTERLY SIDE OF PACIFIC STREET ON THE NORTHERLY END OF BRIDGE OVER LOMA ALTA CREEK 8' NORTHERLY OF THE END OF WALL AT BACK OF WALK
RECORD FROM: CITY OF OCEANSIDE
ELEVATION: 11.605 FEET DATUM: NGVD 1929

UNDERGROUNDING OF UTILITIES:

ALL UTILITIES ARE CURRENTLY UNDERGROUND. NO UNDERGROUNDING REQUIRED

REPORTS:

"PRELIMINARY GEOTECHNICAL REPORT, PROPOSED JOURNIGAN / BURGESS TWIN HOME, 1513 SOUTH PACIFIC STREET, OCEANSIDE, CA", PREPARED BY TAYLOR GROUP, INC., PROJECT NO. 008.00540, UPDATED MARCH 16, 2011

"DRAINAGE STUDY REPORT, PROPOSED JOURNIGAN / BURGESS TWIN HOME, 1513 SOUTH PACIFIC STREET, OCEANSIDE, CA", PREPARED BY TAYLOR GROUP, INC., PROJECT NO. 008.00540, REVISED SEPT. 16, 2011

"STORM WATER MITIGATION PLAN, PROPOSED JOURNIGAN / BURGESS TWIN HOME, 1513 S. PACIFIC STREET, OCEANSIDE, CA", PREPARED BY TAYLOR GROUP, INC., PROJECT NO. 008.00540, REVISED JANUARY 8, 2012

"WAVE RUNUP, COASTAL HAZARD AND SHORE PROTECTION STUDY, 1513 SOUTH PACIFIC STREET, OCEANSIDE, CALIFORNIA" PREPARED BY GEOSOILS, INC., W.O. S5800, FEBRUARY 10, 2010 - UPDATED WITH REVISED RECOMMENDATIONS, MARCH 8, 2012.

"REVETMENT INSPECTION AT 1513 S. PACIFIC STREET, OCEANSIDE, CA" PREPARED BY GEOSOILS, INC., JUNE 11, 2012.

LEGEND:

LEGEND	SYMBOL
PARCEL BOUNDARY	
EXISTING CONTOURS	
EXISTING STREET LIGHT	
EXISTING WATER MAIN	
EXISTING WATER METER	
EXISTING GRADE	× 00.00
EXISTING SEWER LINE	S
EXISTING SEWER LATERAL	
EXISTING STRUCTURE (TO BE DEMOLISHED AS NOTED)	
DIRECTION OF FLOW	→ →

DEMOLITION NOTES:

1. DEMOLISH EXISTING RESIDENCES INCLUDING FOOTINGS AND UNDERGROUND UTILITIES
2. DEMOLISH EXISTING CONCRETE APRON IN LANDWARD SIDE OF REVETMENT
3. DEMOLISH ALL EXISTING HARDSCAPE AREAS ON SITE INCLUDING DRIVEWAY, WALKWAYS AND PATIOS
4. DEMOLISH EXISTING CMU WALLS

ENGINEER OF WORK:

LARRY R. TAYLOR 6.19.12
R.C.E. 58274, EXPIRES 06-30-2012 DATE

PREPARED BY:
tgi TAYLOR GROUP, INC.
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Geotechnical Engineering
Civil Engineering
Environmental Science

EXISTING CONDTIONS MAP

PROPOSED JOURNIGAN / BURGESS TWIN HOME
1513 South Pacific Street, Oceanside, California

SHEET TITLE:
EXISTING CONDTIONS MAP

SHEET NUMBER:
E.1

FIRE DEPARTMENT NOTES:

1. BUILDING SHALL MEET OCEANSIDE SPRINKLER ORDINANCE IN EFFECT AT THE TIME OF BUILDING PERMIT ISSUANCE.
2. BUILDING ADDRESSES SHALL BE 6 INCH HIGH NUMBER / LETTER COMBINATION.
3. PLANS SHALL BE SUBMITTED TO FIRE PREVENTION BUREAU FOR PLAN CHECK REVIEW AND APPROVAL PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
4. BUILDING SHALL MEET OCEANSIDE FIRE DEPARTMENT CURRENT ADOPTED CODES AT THE TIME OF BUILDING PERMIT APPLICATION.

SITE PLAN NOTES:

1. SITE PLAN & GRADING PLAN SHALL ESTABLISH THE EXISTING AND FINISH GRADES AND DRAINAGE CONTROL SYSTEMS FOR THE PROPOSED STRUCTURE.
2. THERE ARE NO NEW EXPOSED CUT OR FILL SLOPES PROPOSED FOR THE PROJECT.
3. THE FINISHED PRECISE ELEVATIONS OF CONCRETE TERRACES AND DRAINAGE SYSTEMS CONTROLLED BY THIS PLAN DIRECT THE STORMWATER TO THE EXISTING DRAINAGE SYSTEM TO THE WEST TOWARD THE BEACH.
4. NO NEW PUBLIC DRAINAGE FACILITIES ARE PROPOSED.
5. FOUNDATION WALLS FOR THE STRUCTURE ARE SHOWN ON THIS PLAN FOR REFERENCE ONLY.
6. NEW FOUNDATIONS SHALL CONFORM TO THE SOILS / GEOTECHNICAL REPORT.
7. ALL ROOF DRAINS FROM GUTTERS SHALL BE COLLECTED TO EXIT THE STRUCTURE ON THE CONCRETE SURFACES OR INTO LANDSCAPE DRAINS, AND ARE TO BE DIRECTED TO THE PROPOSED DISCHARGE INFILTRATION BASIN IN THE REAR.
8. NO OFF-SITE GRADING IS PROPOSED.
9. CONSTRUCTION AREA IS LIMITED BY PROPERTY LINE ON THE NORTH, SOUTH & WEST AND BY THE STREET ON THE EAST.
10. CONSTRUCTION OPERATIONS SHALL BE LIMITED TO WEEKLY HOURS 7:00 AM TO 6:00 PM; SATURDAY HOURS 7:00 AM TO 5:00 PM; NO WORK ON SUNDAYS AND HOLIDAYS.
11. WATER SERVICE PROVIDED BY THE CITY OF OCEANSIDE.
12. SEWER SERVICE PROVIDED BY THE CITY OF OCEANSIDE.
13. ELECTRIC AND GAS SERVICE PROVIDED BY SAN DIEGO GAS & ELECTRIC.
14. TELEPHONE PRE-WIRE BY BUILDER AND OR AT&T; SERVICE CHOICE TO BE DETERMINED.
15. CABLE SERVICE PROVIDED BY COX COMMUNICATIONS.
16. WASTE MANAGEMENT SERVICES PROVIDED BY WASTE MANAGEMENT, INC.
17. SCHOOL SERVICES BY OCEANSIDE UNIFIED SCHOOL DISTRICT.
18. NO UNDEVELOPABLE AREA FOUND ON SITE.
19. RAILROAD LINE 400 FT TO NORTHEAST.
20. FINISH GRAD WITHIN 10 FEET OF THE NEW STRUCTURE/ADDITION SHALL BE SLOPED A MINIMUM 2% AWAY FROM THE BUILDING FOR DRAINAGE PURPOSES
21. THE DISCHARGE OF POLLUTANTS TO ANY STORM DRAINAGE SYSTEM IS PROHIBITED. NO SOLID WASTE, PETROLEUM BYPRODUCTS, SOIL PARTICULATE, CONSTRUCTION WASTE MATERIALS, OR WASTEWATER GENERATED ON CONSTRUCTION SITES OR BY CONSTRUCTION ACTIVITIES SHALL BE PLACED, CONVEYED OR DISCHARGED INTO THE STREET, GUTTER OR STORM DRAIN SYSTEM.

LEGEND:

SYMBOL	DESCRIPTION
PL	PROPERTY LINE
10	EXISTING CONTOUR
10	FINISH CONTOUR
88.01	EXISTING SPOT ELEV.
10.6	PROPOSED SPOT ELEV.
←	DIRECTION OF DRAINAGE
	PROPOSED STRUCTURE
	PROPOSED DECORATIVE PAVING INTEGRAL COLOR
	PROPOSED DECORATIVE FLAGSTONE PAVING
	EXISTING PAVING TO REMAIN
	LANDSCAPE PLANTING
LD	LANDSCAPE DRAINLINE
YD	6" NDS ATRIUM DRAIN
O DD	3" DECK DRAIN
SS	4" SANITARY SEWER LINE
GAS	UNDERGROUND NATURAL GAS SERVICE
UE	UNDERGROUND ELECTRICAL SERVICE
W	WATER SERVICE LOCATION
TC	UNDERGROUND TELEPHONE & CABLE LINE

DESIGN TEAM

STUDIO 4
PAUL LONGTON
LICENSED ARCHITECT
2903 MESA DRIVE,
OCEANSIDE, CA 92054
PHONE: 760-722-4804
FAX: 760-722-4803

MBR designs
MATTHEW RING
LICENSED LANDSCAPE ARCHITECT #5383
6708 PASEO DEL VISTA.
LA COSTA, CA 92009
PHONE: 760-415-1650
MBRDESIGNS@GMAIL.COM

TAYLOR GROUP, INC.
GEOSCIENCE & CIVIL ENGINEERING CONSULTANTS
719 PIER VIEW WAY,
OCEANSIDE, CA 92054
PHONE: 760-721-9990
FAX: 760-721-9991

ENERGY DOCUMENTATION, TITLE 24
UNKNOWN

STRUCTURAL ENGINEER
TBD

GEOSOILS, INC.
WAVE RUN UP STUDY
5741 PALMER WAY
CARLSBAD, CA 92008
(760) 438-3155

PROJECT INFO:

ASSESSOR'S PARCEL #: 153-012-43

LEGAL DESCRIPTION: LOT 7 IN BLOCK 'E' OF OCEANFRONT ADDITION IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 809, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JUNE 8, 1904, EXCEPTING THEREFROM THAT PORTION THEREOF, IF ANY HERETOFORE OR NOW LYING BELOW THE MEAN HIGH TIDE LINE OF THE PACIFIC OCEAN

APPLICANT / OWNER: BURGESS JOURNIGAN
STREET
CITY, STATE ZIP

DATE PREPARED: AUGUST 23, 2011

ZONE & GENERAL PLAN: RT-RESIDENTIAL TOURIST

LOT SIZE: 6,295 SQ. FT. (0.14 ACRE)

BUILDING DATA:

FIRST FLOOR	1,402 SQ. FT.
SECOND FLOOR	2,422 SQ. F.T
THIRD FLOOR	2,422 SQ. FT.
ROOF DECK	178 SQ. FT.
TOTAL HABITABLE	6,424 SQ. FT.
GARAGE COURTYARD	898 SQ. FT.
COURTYARD RESTROOM	139 SQ.FT.
2ND FLOOR DECKS	305 SQ. FT.
3RD FLOOR DECKS	306 SQ. FT.
ROOF DECKS	1,813 SQ. FT.
ROOF STORAGE	33 SQ. FT.

BUILDING COVERAGE:	2,487.7 SF PROPOSED	39.7%	
PAVEMENT COVERAGE:	33.7 SF PROPOSED	0.5%	
LANDSCAPING COVERAGE:	1,349.8 SF PROPOSED	21.5%	INCLUDING DECORATIVE HARDSCAPE
REVETMENT:	490.4 SQ EXISTING	7.8%	
SAND/OCEAN:	1,903.3 SF EXISTING	30.6%	

LOT WIDTH: 29.82'

LOT DEPTH: 115.54 FT AT NORTH PROPERTY LINE
125.80 FT SOUTH PROPERTY LINE

SETBACKS:
FRONT YARD: 10'-0"
SIDE YARD: 3'-0"
REAR YARD: STRINGLINE LIMIT OBSERVED

HEIGHT: 3-STORIES OR 35'-0" FROM THE AVERAGE FINISHED GRADE TO THE CEILING OF THE TOP STORY. NO PORTION OF THE PROPOSED HABITABLE SPACE MAY EXCEED THE MAX. PERMITTED HEIGHT.

SEC. 211, 1709.a.b.c.
PENTHOUSES OR ROOF STRUCTURES FOR THE HOUSING OF ELEVATORS, STAIRWAYS, ETC... (SEE SEC. 1709.a) MAY BE ERECTED AND MAINTAINED ABOVE THE 35'-0" MAX. HEIGHT LIMIT. NO ROOF STRUCTURE ABOVE THE HEIGHT LIMIT SHALL BE USED FOR THE PURPOSE OF PROVIDING ADDITIONAL FLOOR SPACE.

PROJECT DESCRIPTION:
1. TO DEMOLISH AND EXISTING TWO STORY HOME AND EXISTING 1 STORY HOME AND CONSTRUCT A THREE STORY SINGLE FAMILY HOME W/ 4 CAR GARAGE ON 30 FT WIDE LOT
2. MAINTAIN PRIVATE DRIVEWAY
3. MINOR REPAIR TO THE EXISTING REVETMENT AS MAY BE REQUIRED (NONE PROPOSED)

NOTES:
1. CONFORMS TO 2010 TRIENNIAL EDITION OF THE CODE OF REGULATIONS, TITLE 24
2. CONFORMS TO CITY OF OCEANSIDE 1986 ZONING ORDINANCE
3. CONFORMS TO LOCAL COSTAL PROGRAM
4. CONFORMS TO CALIFORNIA COSTAL ACT
5. ENVIRONMENTALLY EXEMPT
6. OCCUPANCY: R-3 SINGLE FAMILY DWELLING
7. CONSTRUCTION: TYPE V N, ONE HOUR EXTERIOR (SPRINKLERED)
8. SOIL TYPE - SILTY SAND BEACH DEPOSITS NON-EXPANSIVE PER TGI REPORT

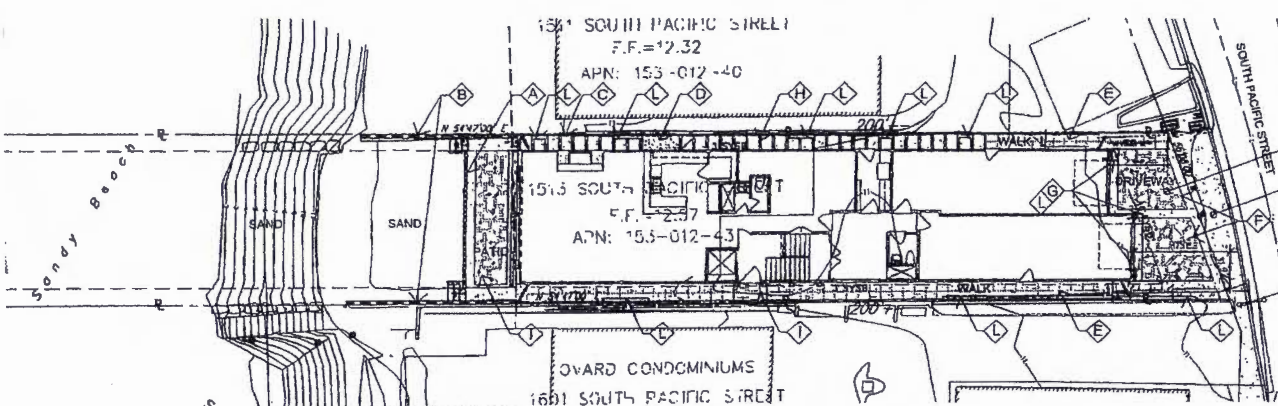
SITE:
9. EXISTING LOT IN RT ZONE IN ESTABLISHED RESIDENTIAL NEIGHBORHOOD
10. 12 FT OF CONTOUR ELEVATION DIFFERENTIAL
11. 30 FT WIDE LOT ASSUMED AT SOUTH PACIFIC STREET
12. NO SENSITIVE BIOLOGICAL RESOURCES
13. NO BUS STOPS
14. NO EASEMENTS
15. NO GEOLOGICAL HAZARD, SOILS REPORT PROVIDED
16. NO HISTORICAL RESOURCES REPORT REQUIRED

TOPOGRAPHY: MICHAEL C. SPIRO, DATED MAY 4, 2011

PERMITS:
1. CITY OF OCEANSIDE REGULAR COSTAL PERMIT
2. GRADING PERMIT, RETAINING WALLS & BUILDING PERMIT

SITE PLAN PROPOSED IMPROVEMENTS LEGEND

ITEM	DESCRIPTION
A	PROPOSED 18" HIGH DECORATIVE CMU SLUMP BLOCK WALL, ADOBE COLOR WITH CAP STONE TO REPLACE EXISTING DETERIORATING CMU WALL
B	PROPOSED 20" HIGH DECORATIVE CMU BLOCK RETAINING / SEAT WALL, COLOR TBD, WITH CAP STONE TO REPLACE EXISTING DETERIORATING CMU RETAINING WALL. SHOWN FOR CLARIFICATION ONLY REFER TO CIVIL PLANS.
C	6' HIGH WOOD STAINED WOOD FENCE. COLOR TBD.
D	OUTDOOR SHOWER WITH WOOD/COMPOSITE DECK SET ON CONCRETE PIERS ON GRADE
E	PROPOSED DECORATIVE INTEGRAL COLOR PEDESTRIAN CONCRETE WALKWAY WITH 2'X2' SAWCUT PATTERN.
F	PROPOSED DECORATIVE FLAGSTONE VEHICULAR DRIVEWAY OVER CONCRETE
G	6" INTEGRAL CONCRETE CURB TO SURROUND / PROTECT PLANTER AND LANDSCAPE MATERIAL
H	PROPOSED STEPPING STONES WITH BEACH PEBBLE BETWEEN
I	PROPOSED DECORATIVE FLAGSTONE PEDESTRIAN WALK / PATIO
L	LANDSCAPE PLANTER, REFER TO CLP-1



1 SITE PLAN
SCALE: 1" = 10'-0"

WITH TOPOGRAPHY AS SHOWN

NORTH

N.T.S.

VICINITY MAP

COSTAL DEVELOPMENT PERMIT

NO. | REVISIONS

LANDSCAPE ARCHITECT: MBR designs
MATTHEW RING

PROJECT: BURGESS / JOURNIGAN RES
1513 SOUTH PACIFIC STREET
OCEANSIDE, CA 92054

SHEET TITLE: SITE PLAN

DRAWN BY: MATTHEW RING MBR designs
CHECKED BY: MR
DATE: APRIL 01, 2013

SHEET: SP-1

LANDSCAPE PLANTING & IRRIGATION NOTES:

1. ALL PLANTING AND IRRIGATION INSTALLATIONS SHALL BE MADE PURSUANT TO THE CITY OF OCEANSIDE LANDSCAPE TECHNICAL MANUAL.
2. ALL SOILS SHALL BE PROPERLY AMENDED TO PROMOTE VIGOROUS GROWTH AND SURFACE WATER RETENTION.
3. THE LANDSCAPE PLANTING PALETTE IS CONCEPTUAL AND SUBJECT TO FIELD REVISIONS AND/OR ALTERNATE SELECTIONS BY THE LANDSCAPE ARCHITECT.
4. ALL IRRIGATION TO TREES AND SHRUBS SHALL BE BY DRIP EMITTERS FROM AUTOMATIC CONTROLLERS ON TIME CLOCKS.
5. ALL IRRIGATION TO GROUND COVERS AND LAWN AREAS SHALL BE BY LOW FLOW POP-UP MISTERS (HUNTER) OR POP-UP MP ROTATORS (HUNTER) FROM AUTOMATIC CONTROLLERS ON TIME CLOCKS.
6. THE SYSTEM SHALL INCLUDE RAIN SENSORS TO REDUCE OR SUSPEND WATERING DURING RAINY PERIODS.
7. CONCRETE DRIVEWAY BAND & WALKS SHALL BE INTEGRAL COLORED CONCRETE BY DAVIS COLORS, ADOBE COLOR WITH MEDIUM BROOM FINISH.
8. DRIVEWAY FLAGSTONE INLAY TO BE A SLATE FLAGSTONE OVER CONCRETE BASE AND IS TO MATCH COLOR AND TEXTURE OF DECORATIVE WALL FASCIA ROCK.
9. HOMEOWNERS ARE EXPECTED TO HAVE POTTED PLANTS ON THEIR PATIOS.
10. ALL LANDSCAPING & IRRIGATION SHALL BE EQUALLY DIVIDED & MAINTAINED THE INDIVIDUAL UNITS. NORTH SIDE & FRONT BY UNIT A, SOUTH SIDE BY UNIT B.
11. NO FIRE SUPPRESSION ZONE OR BRUSH MANAGEMENT IS REQUIRED OR PROVIDED.
12. 945.4 SF OF DECORATIVE COLORED CONCRETE WALKWAYS (DOES NOT INCLUDE DRIVEWAY).
13. ALL ON DECK / STRUCTURE PLANTERS AND CONTAINER PLANTS WILL BE IRRIGATED USING SUB IRRIGATION WATERING SYSTEM BY GARDEN ART INTERNATIONAL (FORMERLY JARDINIER) (714) 541-4200. USING LIGHTWEIGHT POTTING SOIL MIX FROM GARDEN ART INTERNATIONAL.
14. 6'-0" HIGH STAINED WOOD FENCE TO RUN ALONG BUILDING ON NORTH AND SOUTH PROPERTY LINE WITH GATES AT EAST AND WEST OF THE NORTH AND SOUTH OF BUILDING

CITY OF OCEANSIDE LANDSCAPE CLP NOTES:

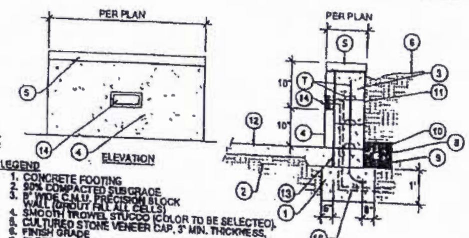
1. FINAL LANDSCAPE PLANS SHALL ACCURATELY SHOW PLACEMENT OF TREES, SHRUBS, AND GROUNDCOVERS.
2. LANDSCAPE ARCHITECT SHALL BE AWARE OF ALL UTILITY, SEWER, GAS, AND STORM DRAIN EASEMENTS AND PLACE PLANTING LOCATIONS ACCORDINGLY TO MEET CITY OF OCEANSIDE REQUIREMENTS.
3. ALL REQUIRED LANDSCAPE AREAS SHALL BE MAINTAINED (INCLUDING PUBLIC RIGHT-OF-WAY) BY OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED PER CITY OF OCEANSIDE REQUIREMENTS.

CITY OF OCEANSIDE REQUIRED IRRIGATION NOTE:

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED TO PROVIDE COVERAGE FOR ALL PLANTING AREAS SHOWN ON THE PLAN. LOW VOLUME EQUIPMENT SHALL PROVIDE SUFFICIENT WATER FOR PLANT GROWTH WITH A MINIMUM WATER LOSS DUE TO WATER RUN-OFF. IRRIGATION SYSTEMS SHALL USE HIGH QUALITY, AUTOMATIC CONTROL VALVES, CONTROLLERS AND OTHER NECESSARY IRRIGATION EQUIPMENT. ALL COMPONENTS SHALL BE OF NON-CORROSIVE MATERIAL. ALL DRIP SYSTEMS SHALL BE ADEQUATELY FILTERED AND REGULATED PER THE MANUFACTURER'S RECOMMENDED DESIGN PARAMETERS. ALL IRRIGATION IMPROVEMENTS SHALL FOLLOW THE CITY OF OCEANSIDE GUIDELINES AND WATER CONSERVATION ORDINANCE.

CITY OF OCEANSIDE REQUIRED PLANTING NOTE:

1. THE SELECTION OF PLANT MATERIAL IS BASED ON CULTURAL, AESTHETIC, AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS AND APPROPRIATE SUPPLEMENTS BASED UPON A SOILS REPORT FROM AN AGRICULTURAL SUITABILITY SOIL SAMPLE TAKEN FROM THE SITE. GROUND COVERS OR BARK MULCH SHALL FILL IN BETWEEN THE SHRUBS TO SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPIRATION AND RUN-OFF. ALL THE FLOWER AND SHRUB BEDS SHALL BE MULCHED TO A 3" DEPTH TO HELP CONSERVE WATER, LOWER THE SOIL TEMPERATURE AND REDUCE WEED GROWTH. THE SHRUBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORMS. ALL LANDSCAPE IMPROVEMENTS SHALL FOLLOW THE CITY OF OCEANSIDE GUIDELINES.



LEGEND
1. CONCRETE FOOTING
2. 90% COMPACTED SUBGRADE
3. 8" WIDE C.M.U. PRECISION BLOCK WALL (GROUT FILL ALL CELLS)
4. SMOOTH TROWEL STUCCO (COLOR TO BE SELECTED).
5. CULTURED STONE VENEER CAP, 3" MIN. THICKNESS.
6. FINISH GRADE
7. #3 REBAR @ 24" O.C. EACH WAY
8. 5" PERFORATED PIPE
9. PERMEABLE GEOTEXTILE FILTER FABRIC.
10. 1 CU. FT. CRUSHED ROCK - CONTINUOUS
11. (2) COATS ASPHALTIC EMULSION (WATERPROOFING) OR APPROVED EQUAL.
12. ADJACENT PAVING PER CONSTRUCTION PLAN.
13. EXPANSION JOINT, TYPICAL.
14. NICHE LIGHT MODEL PER CONSTRUCTION LEGEND. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.
15. ELECTRICAL CONDUIT.

NOTE:
PAVING/FOOTING DIMENSIONS, SUBGRADE PREPARATION/COMPACTION, AND REINFORCEMENT ARE SHOWN FOR BID PURPOSES ONLY. VERIFY REQUIREMENTS WITH CIVIL ENGINEERS PLANS AND COMPLY.

CMU SEAT WALL

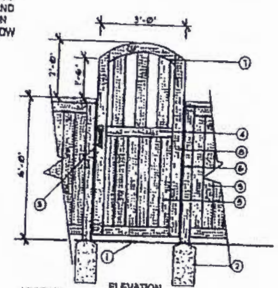
LANDSCAPE INFO

BUILDING COVERAGE:	2,487.7 SF PROPOSED	38.7%	
PAVEMENT COVERAGE:	33.7 SF PROPOSED	0.5%	
LANDSCAPING COVERAGE:	1,349.9 SF PROPOSED	21.5%	INCLUDING DECORATIVE HARDSCAPE
REVETMENT:	490.4 SQ EXISTING	7.8%	
SAND/OCEAN:	1,903.3 SF EXISTING	30.5%	
LOT WIDTH:	29.82'		
LOT DEPTH:	118.54 FT AT NORTH PROPERTY LINE 125.90 FT SOUTH PROPERTY LINE		
SETBACKS:	FRONT YARD: 10'-0" SIDE YARD: 3'-0" REAR YARD: STRINGLINE LIMIT OBSERVED		
TOPOGRAPHY:	MICHAEL C. SPIRO, DATED MAY 4, 2011		

LANDSCAPE LEGEND

PLANTER BED	PLANTER LOCATION	SYMBOL	PLANT NAME	PLANT QUANTITY/SIZE
1	DRIVE SOUTH WALL		CREEPING FIG ESPALIERS	2 - 5 GAL.
2	NORTH WALKWAY		BEACH PEBBLE BETWEEN DECORATIVE STEPPING STONES	
			CREEPING FIG ESPALIERS	7 - 5 GAL.
3	SOUTH WALKWAY		CREEPING FIG ESPALIERS	2 - 5 GAL.
4	STREET PLANTER		CREEPING THYME GROUND COVER	3 - FLATS
			ROEBELINI PALM	3 - 4" CAL / 2' BTH
			LIMONIUM PEREZII	6 - 1 GAL.
5	GARAGE PLANTER		ASIATIC JASMINE ON TRELLIS @ GARAGE	3 - 1 GAL.
			LIMONIUM PEREZII	6 - 1 GAL.

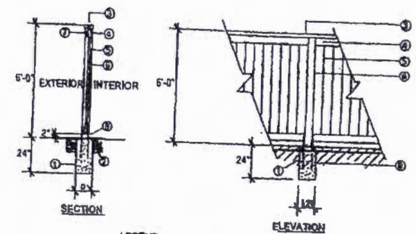
6. PROPOSED 16" HIGH DECORATIVE CMU SLUMP BLOCK WALL, ADOBE COLOR WITH CAP STONE TO REPLACE EXISTING DETERIORATING CMU WALL
7. PROPOSED 20" HIGH DECORATIVE CMU BLOCK RETAINING / SEAT WALL, COLOR TBD, WITH CAP STONE TO REPLACE EXISTING DETERIORATING CMU RETAINING WALL, SHOWN FOR CLARIFICATION ONLY REFER TO CIVIL PLANS.
8. 6' HIGH WOOD STAINED WOOD FENCE. COLOR TBD.
9. OUTDOOR SHOWER WITH WOOD/COMPOSITE DECK SET ON CONCRETE PIERS ON GRADE
10. 6" INTEGRAL COLOR CONCRETE CURB TO SURROUND / PROTECT PLANTER AND LANDSCAPE MATERIAL
11. ENTRY GATE PER DETAIL



LEGEND:
1. FINISH SURFACE
2. FOOTING
3. DECORATIVE DOOR HARDWARE
4. 1 X 4 RAIL - TOP @ +42" & BOTTOM
5. 1 X 6 BOARDS (SPACED W/ 16D NAIL)
6. (3) HEAVY DUTY, SPRING-LOADED, SELF-CLOSING HINGES.
7. ARCH TOP WITH OPEN PLANKS 50% OPEN MIN.
8. 2 X 4 GATE FRAME
9. ADJACENT WOOD FENCE.

NOTE:
- ALL WOOD MEMBERS SHALL BE CEDAR TREATED PER SPECIFICATIONS.

ENTRY GATE DETAIL



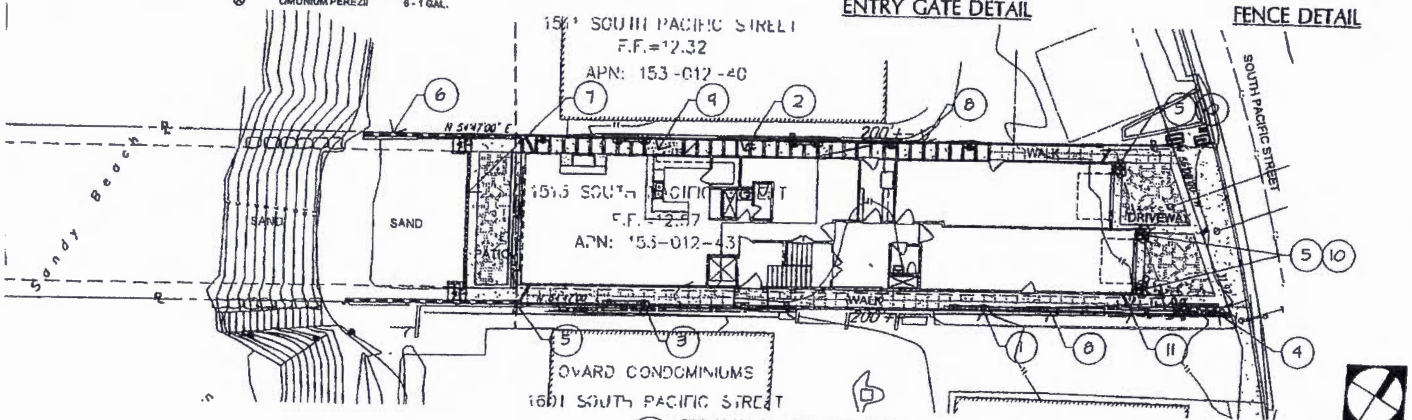
LEGEND:
1. CONCRETE FOOTING
2. 95% COMPACTED SUBGRADE
3. 2 X 6 CAP
4. 1 X 4 RAIL - TOP & BOTTOM
5. 1 X 6 BOARDS (SPACED W/ 16D NAIL)
6. 4 X 4 POST @ 6'-0" O.C. MAX. SPACING
7. 2 X 4 RAIL - TOP & BOTTOM
8. HOT DIP GALV. POST/COLUMN BASE

NOTE:
- ALL WOOD MEMBERS SHALL BE CEDAR TREATED PER SPECIFICATIONS.
- CONC. FOOTING DIMENSIONS & SUBGRADE PREPARATION/COMPACTION ARE SHOWN FOR BID PURPOSES ONLY. REFER TO STRUCTURAL ENGINEERS PLANS.
- HOT DIP GALV. POST BASE PER CIVIL ENGINEER TYP.

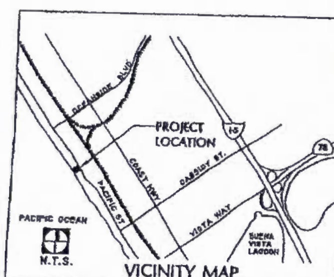
FENCE DETAIL

LEGEND:

SYMBOL	DESCRIPTION
—PL—	PROPERTY LINE
- - 10 - -	EXISTING CONTOUR
—10—	FINISH CONTOUR
	EXISTING SPOT ELEV.
	PROPOSED SPOT ELEV.
←	DIRECTION OF DRAINAGE
	PROPOSED STRUCTURE
	PROPOSED DECORATIVE PAVING INTEGRAL COLOR
	PROPOSED DECORATIVE FLAGSTONE PAVING
	EXISTING PAVING TO REMAIN
—LD—	LANDSCAPE DRAINLINE
	6" NDS ATRIUM DRAIN
O DD	3" DECK DRAIN
—SS—	4" SANITARY SEWER LINE
—GAS—	UNDERGROUND NATURAL GAS SERVICE
—UE—	UNDERGROUND ELECTRICAL SERVICE
—W—	WATER SERVICE LOCATION
—TC—	UNDERGROUND TELEPHONE & CABLE LINE



1 SITE PLAN & LANDSCAPE PLAN WITH TOPOGRAPHY AS SHOWN
SCALE: 1" = 10'-0"



VICINITY MAP

COSTAL DEVELOPMENT PERMIT

LANDSCAPE ARCHITECT: MBR designs

STATE OF CALIFORNIA

PROJECT: BURGESS / JOURNIGAN RES
1513 SOUTH PACIFIC STREET
OCEANSIDE, CA 92054

SHEET TITLE: CONCEPTUAL LANDSCAPE PLAN

SHEET: CLP-1

EXHIBIT NO. 3
APPLICATION NO.
A-6-OCN-13-008
Commission photo of view at Morse Street
California Coastal Commission

EXHIBIT NO. 4
APPLICATION NO.
A-6-OCN-13-008
Applicant photo of view at Morse Street
California Coastal Commission

Ross, Toni@Coastal

From: Anne Blemker <ablemker@mccabeandcompany.net>
Sent: Monday, August 19, 2013 3:33 PM
To: Ross, Toni@Coastal
Cc: Chris Burgess
Subject: RE: 1513 South Pacific Street
Attachments: BURGESS-TS1.pdf; Reduction Calculations 8-16-13.doc; BURGESS-A2-coastal-061413.pdf; BURGESS-A1.pdf

Hi Toni,

We spoke to Chris earlier and below are the responses to your questions (in black):

1) You have total habitable space as 6,250 sq. ft. but the only plans we have indicate total habitable space as 6,424 sq. ft. Please clarify what size the proposed project will be. If the correct sq. ft. is 6,250 please provide a new set of plans.

   The total habitable square footage of the project is 6,424 sq ft per the plans approved by the City and submitted to you. The title page to the plans is attached (see BURGESS-TS-1.pdf). There is a table on the sheet with all of the habitable sq ft calculations. The 6,250 figure that was referred to in our letter reflected the habitable sq ft minus the enclosed elevator shaft area—6,424-178=6,246 (=6,250 rounded).

2) You also have third floor sq. ft. at 2,250 and our plans indicate third level is 2422; please clarify

   The plans submitted for the 3rd floor should be 2,350 sq ft, not 2,422 sq ft. There was a typo in our submittal that showed 2,250 instead of the correct number—2,350. The 2nd and 3rd floors are identical in size. We don't know where the number 2,422 came from. (First floor & second floor plans attached)

3) For option #1 you calculated the loss using volume, but called it out as square feet. You compared a volume measure for loss to a area measure for total size of structure. According to my calcs option one would be 178.5 sq. ft / 6, 424 sq. ft. (total habitable space) for a total loss of 2.8% reduction in size. Please clarify.

   You're correct regarding the calculations and the confusion with volume vs. square footage. The correct calculations for Option #1 are included on the attached Reduction Calculations worksheet.

4) Option #3 indicates that a 10' reduction would result in a width of the home of 12'. However, please indicate that the width is 24 feet, thus a 10' reduction would result in a 14' wide home. Please clarify

   The house at its widest (i.e. 2nd and 3rd floors) is 23' 8" per the plans. The first floor at its widest is 23' 4". If you take off 10' from the 2nd and 3rd floors the house would be 13' 8". However, the width of the exterior walls takes up approximately 6" each, thereby leaving the usable interior space at roughly 12'8".

5) Option #3 further indicated that a 12' wide structure would be far narrower than any home constructed in the area. Please provide how this determination was ascertained.

   There are no homes or duplexes (this excludes condominiums) on the beach side of Pacifi wide. This has been confirmed by visual inspections of 50 properties to the south and 50 of the project site. The majority of lots in the surrounding area have a 30' lot width. If yo required 3' side yard setback on each side, the remaining buildable width is 24'. There a

slightly narrower by one or two feet (including the subject site) and a few lots that are wider. However, there are no lots that are currently developed with a structure as narrow as 13'8".

6) Please clarify how the "no new view blockage" option was determined (i.e. how 490 sq. ft. on the second floor would eliminate any view impacts for that level)

   We previously provided a document prepared by the architect and engineer showing a triangular cut-away of the 2nd floor, which represents the 490 sq ft reduction in Option #5. This graphic depicts which portion of the proposed structure would have to be removed to achieve no new view blockage of the ocean from Morse Street. I'm attaching the document again for your reference (see BURGESS-A2-coastal-061413.pdf).

Please let me know if this answers your questions or if you need any additional information in preparation for your meeting tomorrow. Is this your September permit review meeting? Does that mean there's hope to put this on earlier than October? ☺

Thanks,
Anne

From: Ross, Toni@Coastal [mailto:Toni.Ross@coastal.ca.gov]
Sent: Thursday, August 15, 2013 12:10 PM
To: Anne Blemker
Subject: RE: 1513 South Pacific Street

Anne,

In going over your submittal regarding potential redesigns for the burgess property, there are a few things that need to be clarified.

1) You have total habitable space as 6,250 sq. ft. but the only plans we have indicate total habitable space as 6,424 sq. ft. Please clarify what size the proposed project will be. If the correct sq. ft. is 6,250 please provide a new set of plans.
2) You also have third floor sq. ft. at 2,250 and our plans indicate third level is 2422; please clarify
3) For option #1 you calculated the loss using volume, but called it out as square feet. You compared a volume measure for loss to a area measure for total size of structure. According to my calcs option one would be 178.5 sq. ft / 6, 424 sq. ft. (total habitable space) for a total loss of 2.8% reduction in size. Please clarify.
4) Option #3 indicates that a 10' reduction would result in a width of the home of 12'. However, please indicate that the width is 24 feet, thus a 10' reduction would result in a 14' wide home. Please clarify.
5) Option #3 further indicated that a 12' wide structure would be far narrower than any home constructed in the area. Please provide how this determination was ascertained.
6) Please clarify how the "no new view blockage" option was determined (i.e. how 490 sq. ft. on the second floor would eliminate any view impacts for that level)

I will discuss what has been submitted thus far with staff on Tuesday.

Thanks!
Toni Ross´¯`·.¸¸.·><((((º>.·´¯`·.¸¸.·´¯`·.¸

Coastal Program Analyst.·´¯`·.><((((º>

California Coastal Commission.·´¯`·.¸¸.<º))))><

These are revised calculations based upon the plans submitted to the City and to Coastal staff. Here are my revisions for each Option noted on your original letter to Toni on July 30, 2013.

Option #1: City Staff Stringline

1st floor reduction
4.5' x 23.4' = 105.3 sq ft

2nd floor reduction
1.5' X 23.8' = 35.7 sq ft

3rd floor reduction
1.5' X 23.8' = 35.7 sq ft

This is a total reduction of 176.7 sq ft divided by total project habitable space of 6,424 sq ft = **2.7% Reduction**

Option #2: Removal of 3rd Floor

3rd floor reduction
2,350 sq ft

Roof Projection reduction
178 sq ft

Total reduction = 2,528 sq ft

2,528 sq ft divided by total project habitable space of 6,424 sq ft = **39.3% Reduction**

Option #3: Removal of 3rd Floor and 2nd Floor narrowed by 10 feet

3rd floor reduction
2,350 sq ft

Roof Projection reduction
178 sq ft

2nd floor reduction
10' x 103' = 1,030 sq ft

Total reduction = 3,558 sq ft

3,558 sq ft divided by total project habitable space of 6,424 sq ft = **55.3% Reduction**

Option #4: Narrowing of 2nd Floor and 3rd Floors by 10 feet

2nd floor reduction
10' x 103' = 1,030 sq ft

3rd floor reduction
10' x 103' = 1,030 sq ft

Roof Projection reduction
178 sq ft

32%

Total reduction = 2,238 sq ft

2,238 sq ft divided by total project habitable space of 6,424 sq ft = **34.8% Reduction**

Option #5: No New View Blockage

3rd floor reduction
10' x 103' = 1,030 sq ft

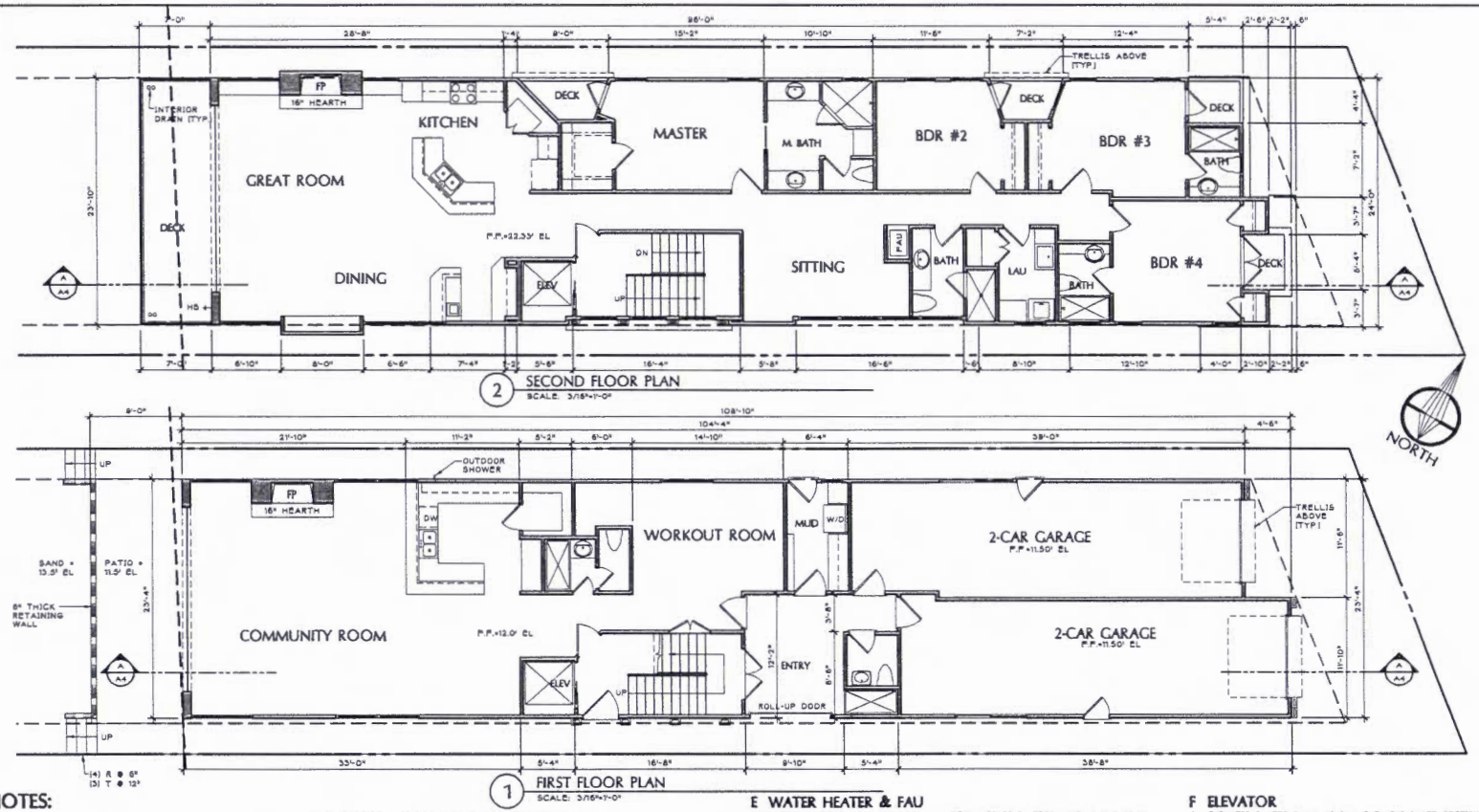
Roof Projection reduction
178 sq ft

Triangular segment of 2nd floor
490 sq ft

Total reduction = 3,018 sq ft

23.67%

3,018 sq ft divided by total project habitable space of 6,424 sq ft = ~~46.9~~% **Reduction**



FLOOR PLAN NOTES:

A MISCELLANEOUS

1. SLEEPING ROOMS MUST HAVE A WINDOW OR EXTERIOR DOOR FOR EMERGENCY ESCAPE (UBC SECTION 1204) THE EMERGENCY EXIT MUST MEET THE FOLLOWING CRITERIA.
   a. MINIMUM 5.7 SQUARE FEET NET CLEAR OPENABLE AREA
   b. 24" MINIMUM NET CLEAR OPENABLE HEIGHT
   c. 20" MINIMUM NET CLEAR OPENABLE WIDTH
   d. MAXIMUM FINISH SILL HEIGHT TO BE NO MORE THAN 44" ABOVE FINISHED FLOOR
2. PROVIDE ALL HOSE BIBS AND SPRINKLER SYSTEMS WITH BACK FLOW PREVENTION DEVICES.

B KITCHEN, BATH & LAUNDRY

1. REFERENCE ELECTRICAL PLANS AND NOTES FOR LIGHTING, RECEPTACLES AND CIRCUITRY.
2. PROVIDE MECHANICAL VENTILATION CAPABLE OF PROVIDING FIVE AIR CHANGES PER HOUR IN BATHROOMS AND WATER CLOSET COMPARTMENTS IF REQUIRED OPENABLE WINDOWS ARE NOT PROVIDED. SECTION 1203.3.
3. DISCHARGE POINT FOR EXHAUST AIR WILL BE AT LEAST 3 FEET FROM ANY OPENING WHICH ALLOWS AIR ENTRY INTO OCCUPIED PORTIONS OF THE BUILDING. SEC. 1203.3
4. 15" MINIMUM CLEARANCE FROM CENTERLINE OF WATER CLOSET AND 24" MINIMUM CLEARANCE IN FRONT OF WATER CLOSET.
5. IN SHOWER AND TUB-SHOWER COMBINATIONS, CONTROL VALVES MUST BE PRESSURE BALANCED OR HAVE THERMOSTATIC MIXING VALVES.
6. NEW WATER CLOSETS SHALL USE NO MORE THAN 1.6 GALLONS PER FLUSH AND SHALL MEET PERFORMANCE STANDARDS ESTABLISHED BY THE AMERICAN NATIONAL STANDARDS INSTITUTE STANDARD A112.18.3 M & S CIDE SECTION 1718.2.3 (B).
7. DRYER VENT TO THE OUTSIDE. MAXIMUM LENGTH 14' W (1) 90 deg ELBOWS UMC SECTION 504.3.2.

C GARAGE / STAIR FIRE PROTECTION

1. ALL WALLS COMMON TO RESIDENCE AND GARAGE SHALL BE FIRE PROTECTED, USE 5/8" TYPE 'X' GYPSUM ON GARAGE SIDE OF COMMON WALLS USE FLOOR TO ROOF SHEATHING.
2. THE CEILING OF GARAGE SHALL BE FIRE PROTECTED. USE ONE LAYER OF 5/8" TYPE 'X' GYPSUM ON GARAGE CEILING WHERE FRAMING MEMBERS ARE SPACED 16" O.C. OR LESS. USE TWO LAYERS OF 5/8" TYPE 'X' GYPSUM ON GARAGE CEILING WHERE FRAMING MEMBERS ARE SPACED GREATER THAN 16" O.C.
3. DOOR BETWEEN GARAGE AND RESIDENCE SHALL BE 1 3/8" THICK AND SELF CLOSING. WEATHERSTRIP JAMBS, HEAD AND THRESHOLD. 1" MAXIMUM DIFFERENCE BETWEEN GARAGE LANDING AND RESIDENCE.
4. ALL ELEMENTS SUPPORTING FLOOR ABOVE GARAGE MUST HAVE 5/8" TYPE 'X' GYPSUM ON THE GARAGE SIDE.
5. GARAGE REQUIRES ONE-HOUR FIRE PROTECTION ON THE CEILING COMMON TO THE DWELLING. (TABLE 3-B, SECTION 302.4a) PROVIDE 2 LAYERS OF 1/2" DP TYPE 'X' GYPSUM BOARDS FOR T.J.I FLOOR JOISTS, PER ICBO APPROVAL (PER 200) FOR T.J.I.
6. THE WALLS AND SOFFITS OF THE ENCLOSED USABLE SPACE UNDER INTERIOR STAIRS SHALL BE PROTECTED ON THE ENCLOSED SIDE WITH 1/2-INCH GYPSUM BOARD. CBC 2007 SECTION 1008.5.3

D FIRE STOPS

1. PROVIDE FIRE STOPS AT THE FOLLOWING LOCATIONS PER SECTION 708.2.1:
   a. IN CONCEALED SPACES OF STUD WALLS AND PARTITIONS INCLUDING FURRED SPACES, AT THE CEILING AND FLOOR LEVELS AND AT 10 FOOT INTERVALS BOTH VERTICAL AND HORIZONTAL.
   b. AT ALL INTERCONNECTIONS BETWEEN CONCEALED VERTICAL AND HORIZONTAL SPACES SUCH AS OCCUR AT SOFFITS, DROP CEILINGS AND COVE CEILINGS.
   c. IN CONCEALED SPACES BETWEEN STAIR STRINGERS AT THE TOP AND BOTTOM OF THE RUN AND BETWEEN STUDS ALONG AND INLINE WITH THE RUN OF STAIRS IF THE WALLS UNDER THE STAIRS ARE UNFINISHED;
   d. IN OPENINGS AROUND VENTS, PIPES, DUCTS, CHIMNEYS, FIREPLACES AND SIMILAR OPENINGS WHICH AFFORD A PASSAGE FOR FIRE AT CEILING AND FLOOR LEVELS, WITH NONCOMBUSTIBLE MATERIALS.
   e. AT OPENINGS BETWEEN ATTIC SPACES AND CHIMNEY CHASES FOR FACTORY-BUILT CHIMNEYS.

E WATER HEATER & FAU

1. WATER HEATER SHALL HAVE 18" HIGH PLATFORM. COVER PLATFORM WITH 5/8" TYPE 'X' GYPSUM. STRAP WATER HEATER TO RESIST SEISMIC FORCES WITH TWO STRAPS, ONE ON THE BOTTOM 1/3 OF TANK AND ONE ON THE UPPER 1/3 OF TANK. STRAPS SHALL BE 3/4" X 24 GAUGE WITH 1/4" X 3" LAG SCREWS ATTACHED DIRECTLY TO THE FRAMING.
2. PROVIDE P & T VALVE ON WATER HEATER. RUN DISCHARGE LINE TO EXTERIOR WITHIN 6" OF GRADE.
3. COMBUSTION AIR FOR FUEL BURNING WATER HEATERS WILL BE PROVIDED IN ACCORDANCE WITH UPC SECTION 507 AND TABLE 5-1.
4. IN SEISMIC ZONES 3 AND 4, WATER HEATERS SHALL BE ADEQUATELY BRACED TO RESIST SEISMIC FORCES. TWO STRAPS SHALL BE PROVIDED (ONE STRAP AT TOP 1/3 OF THE TANK AND ONE STRAP AT BOTTOM 1/3 OF THE TANK). UPC, SEC. 510.3
5. PRESSURE AND TEMPERATURE RELIEF LINES FOR WATER HEATERS SHALL EXTEND OUTSIDE OF THE BUILDING. WHERE IT IS IMPRACTICAL TO EXTEND HE DRAIN LINE OUTSIDE THE BUILDING THE LINE MAY TERMINATE IN AN APPROVED STANDPIPE. A FULL ONE-INCH AIR GAP IS REQUIRED BETWEEN THE P & T DRAIN LINE AND THE STANDPIPE. POLICY P-8.
6. WATER HEATER - SIZED PER TITLE 24
7. FORCED AIR UNIT SYSTEM THAT ARE LOCATED IN ATTIC. PROVIDE A PERMANENT ELECTRICAL OUTLET AND LIGHTING FIXTURE CONTROLLED BY A SWITCH FOR FURNACE. CONDENSATE LINE MUST DISCHARGE INTO A PLUMBING FIXTURE. LOCATE FAU PER TRUSS LAYOUT, IF APPLICABLE. SIZE PER TITLE 24.
8. ATTIC ACCESS SHALL BE 30" X 30". THE OPENING MAY BE 22" X 30" IF THE EQUIPMENT CAN BE REMOVED THROUGH SUCH OPENING. 30" MIN. CLEAR HEADROOM IN ATTIC ABOVE THE ACCESS OPENING. PROVIDE MIN 30" DEEP UNOBSTRUCTED WORKING SPACE IN FRONT OF FURNACE.
9. THE PASSAGEWAY TO THE ATTIC MOUNTED WARM-AIR FURNACE SHALL BE UNOBSTRUCTED, HAVE CONTINUOUS SOLID FLOORING NOT LESS THAN 24" WIDE AND NOT BE LONGER THAN 20' IN LENGTH THROUGH ATTIC. UMC SECTION 908.0
10. EQUIPMENT SHALL BE ACCESSIBLE FOR INSPECTION, SERVICE REPAIR AND REPLACEMENT WITHOUT REMOVING PERMANENT CONSTRUCTION OR OTHER EQUIPMENT OR DISABLING THE FUNCTION OF REQUIRED FIRE-RESISTANT CONSTRUCTION.
11. FAU CLOSET IS TO BE A MINIMUM OF 12" WIDER THAN THE FURNACE
12. NEW RESIDENTIAL UNITS MUST BE PRE-PLUMBED FOR FUTURE SOLAR WATER HEATING. TWO ROOF JACKS MUST BE INSTALLED.
13. TWO 3/4" COPPER PIPES MUST BE INSTALLED TO THE MOST CONVENIENT FUTURE SOLAR PANEL LOCATION WHEN THE WATER HEATER IS NOT IN A ONE-STORY GARAGE AND IS NOT DIRECTLY BELOW THE MOST SOUTH FACING ROOF (CITY ORDINANCE NO. 8083)
14. ALL PIPING FOR PRESENT OR FUTURE SOLAR WATER HEATING MUST BE INSULATED WHEN IN AREAS THAT ARE NOT HEATED OR COOLED BY MECHANICAL MEANS (CITY POLICY)

F ELEVATOR

1. ELEVATOR SHAFTS SHALL BE IN A ONE-HOUR SHAFT. SECTION 707.14
2. EVERY OPENING INTO AN ELEVATOR SHAFT ENCLOSURE SHALL BE PROTECTED BY A SELF-CLOSING FIRE ASSEMBLY HAVING A ONE-HOUR FIRE RATING IN ONE-HOUR SHAFTS. SEC. 711
3. ELEVATOR SHAFTS EXTENDING THROUGH MORE THAN TWO FLOOR LEVELS SHALL BE VENTED TO THE OUTSIDE. THE AREA OF THE VENT SHALL NOT BE LESS THAN 3 1/2% OF THE SHAFT AREA AND A MINIMUM OF 3 SQUARE FEET PER
4. ELEVATOR. SECTION 3004

RESIDENTIAL ELEVATORS INC., MODEL INFINITY 3548S

G DECK NOTES:

1. ROOF & ROOF DECKS TO BE 'DEK-O-TEK' ELASTEX 500 PROMENADE ROOF DECK SURFACING - ICBO ER-1338 OR APPROVED EQUAL
2. BALCONIES AND DECKS EXPOSED TO THE WEATHER AND SEALED UNDERNEATH SHALL BE SLOPED A MIN. OF 1/4 INCH PER FOOT FOR DRAINAGE. SECTION 1402.2.

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☐ OTHER

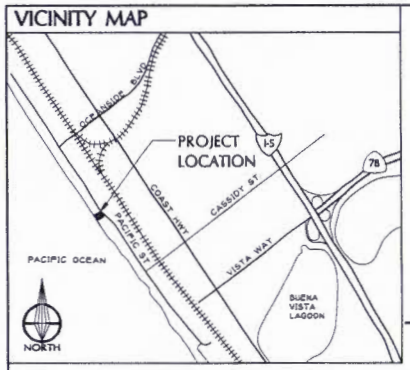
JOB NO:
DRAWN BY: MSR
CHECKED BY: PL

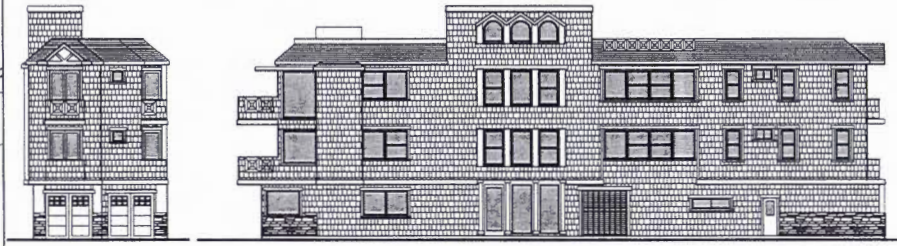
SHEET TITLE:
1st & 2nd FLR PLANS

SHEET NO:
A.1

THE BURGESS / JOURNIGAN RESIDENCES

VICINITY MAP





DEVELOPMENT INFORMATION

ASSESSOR'S PARCEL NUMBER:	153-012-41-00
ZONING:	RT
GENERAL PLAN:	HIGH DENSITY RESIDENTIAL
LOT SIZE:	6,265 SQ. FT. (0.14 ACRE)
EXISTING LAND USE:	DUPLEX
PROPOSED LAND USE:	NO CHANGE
EXISTING LOT COVERAGE	25%
PROPOSED LOT COVERAGE:	58.5%

SETBACKS:

FRONT YARD	10'-0"
SIDE YARD	3'-0"
OCEAN (WEST) SIDE	STRINGLINE
HEIGHT MAX.	3-STORIES OR 35'-0" FROM THE AVERAGE FINISHED GRADE TO THE CEILING OF THE TOP STORY. NO PORTION OF THE PROPOSED HABITABLE SPACE MAY EXCEED THE MAX PERMITTED HEIGHT.

SEC. 211, 1708(d)c
PENTHOUSES OR ROOF STRUCTURES FOR THE HOUSING OF ELEVATORS, STAIRWAYS, ETC., (SEE SEC. 1708(d) MAY BE ERECTED AND MAINTAINED ABOVE THE 35'-0" MAX HEIGHT LIMIT, NO ROOF STRUCTURE ABOVE THE HEIGHT LIMIT SHALL BE USED FOR THE PURPOSE OF PROVIDING ADDITIONAL FLOOR SPACE.

DEMOLITION: EXISTING RESIDENCES

SCOPE:
TWO CONDOMINIUMS OVER PARKING AND SHARED COMMUNITY SPACE:

FIRST FLOOR	1402 SQ. FT.
SECOND FLOOR	2350 SQ. FT.
THIRD FLOOR	2350 SQ. FT.
ROOF DECK	178 SQ. FT.
TOTAL HABITABLE:	6,424 SQ. FT.
GARAGE	886 SQ. FT.
COURTYARD	158 SQ. FT.
COURTYARD RESTROOM	45 SQ. FT.
2nd FLOOR DECKS	234 SQ. FT.
3rd FLOOR DECKS	234 SQ. FT.
ROOF DECK	1641 SQ. FT.
ROOF STORAGE	33 SQ. FT.

STATEMENT OF SPECIAL INSPECTIONS

PROCEDURE PC-20a

I, AS THE ENGINEER / ARCHITECT OF RECORD, CERTIFY THAT I HAVE PREPARED THE FOLLOWING STATEMENT OF SPECIAL INSPECTIONS AS REQUIRED BY CBC SECTION 1705 FOR THIS CONSTRUCTION PROJECT. I HAVE INFORMED THE PROJECT OWNER OF THESE REQUIREMENTS.

JOB ADDRESS: _____ PERMIT: _____

SIGNED: _____ DATE: _____ PLAN ID: _____

WORK REQUIRING SPECIAL INSPECTION.

☐ REINFORCED CONCRETE	☐ SMOKE CONTROL
☐ PRE-STRESSED / POST-TENSIONED CONCRETE	☐ WOOD CONSTRUCTION (SPECIFIC BELOW)
☐ STRUCTURAL MASONRY	☐ MASTIC AND INTUMESCENT FIRE-RESISTANT COATINGS
☐ STRUCTURAL WELDING	☐ SPRAY APPLIED FIRE-PROOFING
☐ HIGH-STRENGTH BOLTING	☐ EXTERIOR INSULATION AND FINISH SYTEMS (EIFS)
☐ SOILS	☐ MECHANICAL AND ELECTRICAL COMPONENTS
☐ ---	☐ DESIGNATED SEISMIC SYSTEMS VERIFICATION
☐ PIER FOUNDATIONS	☐ SEISMIC ISOLATION SYSTEMS
☐ STRUCTURAL OBSERVATIONS (SEE BELOW)	☐ OTHER

SELECTION DEFERRED: THIS SHEET WILL BE REVISED TO INDICATE THE SPECIAL INSPECTION ENTITIES PRIOR TO THE TIME THE SPECIAL INSPECTOR IS REQUIRED TO CHECK IN WITH THE BUILDING DIVISION FOR THEIR FIRST INSPECTION ON THIS PROJECT."

SIGNED: _____ DATE: _____

PERSON / FIRM CONDUCTION SPECIAL INSPECTIONS:

TESTING LABORATORY:

SPECIFIC ITEM NOT COVERED ABOVE:

STRUCTURAL OBSERVATIONS:

SITE NOTES

1 THE CONTRACTORS MUST VERIFY ALL GRADES, CONDITIONS AND DIMENSIONS PRIOR TO COMMENCING WORK. THE OWNER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES.

2 THE CONTRACTOR SHALL VERIFY THE EXISTENCE AND LOCATION OF ALL UTILITIES PRIOR TO COMMENCING WORK.

3 SURFACE WATER SHALL BE DIRECTED AWAY FROM STRUCTURE FOUNDATIONS AT A SLOPE NOT LESS THAN 1/4" / FOOT FOR A MIN. OF 5'-0" OR 1/3 THE DISTANCE TO THE PROPERTY LINE

4 EXISTING WATER LATERAL PER CITY OF OCEANSIDE WATER & SEWER DEPARTMENT

5 REFERENCE PRECISE GRADING PLAN BY THE TAYLOR GROUP, OCEANSIDE, CA FOR DRAINAGE PATTERNS

6 ALL EXTERIOR LIGHTING SHALL COMPLY WITH CITY OF OCEANSIDE'S ORDINANCE NO. 80-48

NOISE ORDINANCE

THIS PROJECT IS NOT WITHIN A NOISE CRITICAL AREA (CNEL CONTOUR OF 60dB) AS SHOWN ON THE GENERAL PLAN

FIRE HYDRANT NOTE

THE NEAREST FIRE HYDRANT IS LOCATED 201' NORTHEAST OF THE EASTERLY PROPERTY LINE AT THE CORNER OF MORSE STREET AND PACIFIC STREET.

REFERENCE PRELIMINARY GRADING AND DEVELOPMENT PLAN PGP-1 FOR FIRE HYDRANT LOCATIONS.

SHEET INDEX

TS.1	COVER SHEET / PROPOSED SITE PLAN
SP.1	STRINGLINE & PROPERTY SURVEY
A.1	FIRST & SECOND FLOOR PLANS
A.2	THIRD AND ROOF DECK FLOOR PLANS
A.3	EXTERIOR ELEVATIONS
A.4	EXTERIOR ELEVATIONS
A.5	BUILDING SECTION

CONSULTANTS:

STRUCTURAL:
TBD

CIVIL ENGINEERING, GEOLOGY, STORM WATER MITIGATION & DRAINAGE STUDY:
TAYLOR GROUP, INC.
201 MISSION AVE, SUITE 201
OCEANSIDE, CA 92054
(760) 721-9880

WAVE RUN UP STUDY:
GEOSOILS, INC.
6741 PALMER WAY
CARLSBAD, CA 92008
(760) 438-3155

LEGAL DESCRIPTION:

LOT 7 IN BLOCK "E" OF OCEANFRONT ADDITION IN THE CITY OF OCEANSIDE, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 808, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY, JUNE 8, 1904, EXCEPTING THEREFROM THAT PORTION THEREOF, IF ANY HERETOFORE OR NOW LYING BELOW THE MEAN HIGH TIDE LINE OF THE PACIFIC OCEAN

SERVICE AGENCIES

WATER	OCEANSIDE WATER
SCHOOL	OCEANSIDE UNIFIED SCHOOL DISTRICT
FIRE	OCEANSIDE FIRE DEPARTMENT
GAS/ELEC	SAN DIEGO GAS & ELECTRIC

BUILDING CODES

2010 TRIENNIAL EDITION OF THE CODE OF REGULATIONS, TITLE 24

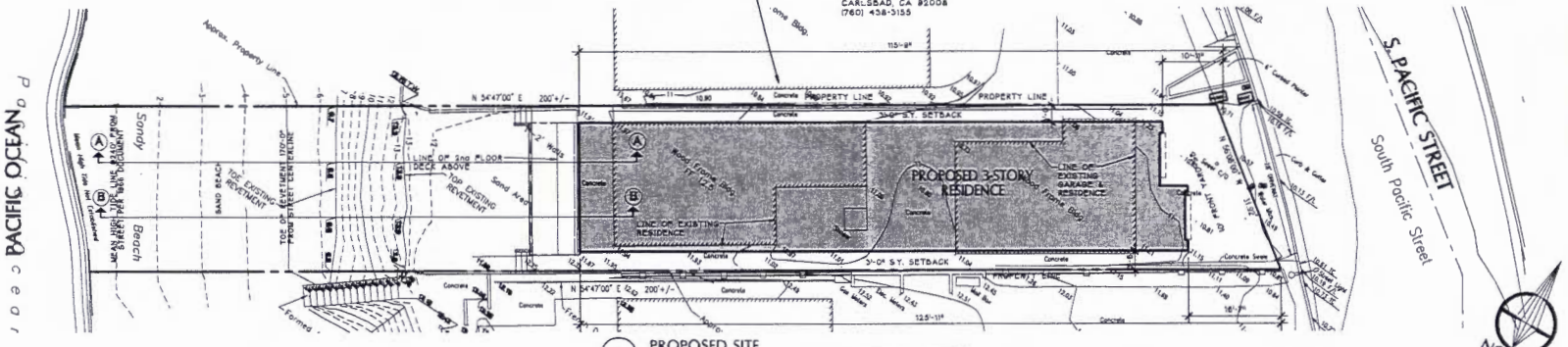
THERE ARE 12 PARTS TO TITLE 24 AND THE APPLICABLE PARTS FOR MOST BUILDING DIVISION PERMIT APPLICATIONS ARE LISTED BELOW:

- PART 2: THE 2010 CALIFORNIA BUILDING CODE (CBC) IS BASED ON THE 2009 IBC.
- PART 2.5: THE 2010 CALIFORNIA RESIDENTIAL CODE (CRC) IS BASED ON THE 2009 IRC BUT INCLUDES NUMEROUS STATE OF CALIFORNIA AMENDMENTS AND DOES NOT INCLUDE ELECTRICAL, ENERGY, MECHANICAL OR PLUMBING PORTIONS OF THE IRC, AND INSTEAD PARTS 3 THRUGH 6 OF TITLE 24 AS LISTED BELOW APPLY.
- PART 3: THE 2010 CALIFORNIA ELECTRICAL CODE (CEC) IS BASED ON THE 2008 NEC WITH STATE OF CALIFORNIA AMENDMENTS
- PART 4: THE 2010 CALIFORNIA MECHANICAL CODE (CMC) IS BASED ON THE 2009 UMC WITH STATE OF CALIFORNIA AMENDMENTS
- PART 5: THE 2010 CALIFORNIA PLUMBING CODE (CPC) IS BASED ON THE 2009 UPC WITH STATE OF CALIFORNIA AMENDMENTS
- PART 6: THE 2010 CALIFORNIA ENERGY CODE IS BASED ON THE 2008 BUILDING ENERGY EFFICIENCY STANDARDS
- PART 8: THE 2010 CALIFORNIA FIRE CODE (CFC) IS BASED ON THE 2009 IFC WITH STATE OF CALIFORNIA AMENDMENTS
- PART 11: THE 2010 CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGreen CODE)

REGULAR COASTAL APPLICATION NO.

RCII-00002

NOTE: REFERENCE PRELIMINARY GRADING PLAN AND LANDSCAPE PLAN FOR PLANTER LOCATIONS.



1 PROPOSED SITE
SCALE: 1" = 10'-0"

ARCHITECT:
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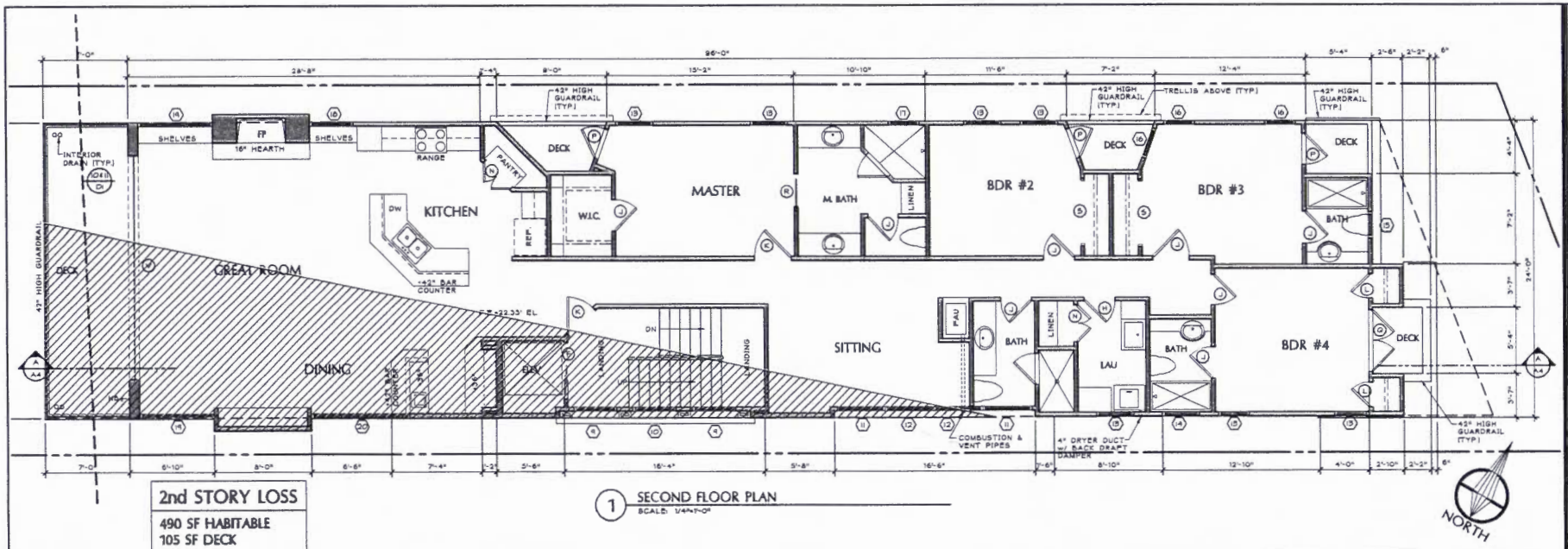
DRAWN BY: MSR

CHECKED BY: PL

SHEET TITLE:
SITE PLAN & NOTES

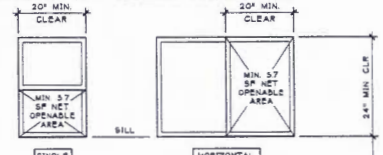
SHEET NO:
TS.1



1 SECOND FLOOR PLAN
SCALE: 1/4"=1'-0"

2nd STORY LOSS
490 SF HABITABLE
105 SF DECK

EMERGENCY EGRESS WINDOWS



SLEEPING ROOMS SHALL HAVE A WINDOW OR EXTERIOR DOOR FOR EMERGENCY ESCAPE. SILL HEIGHT SHALL NOT EXCEED 44" ABOVE THE FLOOR. WINDOWS MUST HAVE AN OPENABLE AREA OF AT LEAST 5.7 SQUARE FEET WITH THE MINIMUM OPENABLE WIDTH 20" AND THE MINIMUM OPENABLE HEIGHT 24". THE EMERGENCY DOOR OR WINDOW SHALL BE OPENABLE FROM THE INSIDE TO PROVIDE A FULL, CLEAR OPENING WITHOUT THE USE OF SEPARATE TOOLS. SECTION 310.4.

TYPICAL EXAMPLES SHOWN ABOVE. CONTACT WINDOW MANUFACTURER TO DETERMINE THAT EACH SLEEPING ROOM HAS AT LEAST ONE WINDOW THAT MEETS THE MINIMUM REQUIREMENTS. NOTE: CASEMENT WINDOWS MAY PIVOT OPEN INTO AN AREA THAT WHEN CLOSED WOULD APPEAR TO MEET MIN. REQUIREMENTS.

DOOR & WINDOW NOTES:

1. ALL OPENABLE WINDOWS ARE TO HAVE SCREENS. REFER TO THE EXTERIOR ELEVATIONS FOR THE OPENING SECTIONS AND LOCATIONS OF WINDOWS TO HAVE MUTIN BARS. COLOR TO MATCH WINDOW FRAME.
2. MANUFACTURED DOORS AND WINDOWS ARE TO MEET ANSI OR NWMA STANDARDS AND ARE SO LABELED.
3. ALL EXTERIOR DOORS AND WINDOWS ARE TO BE FULLY WEATHERSTRIPPED.
4. ALL OPENINGS ARE TO BE CAULKED AND SEALED, I.E. AROUND JOINTS IN WINDOWS.
5. MIRRORS IN ALL BATHS SHALL START AT THE COUNTER TOPS AND EXTEND TO 7'-0" ABOVE THE FLOOR.
6. ALL SLIDING GLASS DOORS AND WINDOWS MARKED "TEMP" ARE TO HAVE 3/16" TEMPERED GLASS.
7. WINDOWS ARE TO BE VINYL FRAMED, w/ LAMINATED DUAL GLAZED, CLEAR GLASS.
8. SEE T-24 CALCS FOR GLAZING REQUIREMENTS AND VALUES.
9. THE MANUFACTURED WINDOWS SHALL HAVE A LABEL ATTACHED CERTIFIED BY THE NATIONAL FENESTRATION RATING COUNCIL (NFRC) AND SHOWING COMPLIANCE WITH THE ENERGY CALCULATIONS
10. GLAZING IN THE FOLLOWING LOCATIONS SHOULD BE OF SAFETY GLAZING MATERIAL IN ACCORDANCE w/ CRC 308.4
    A. DOORS AND ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATHTUBS AND SHOWERS AND IN ANY PORTION OF A BUILDING WALL ENCLOSING THESE COMPARTMENTS WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60" ABOVE A STANDING SURFACE AND DRAIN INLET.
11. SLEEPING ROOMS MUST HAVE A WINDOW OR EXTERIOR DOOR FOR EMERGENCY ESCAPE. (UBC SECTION 1204) THE EMERGENCY EXIT MUST MEET THE FOLLOWING CRITERIA:
    A. MINIMUM 5.7 SQUARE FEET NET CLEAR OPENABLE AREA
    B. 24" MINIMUM NET CLEAR OPENABLE HEIGHT
    C. 20" MINIMUM NET CLEAR OPENABLE WIDTH
    D. MAXIMUM FINISH SILL HEIGHT TO BE NO MORE THAN 44" ABOVE FINISHED FLOOR
12. SAFETY GLAZING OR TEMPERED GLASS IS REQUIRED IN HAZARDOUS LOCATIONS PER CRC SECTION R308

TOTAL LOSS	HABITABLE	DECK
2nd FLOOR	490 SF	105 SF
3rd FLOOR	2350 SF	234 SF
ROOF	0 SF	1541 SF
TOTALS	2840 SF (44%)	1880 SF (94%)

WINDOW SCHEDULE

○	WINDOW SIZE	TYPE	FRAME MAT.	FRAME FINISH	GLASS FINISH	GLASS DUAL	GLASS TEMP.	REMARKS
1	3'-6" x 8'-0"	FIXED	VINYL		CLEAR	X		
2	7'-0" x 2'-0"	H.S.	VINYL		CLEAR	X		
3	2'-0" x 4'-6"	S.H.	VINYL		CLEAR	X		
4	5'-0" x 5'-0"	S.H.	VINYL		CLEAR	X		
5	8'-0" x 2'-6"	H.S.	VINYL		CLEAR	X		
6	6'-0" x 5'-0"	FIXED	VINYL		CLEAR	X		
7	6'-0" x 4'-6"	FIXED	VINYL		CLEAR	X		
8	6'-0" x 4'-6"	H.S.	VINYL		CLEAR	X		
9	3'-6" x 6'-0"	S.H.	VINYL		CLEAR	X		
10	3'-6" x 6'-0"	FIXED	VINYL		CLEAR	X		
11	4'-0" x 5'-0"	FIXED	VINYL		CLEAR	X		
12	4'-0" x 5'-0"	S.H.	VINYL		CLEAR	X		
13	3'-0" x 5'-0"	S.H.	VINYL		CLEAR	X		
14	3'-0" x 2'-0"	H.S.	VINYL		CLEAR	X		
15	2'-0" x 2'-0"	AWNING	VINYL		CLEAR	X		
16	2'-6" x 5'-0"	S.H.	VINYL		CLEAR	X		
17	2'-6" x 2'-6"	AWNING	VINYL		CLEAR	X		
18	3'-6" x 5'-6"	S.H.	VINYL		CLEAR	X		
19	6'-0" x 6'-0"	FIXED	VINYL		CLEAR	X		
20	8'-0" x 5'-0"	FIX/S.H.	VINYL		CLEAR	X		
21	3'-0" x 7'-6"	AWNING	VINYL		CLEAR	X		
22	6'-0" x 8'-0"	FIXED	VINYL		CLEAR	X		
23	3'-6" x 4'-0"	FIXED	VINYL		CLEAR	X		w/ ARCH

DOOR SCHEDULE

○	DOOR SIZE	TYPE	MAT.	FIN.	REMARKS
A	3'-6" x 9'-0"	ENTRY DOOR	WOOD	PAINT	
B	8'-0" x 8'-0"	ROLL-UP DOOR	METAL	--	
C	2'-6" x 8'-0"	EXTERIOR	WOOD	PAINT	
D	8'-0" x 8'-0"	OVERHEAD GARAGE DOOR	WOOD	PAINT	
E	2'-6" x 8'-0"	EXTERIOR	WOOD	PAINT	
F	3'-0" x 8'-0"	ELEVATOR DOOR	WOOD	PAINT	
G	3'-0" x 8'-0"	SOLID CORE 20 MIN. LABEL	--	PAINT	
H	3'-0" x 8'-0"	INTERIOR DOOR - w/ LOUVERS	WOOD	PAINT	
J	2'-6" x 8'-0"	INTERIOR DOOR	WOOD	PAINT	
K	3'-0" x 8'-0"	INTERIOR DOOR	WOOD	PAINT	
L	2'-0" x 8'-0"	INTERIOR DOOR	WOOD	PAINT	
M	5'-0" x 5'-0"	INTERIOR ACCESS DOORS (PR)	WOOD	PAINT	
N	3'-0" x 8'-0"	INTERIOR DOOR - PAIR	WOOD	PAINT	
P	2'-6" x 8'-0"	FRENCH SINGLE LITE	WOOD	STAIN	
Q	5'-0" x 8'-0"	FRENCH SINGLE LITE - PAIR	WOOD	STAIN	
R	2'-8" x 8'-0"	INTERIOR POCKET DOOR	WOOD	PAINT	
S	5'-0" x 8'-0"	BI-PASS DOORS	WOOD	PAINT	
T	3'-0" x 8'-0"	EXTERIOR DOOR	WOOD	PAINT	
U	4'-0" x 8'-0"	EXTERIOR DOOR - PAIR	WOOD	PAINT	
V	18'-0" x 8'-0"	4-PNL SLIDING GLASS SYSTEM	WOOD	PAINT	
W	4'-0" x 5'-0"	INTERIOR ACCESS DOORS (PR)	WOOD	PAINT	

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☐ OTHER

JOB NO.:
DRAWN BY: MSR
CHECKED BY: PL

SHEET TITLE:
2nd FLOOR PLAN

SHEET NO:
A.2

McCabe & Company
Government Affairs Consulting

10520 Oakbend Drive
San Diego, CA 92131
(310) 463-9888
Fax (858) 368-9722

1121 L Street, Suite 100
Sacramento, CA 95814
(916) 553-4088
Fax (916) 553-4089

Toni Ross
California Coastal Commission
San Diego District
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

July 30, 2013

SUBJECT: A-6-OCN-13-8 (Burgess-Journigan), 1513 S. Pacific Street, Oceanside

Dear Ms. Ross,

Based on recent communication, we understand that staff remains concerned with potential view blockage resulting from construction of the proposed duplex structure and how the stringline setback affects public views from the Morse Street vantage point. As mentioned in our last submittal, the view in question extends over private airspace above an existing one-story and two-story structure constructed on the property in the late 1950s. You've asked us to review additional design alternatives to see if modifications could be made to remove/reduce the upper stories, further articulate the façade, and/or relocate the structure further inland in accordance with the stringline recommended by City staff. Following is a list of various alternatives that have been evaluated by the owners and architect. (See attached structural outlines of each alternative, including conformance with the City staff stringline interpretation, removal of the third floor, and narrowing of the width of the structure by 10 feet.)

Although we are interested in reaching agreement with staff if at all possible, each of these alternatives would result in drastic square footage reductions and design constraints that would render the proposed duplex infeasible. We continue to request approval of the project as originally proposed and approved by the City of Oceanside (see attached).

Option #1: City Staff Stringline

Per your request, we evaluated removal of the seawardmost portion of the proposed structure that extends beyond the City staff's interpretation of stringline, which was rejected by the City Council. The 1st floor as approved by the City is sited 4.5' beyond the City staff's interpretation of the stringline at the southwest corner of the project. As such, the calculation for the first floor area that would have to be eliminated is as follows: 4.5' deep x 23.8' wide x 10' high = 1,071 square feet. The calculation for the 2nd and 3rd floors is as follows: 1.5' deep x 23.8' wide x 10' high = 357 square feet, multiplied by two = 714 square feet. (The 2nd and 3rd floors are already proposed to be set back 3' from the 1st floor to provide setback articulation along the seaward side of the structure.) T[illegible] the total square footage lost would be 1,785 if the structure were to be relocate[illegible] inland in accordance with City staff's interpretation of the stringline, or a 29% r[illegible] habitable square footage (1,785 / 6,250 = 29%). As shown in the attached ext[illegible] additional views would be preserved (gray line represents extent of proposed [illegible]

On the lower level, removal of the seaward portion would affect a large area of the proposed family room and a portion of a shared kitchen area. On the 2nd and 3rd floors, the family room of each unit would be reduced.

Option #2: Removal of 3rd Floor

The second option evaluated was the removal of the uppermost (3rd) story of the proposed duplex. Loss of the 3rd floor equates to a **36% reduction** in the project, or 2,250 square feet total (2,250 / 6,250 = 36%). The 2nd story roofline would extend to the horizon line and not provide for any blue water views from Morse Street. As such, removal of the 3rd floor would not result in any public view preservation, but would require a significant sacrifice by the owners. Removal of the 3rd floor would result in the elimination of an entire unit of the proposed duplex. While a single-family home may be accommodated on the site, a duplex would be infeasible.

Option #3: Removal of 3rd Floor and 2nd Floor Narrowed by 10 Feet

We also evaluated a project in which the 3rd floor would be removed entirely and 10 feet would be taken off of the 2nd floor along the southern side of the duplex to preserve the downcoast view corridor. The loss of the entire 3rd floor is 2,250 sq ft plus 10' wide x 103' long of the 2nd floor = 1,030 + 2,250 = 3,280 square feet. This equates to a **52% reduction** in habitable square footage (3,280 / 6,250 = 52%). A 10 foot reduction on the south side of the structure leaves a house that is only 12' wide, far narrower than any home constructed in the area. With a 10' reduction in the width of the 2nd floor, the owners would lose a bedroom, laundry room, sitting area, elevator shaft and stairway in one of the duplex units. Even with a complete redesign to create an equitable division of the structure, a duplex could not be accommodated on the lot. The site is constrained by the narrowness lot and the need to provide four parking enclosed parking spaces on site. The lot is only 30 feet wide with an allowable building width of approximately 23' 6" feet, which significantly restricts the footprint on the subject lot.

Option #4: Narrowing of 2nd and 3rd Floors by 10 Feet

Option #4 involves narrowing of the 2nd and 3rd floors by 10 feet each along the southern (downcoast) side. The loss of the 10' wide x 103' long = 1,030 square feet, multiplied by 2 floors = 2,060 square feet. This equates to a loss in habitable square footage of **33%** (2,060 / 6,250 = 33%). Similar to Option #3, the 10 foot reduction would result in the loss of a bedroom, laundry room, sitting area, elevator shaft and stairway on both the 2nd and 3rd floors. Each duplex unit would be equally affected by the reduction and left with homes that are only 12' wide

Option #5: No New View Blockage

And lastly, as discussed in our last submittal to you, in order to achieve the goal of absolutely no new view blockage from Morse Street, the proposed duplex would have to be redesigned to remove the entire 3rd floor (2,250 sq. ft.), along with a large triangular segment of the 2nd floor (490 sq. ft.) along the southern side. Elimination of the 3rd story and a portion of the 2nd story would result in a **44% reduction** in habitable square footage of the project, or 2,740 square feet total (2,740 / 6,250). This option would require a full project redesign and render construction of a duplex impossible.

We hope that these square footage calculations have provided some additional information to assist in your consideration of the project. Again, the owners and architect have had to carefully design the project to stay within the City's setbacks and 35' height limit. All of the alternatives considered above would render construction of a duplex on this site completely infeasible. As proposed and approved by the City, the project is consistent with the pattern of surrounding development, including a large multi-family unit and clusters of tall palm trees, and does not result in significant adverse impacts to public views.

If you have any questions or need any additional information, please do not hesitate to call me at (310) 463-9888. Thank you for your consideration of this matter.

Sincerely,

Anne Blemker

Attachments

McCabe & Company
Government Affairs Consulting

10520 Oakbend Drive
San Diego, CA 92131
(310) 463-9888
Fax (858) 368-9722

1121 L Street, Suite 100
Sacramento, CA 95814
(916) 553-4088
Fax (916) 553-4089

Toni Ross
California Coastal Commission
San Diego District
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

June 18, 2013

SUBJECT: A-6-OCN-13-8 (Burgess-Journigan), 1513 S. Pacific Street, Oceanside

Dear Ms. Ross,

We would like to thank you, Deborah Lee and Sherilyn Sarb for taking the time to meet with us on May 10th. In response to questions raised during that meeting, please accept the following additional information:

Feasibility of Redesign

In our meeting, it was suggested that the proposed project be redesigned to maintain all existing ocean views as seen from Morse Street as it approaches S. Pacific Street. While we appreciate the goal of public view protection, it's important to point out that the views in question extend over private airspace above an existing one-story and two-story structure constructed on the property in the late 1950s. In order to achieve the goal of absolutely no view blockage, the entire 3rd floor of the proposed structure would have to be removed (2,250 sq. ft.), along with a large triangular segment of the 2nd floor. As shown in the attached exhibit, 490 square feet of habitable area on the second story would have to be removed. The majority of the proposed dining and living areas in each unit would be eliminated, leaving only garage space and modestly sized bedrooms (approx. 11' x 10'). As calculated by the architect, the elimination of the 3rd story and a portion of the 2nd story would result in as much as a 44% reduction in habitable square footage of the overall structure, 2,740 square feet total, which would render the proposed project infeasible.

As proposed, the structure is a three-story duplex, fully consistent with the height and scale of the surrounding area. The two owners of the property have designed the duplex to comply with all current height and setback requirements. The lot is only 30 feet wide with an allowable building width of approximately 23' 6" feet, which significantly restricts the footprint on the subject lot. As such, the owners and architect have had to carefully design the project to stay within the City's setbacks and 35' height limit.

A redesign of the proposed structure to ensure absolutely no obstruction of existing would result in a structure that may not be able to reasonably accommodate two se living units. The proposed structure is a duplex—not a single-family home—and rei the 3rd story and a large portion of the 2nd story would eliminate one of the duplex u and reduce the size of the second unit significantly.

The City requires two parking spaces for each unit; therefore, four parking spaces must be provided for the proposed duplex. As designed, the proposed garage occupies approximately 45% of the ground floor, which does not allow for much design flexibility on that level. The majority of living space is to be provided on the 2nd and 3rd levels.

The proposed project would only affect views from a very limited area along Morse Street looking seaward. While the proposed 2nd and 3rd floors of the structure will have some effect on the current ocean views, the views are currently obscured by the growth of palm trees at Buccaneer Beach Park. The views looking across 1511, 1509 and 1507 S. Pacific Street are also impacted by the existing palm trees, as well as structural improvements discussed below. It would not be consistent with past practice to substantially restrict development on the subject lot, 1513, when development on other lots did not face similar restrictions.

Maximum Allowable Building Envelope

The proposed duplex has been designed to be in keeping with the character of surrounding development and fits within the City's maximum allowable building envelope and 35' height limit. The proposed project occupies approximately 85% of the allowable building envelope. The design of the building includes architectural features such as step backs, off-set garages and balconies to soften its façade from both the street and beach sides. The project, as approved by the City, did not require any variances and is fully consistent with the size and scale of surrounding development.

Revetment

Information was requested regarding the work that was undertaken in June 2012 to maintain the existing riprap revetment and remove unpermitted development. Attached please find a letter from David Skelly with GeoSoils, Inc. that documents the work that was carried out, along with as-built drawings showing the current configuration of the revetment. No further work is proposed. The applicant wishes to incorporate the previously undertaken revetment maintenance activities as an after-the-fact component of the current application.

Precedent

The applicants relied on elements of the Stroud approval at 1507 S. Pacific (A-6-OCN-06-134) when designing and processing their proposed project. You indicated that the stringline interpretation in that case was made in error due to the absence of the City's certified stringline graphic at the time. While the exhibit may have been missing at the time, the determination was in fact based on the location of the older (c. 1940's) home that previously existed at that site. The City's staff report for the 1507 project stated that the stringline was 91 feet from the right-of-way line at the center of the site. The CCC's staff report stated that "*the stringline for the proposed development was set at 91 feet west of the property line....The design of the house as approved by the City placed the residence 89 feet west of the property line, this designing the house further east than the stringline requirement*". There is no mention in the CCC staff report of uncertainty in the stringline location due to the then-missing exhibit.

Regardless, the currently proposed project is consistent with both the earlier City and CCC determinations, as well as the certified stringline exhibit that is now available for reference. When appealed to the Oceanside City Council, the Council agreed that the proposed project was consistent with the stringline location based on the certified stringline exhibit and the City's interpretation of their LCP policies.

Public View Impact

The staff report on the Stroud appeal did not raise view blockage from Morse Street as an issue, although it did raise an issue of view blockage from the sidewalk on the east side of Pacific Street. As such, it appears that there is an inconsistency on the protection of public views and the manner in which the current project is being analyzed. The LCP states,

"The City shall maintain existing view corridors through public rights-of-way."

This policy is intended to maintain views through public rights-of-way and applies to the typical situation where public rights-of-way extend to the beach (e.g., Cassidy St., Whitherby St., Crosswaithe St., Oceanside Blvd., and so forth). This is clearly not the case here where views are provided from an elevated, inland vantage point across private property.

The Substantial Issue staff report stated that, *"Currently, views exist from Morse Street across the subject site and to the ocean. These views are possible because the westernmost portion of the property is currently developed with only a single story structure."* This statement does not recognize the fact that existing views are provided through private airspace and not through a public right-of-way.

The applicants have tried to follow all known rules and regulations in an effort to design a project that is consistent with their understanding of past precedent and development standards. We ask that you allow the proposed project to extend to the stringline as depicted on the City's certified exhibit and not further restrict upper story development. As approved by the City, the project is consistent with LCP policies regarding protection of public views, is consistent with the scale and character of the area, and would not allow for seaward encroachment beyond the established line of development in this area of Oceanside.

We hope this submittal has answered your outstanding questions and look forward to having this item heard as soon as possible. If you have any questions or need any additional information, please do not hesitate to call me at (310) 463-9888. Thank you for your consideration of this matter.

Sincerely,

Anne Blemker

Attachments

EXHIBIT NO. 8

APPLICATION NO.

A-6-OCN-13-008

Rendering showing structure as proposed by applicant

California Coastal Commission

EXHIBIT NO. 9
APPLICATION NO.
A-6-OCN-13-008
Redesign Option #1 rendering
California Coastal Commission

EXHIBIT NO. 10
APPLICATION NO.
A-6-OCN-13-008
Redesign Option #2 rendering
California Coastal Commission

EXHIBIT NO. 11
APPLICATION NO.
A-6-OCN-13-008
Redesign Option #3 rendering
California Coastal Commission

EXHIBIT NO. 12
APPLICATION NO.
A-6-OCN-13-008
Redesign Option #4 rendering
California Coastal Commission

Option #5

No rendering was provided by the applicant for option #5


Loma Alta Marsh
Buccaneer Park
Buccaneer Beach Club II
Buccaneer Park
American Pride Custom Interiors
Broadway St
Morse Street
Coastal Rail Trail
Elevated Sidewalk
Pacific Terrace
S Pacific St
S Myers St
Whaley St
Buccaneer Beach
Subject Site
200 ft
50 m
Map
Traffic

Scale of Development

Stringline Location as determined by Commission Staff

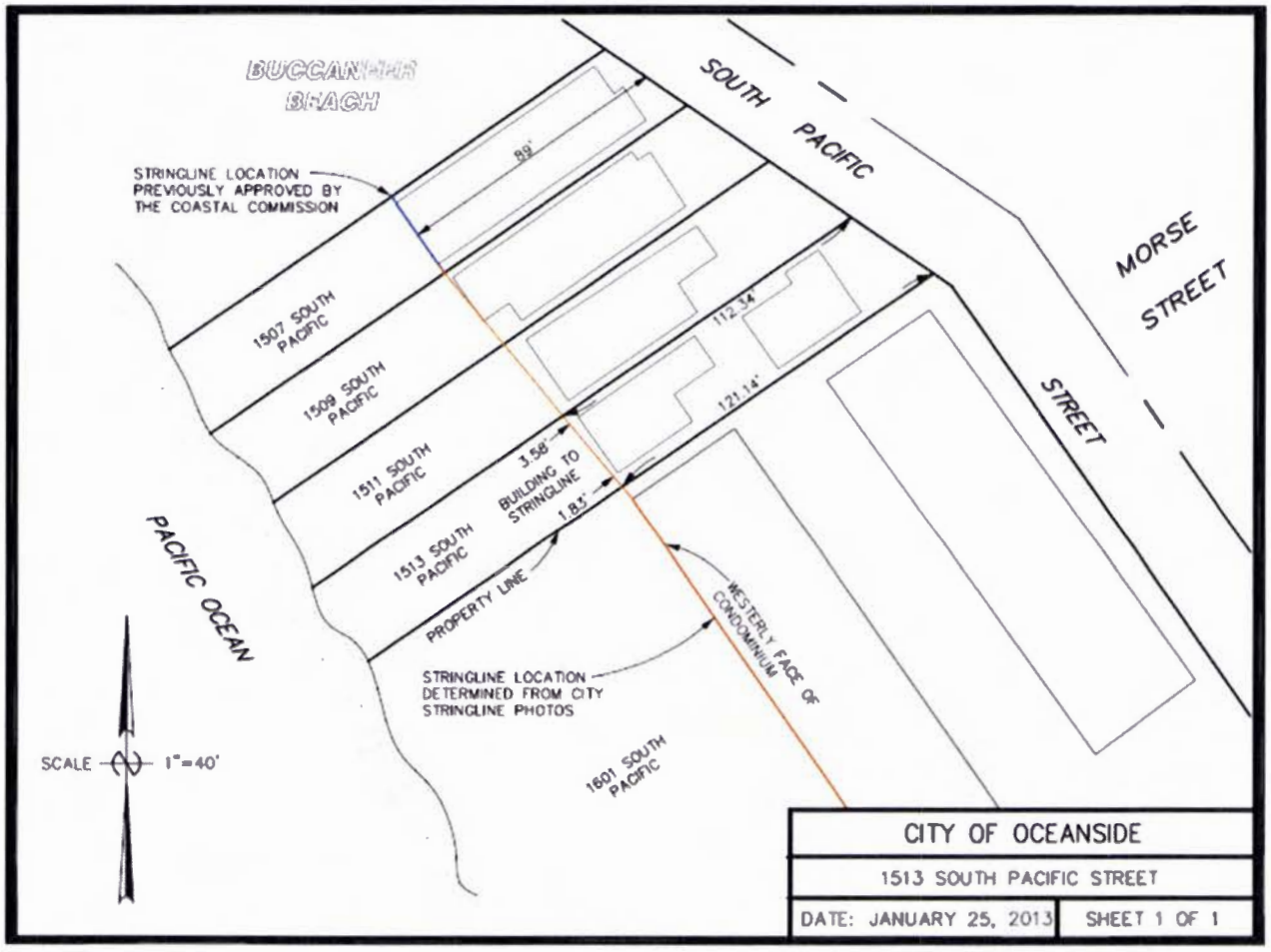


EXHIBIT NO. 15
APPLICATION NO.
A-6-OCN-13-008
Commission staff stringline location
California Coastal Commission

Stringline Location as proposed by Applicant

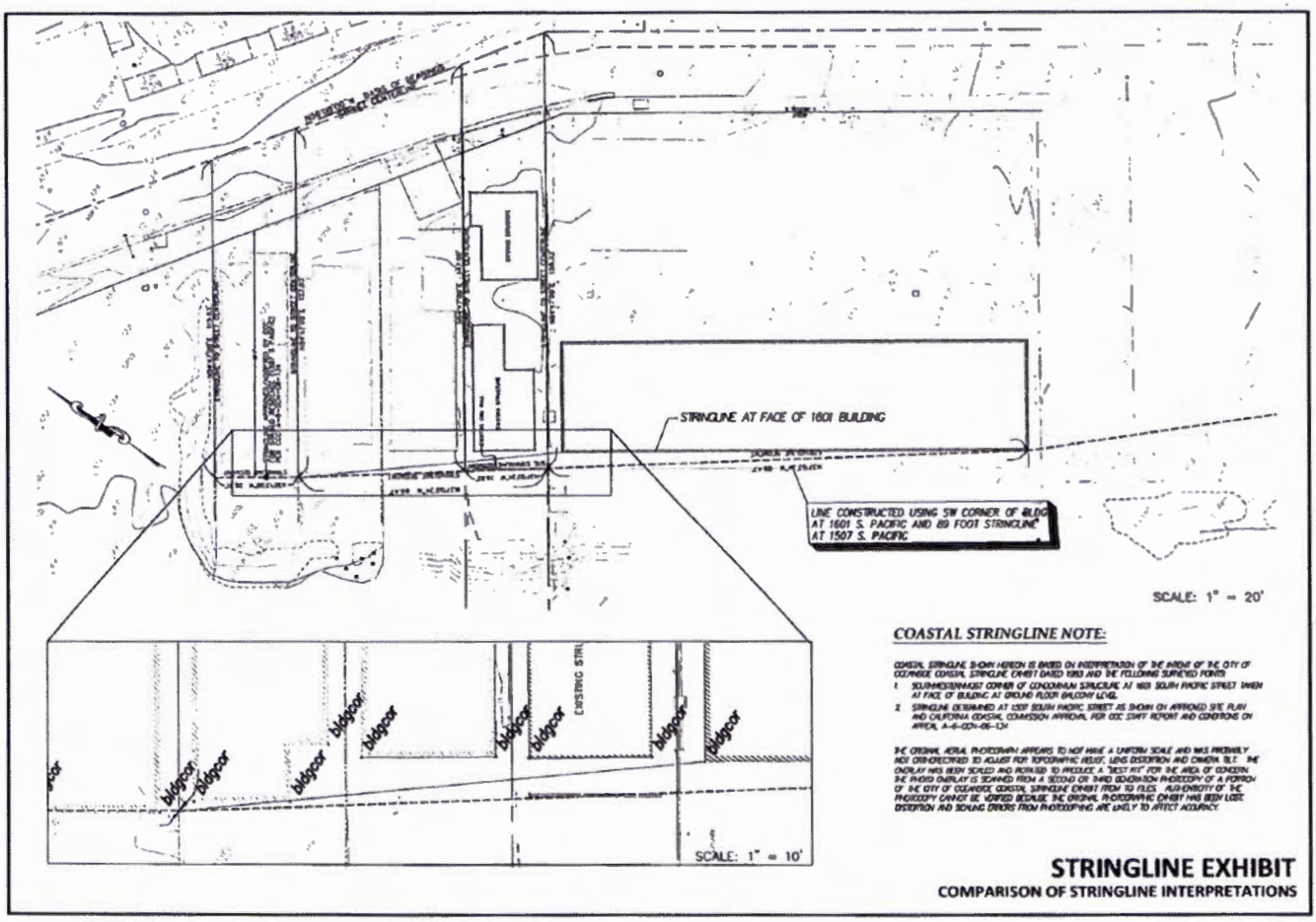
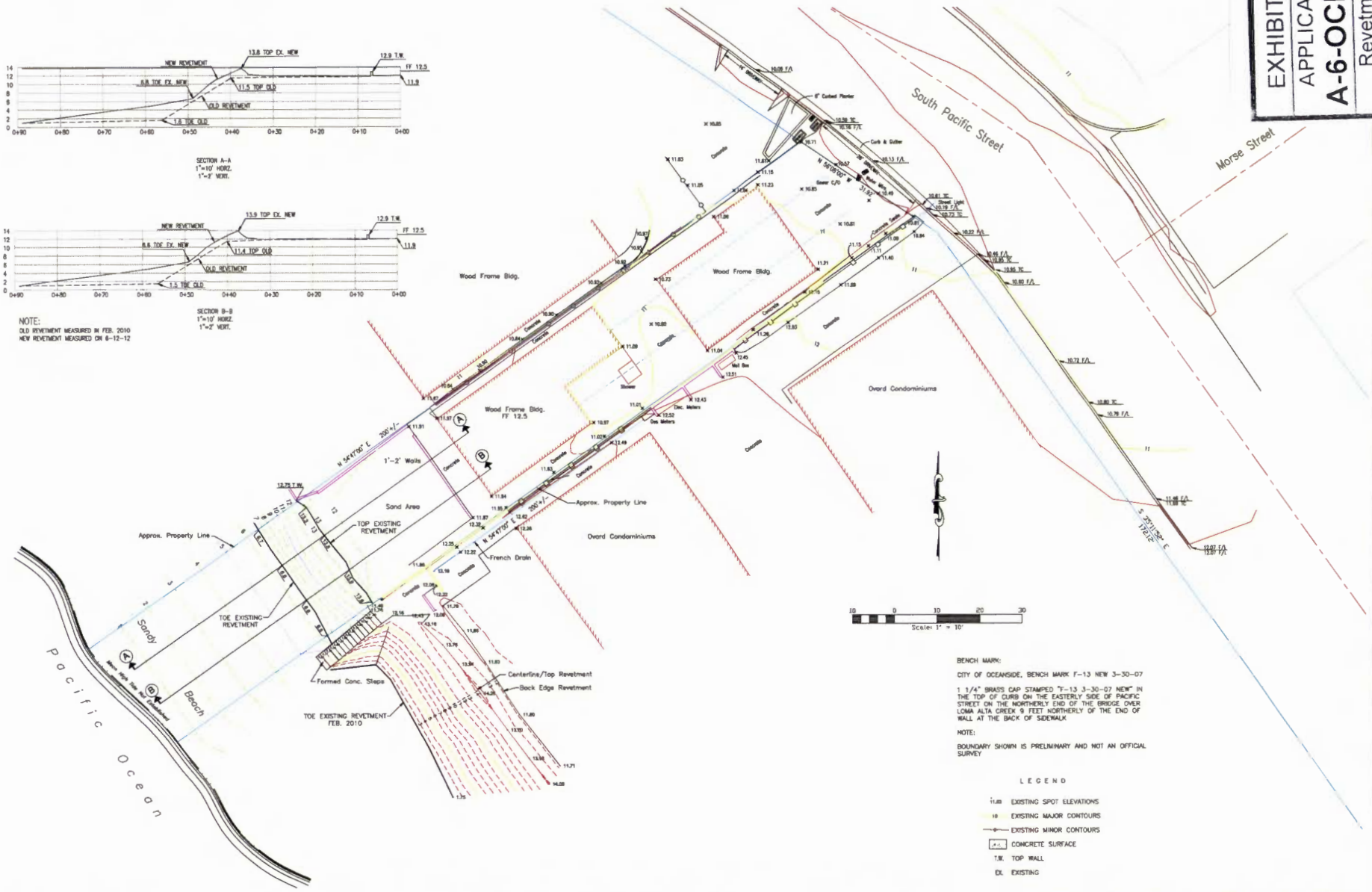


EXHIBIT NO. 16
APPLICATION NO.
A-6-OCN-13-008
Applicant stringline location
California Coastal Commission

SECTION A-A
1"=10' HORZ.
1"=2' VERT.

SECTION B-B
1"=10' HORZ.
1"=2' VERT.

NOTE:
OLD REVETMENT MEASURED IN FEB. 2010
NEW REVETMENT MEASURED ON 6-12-12



BENCH MARK:

CITY OF OCEANSIDE, BENCH MARK F-13 NEW 3-30-07

1 1/4" BRASS CAP STAMPED "F-13 3-30-07 NEW" IN THE TOP OF CURB ON THE EASTERLY SIDE OF PACIFIC STREET ON THE NORTHERLY END OF THE BRIDGE OVER LOMA ALTA CREEK 9 FEET NORTHERLY OF THE END OF WALL AT THE BACK OF SIDEWALK

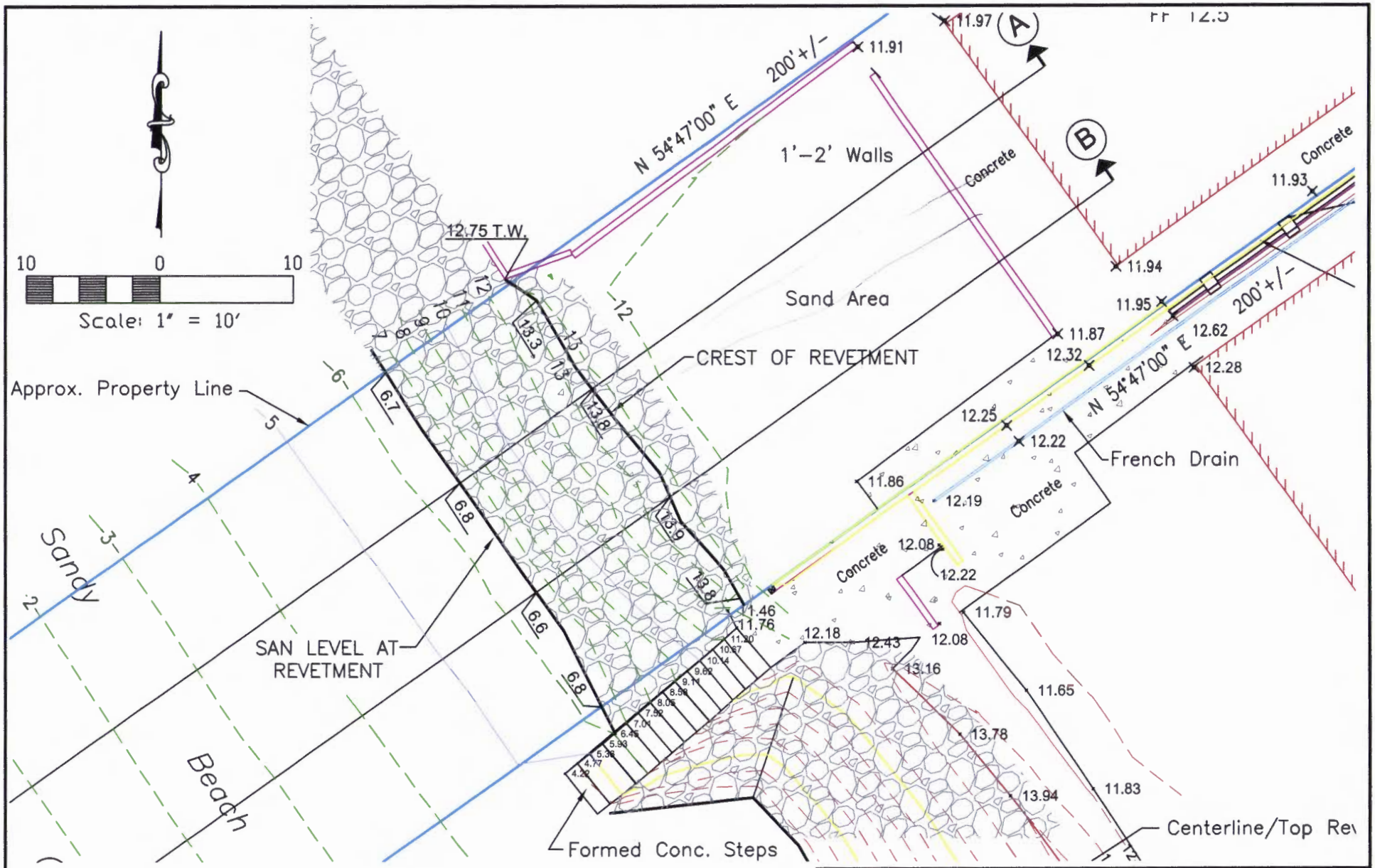
NOTE:

BOUNDARY SHOWN IS PRELIMINARY AND NOT AN OFFICIAL SURVEY

LEGEND

- EXISTING SPOT ELEVATIONS
- EXISTING MAJOR CONTOURS
- EXISTING MINOR CONTOURS
- CONCRETE SURFACE
- T.W. TOP WALL
- EX. EXISTING

DRAWN BY: D. JOLLY, L.S. DATE: FEB. 02, 2010 DWG. NO.: 10-07	APPROVED BY: PROJ. NO. DWG.	REVISIONS DATE: FEB. 11, 2010 ADDED DATA EAST OF REVETMENT DATE: 6-12-12 ADDED DATA SHOWING RE-BUILT REVETMENT, SECTIONS A-A, B-B		PROJECT	SHT. NAME: TOPOGRAPHIC SURVEY 1513 S. PACIFIC ST.



NOTES:

1. Geometry of revetment unchanged below sand level at El. 6.6' at time of maintenance work.
2. Location of the toe/seaward limit of revetment not altered by maintenance work.
3. Approx. 5 cubic yards of concrete apron material removed. Additional concrete removed between riprap.

REVETMENT PLAN VIEW
JUNE 2012

1513 South Pacific Street, Oceanside, CA

TGI Project Number: G09.00540	tgi TAYLOR GROUP, INC. GEOSCIENCE & ENGINEERING CONSULTANTS
Date: May 14, 2013	
Drawn by: LRT	

GeoSoils, Inc.

Geotechnical • Geologic • Coastal • Environmental

5741 Palmer Way • Carlsbad, California 92010 • (760) 438-3155 • FAX (760) 931-0915 • www.geosoilsinc.com

July 3, 2013

Journigan-Burgess LLC
c/o Arcadia Contract
5692 Fresca Drive
La Palma, CA 90623

SUBJECT: Revetment Information, 1513 South Pacific Street, Oceanside, California.

Dear Journigan-Burgess LLC:

At your request and authorization, GeoSoils, Inc. (GSI) is pleased to provide this letter report responding to Coastal Commission staff's recent request for additional information about regarding the revetment fronting the subject site. Specifically, this letter report addresses "*whether the revetment is the minimum amount necessary, and is located as far inland as practicable.*"

The current revetment height (+13.5 feet NGVD29) is below the recommended elevation from the City of Oceanside Standard Drawing. The City Standard elevation is +16 feet NGVD29. However, a wave runup report for the site was performed by GSI in February 2010 and updated in March 2012, which included sea level rise over the life of the structure, that determined that at its present elevation, configuration, and location the revetment is adequate to protect the proposed development provided that the structure is monitored and maintained. In addition, the maintenance can be performed without any further seaward encroachment.

The revetment structure is part of a continuous shore protection system that protects properties on either side. If this type of shore protection is not relatively uniform along the shoreline, the discontinuities can result in exacerbated erosion at the site or adjacent sites. The structure is located on private property well above the mean high tide line. For these reasons the revetment is in the most landward location practicable.

If you have any question or require addition information, please call me at the number below.

Respectfully submitted,

GeoSoils, Inc.

David W. Skelly MS, PE
RCE#47857

GeoSoils, Inc.

May 15, 2013

Journigan-Burgess LLC
c/o Arcadia Contract
5692 Fresca Drive
La Palma, CA 90623

SUBJECT: Revetment Maintenance at 1513 South Pacific Street, Oceanside, California, and Plan Review.

Dear Journigan-Burgess LLC:

At your request and authorization GeoSoils Inc. (GSI) is pleased to provide this letter report summarizing our observations of the 2012 maintenance work on the subject quarry stone revetment. Any stone revetment requires periodic maintenance to insure its proper functioning. The purpose of the maintenance is to maintain the structure in a suitable design profile (slope between 1 to 1½ and 1 to 2) and condition (proper armor stone positioning and overall height). Maintenance usually consists of the addition of new stones lost due to settlement or decomposition.

After discussions with and direction from the City of Oceanside Engineering and Planning Departments the maintenance was performed to bring the structure into compliance with City code requirements and our wave runup and coastal hazard study. All work was done using hand tools and no mechanized equipment was used. The work began on June 6, 2012 and was completed on June 9, 2012. No work was performed on or from the beach.

The revetment was inspected by the undersigned on June 10, 2012. The observations and recommendations are summarized below.

OBSERVATIONS

- The concrete grout that was poured between the rocks has been removed to the extent feasible.
- The concrete beach access stairs have been removed.
- The concrete apron at the back of the revetment has been removed

- The structure height has been reconfigured to conform with the recommendation of the referenced wave runup study. The structure height is now at or above the recommended elevation of +13.5 feet MSL. The height was increased by importing about 50 new 25 to 100 pound stones.

- Figure 1, taken before the maintenance work, shows the revetment condition prior to the maintenance work. Figure 2, taken on June 10, 2012, shows the revetment after the work was completed. For ease of comparison, specific rocks have been numbered to verify that no rock work was done on the face of the structure.

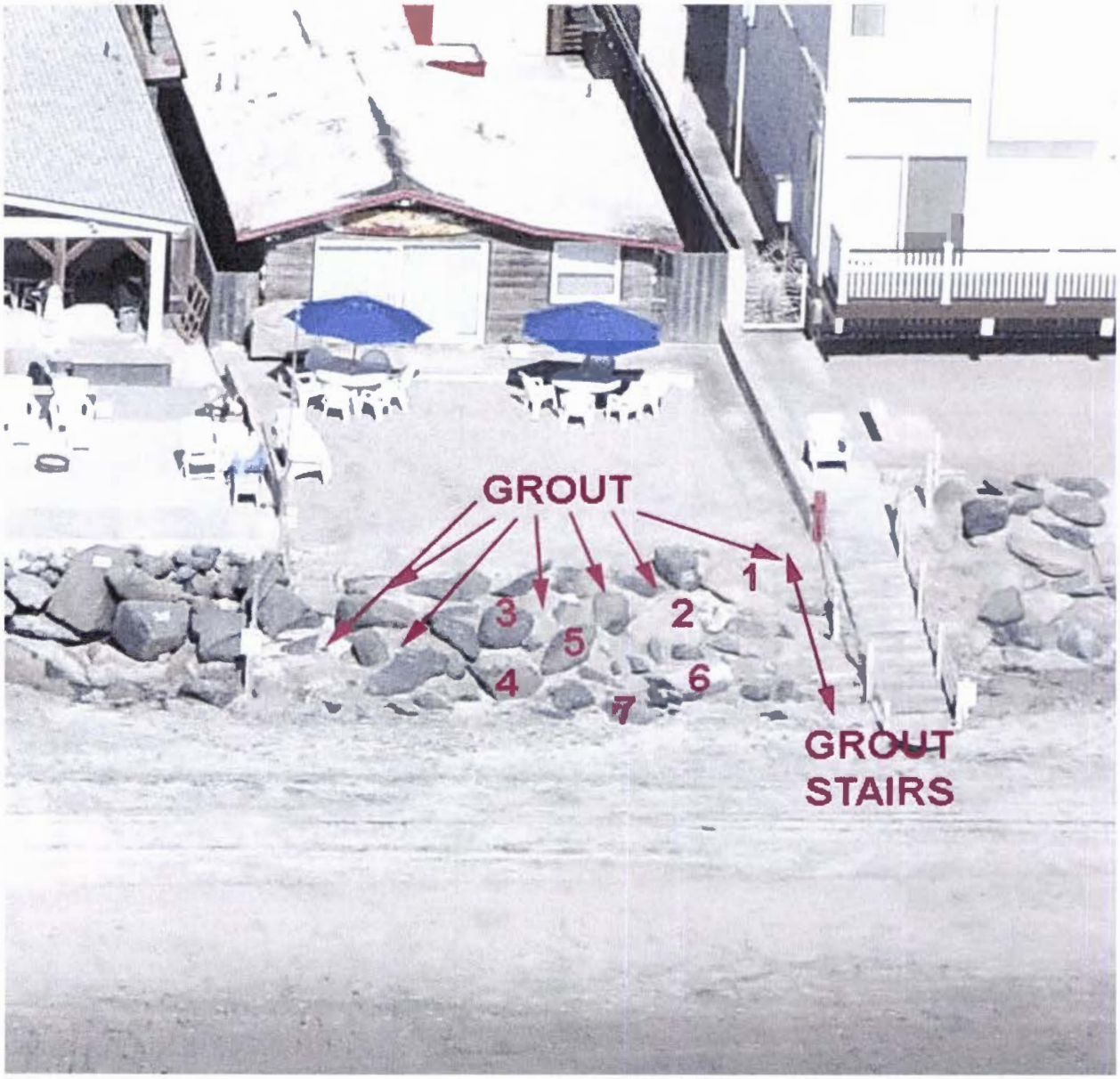


Figure 1. Revetment in September 2010 prior to maintenance.

Figure 2. Subject revetment after the maintenance. Note the positions of the numbered rocks has not change.

CONCLUSIONS

A. The revetment is in good condition, is in conformance with our recommendations, and is not in need of maintenance at this time.

B. The long term stability of the site will depend on the future maintenance of the revetment. The maintenance should be performed under the supervision of a licensed engineer specializing in coastal structures (coastal engineer).

C. The revetment should be inspected by a coastal engineer if any changes are noted or after very significant wave attack.

We have reviewed the development plans for the proposed duplex and the habitable areas of the proposed development are reasonably safe from flooding and inundation. Based upon our review of the plans, there are no additional recommendations necessary to mitigate potential coastal hazards. Additional shore protection will not be required to protect the proposed development over the next 75 years. The proposed development will neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or adjacent area.

The opportunity to be of service is sincerely appreciated. If you should have any questions, please do not hesitate to contact our office.

Respectfully submitted,

GeoSoils, Inc.
David W. Skelly MS, PE
RCE#47857

GeoSoils Inc.

February 10, 2010

Journigan-Burgess LLC
c/o Arcadia Contract
5692 Fresca Drive
La Palma, CA 90623

SUBJECT: Wave Runup, Coastal Hazard, and Shore Protection Study, 1513 South Pacific Street, Oceanside, California

Dear **Journigan-Burgess LLC**:

At your request, GeoSoils Inc (GSI) is pleased to provide this wave runup, coastal hazard, and shore protection study for the property located at 1513 South Pacific Street, Oceanside, CA. The analysis is based upon site elevations, existing published reports documenting the local coastal processes, our site inspection, and knowledge of local coastal conditions. This report constitutes an investigation of the wave and water level conditions expected at the site in consequence of extreme storm and wave action. It also provides conclusions and recommendations regarding the stability of the existing shore protection system and the vulnerability of the site and proposed improvements to wave action and coastal hazards.

INTRODUCTION

The study area is located at 1513 South Pacific Street , Oceanside, California. It consist of residential property positioned on the face of a sea cliff between the Oceanside Harbor and the Buena Vista Lagoon. This section of shoreline is fronted by a sand beach and backed by a sea cliff as well as Pacific Street. Figure 1 is an aerial photograph of the site down loaded, with permission, from the California Coastal Records Project web site (http://www.californiacoastline.org/). There is currently an older single-family residence on the site. However, it is our understanding that a new residential structure is proposed for construction on the lot. The proposed residence is to be at or just landward of the approved string line, about 40 feet back from the top of the revetment. The lowest floor of the proposed residence will have a finished floor at or above elevation +11.5 feet MSL. The lot is fronted by a quarry stone revetment which, based on our observations and area knowledge, has been overtopped by waves in the past. The properties on either side of the subject site are fronted by the same type revetment. The beach in front of the revetment was nourished with sand in Fall 2001 as part of a regional beach nourishment program. In the past, under extreme winter storm conditions, the beach sands have been eroded and transported offshore exposing cobbles. The elevation of the top of this cobble is about elevation +1.0 feet MSL.

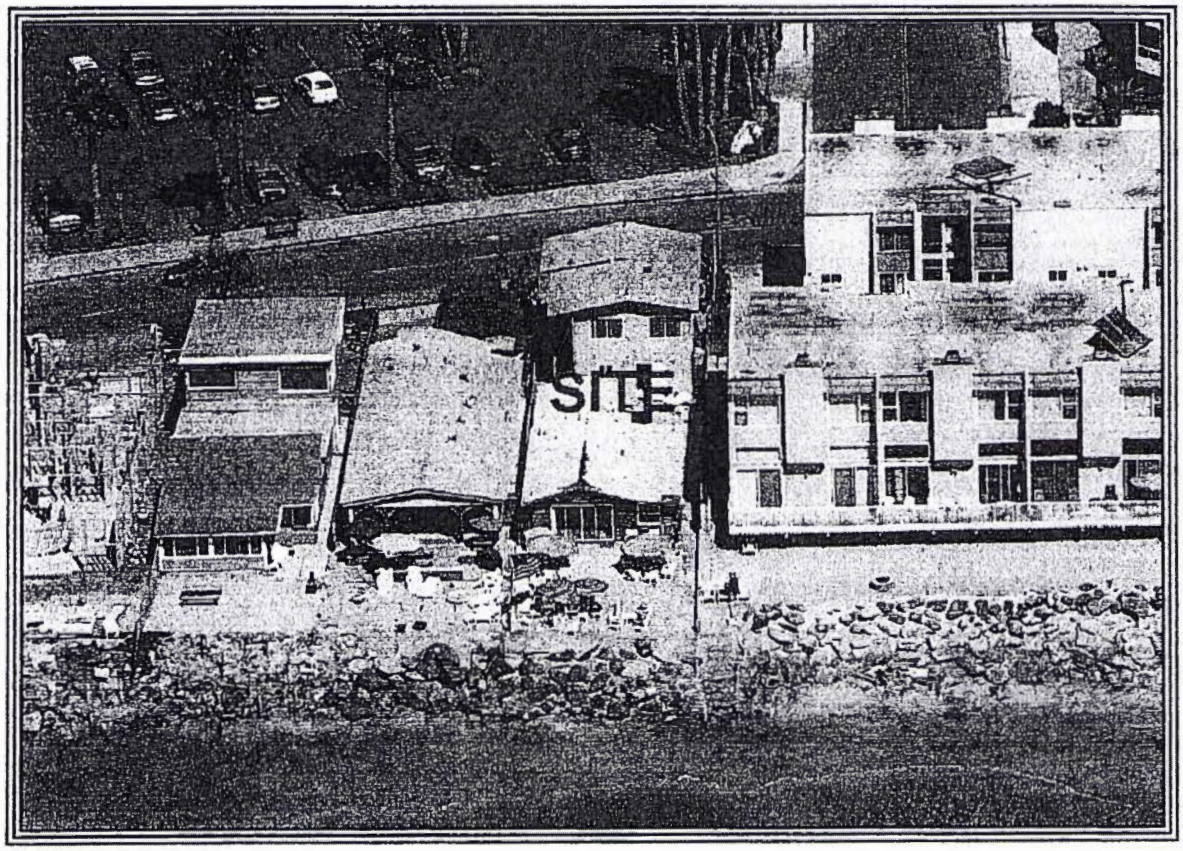


Figure 1. Subject site and adjacent properties in October, 2008.

The datum used in this report is Mean Sea Level (MSL), which is +0.19 feet National Geodetic Vertical Datum of 1929 (NGVD29). In the open ocean of the San Diego County coast, Mean High Water (MHW) is 1.87 feet above MSL. The units of measurement in this report are feet (ft), pounds force (lbs), and seconds (sec). Site elevations were provide by Taylor Group, Inc. and preliminary site development plans were provided Mr. David Soanes, the project architect.

EXISTING SHORE PROTECTION EVALUATION

A visual inspection of the existing shore protection at the site and the adjacent shore protection was performed on January 12, 2010. The existing shore protection consists of a quarry stone revetment. The revetment runs the entire length of the property's seaward

width and is part of a continuous revetment that protects properties to the north and south of the subject site. The visible stones in the revetment are both rounded and angular in shape and range in size from 200 lbs to about 6 tons. The average visible armor stone size is about 2.5 ton. Concrete has been poured over the revetment in an effort to lock the stones in place. During the site visit, the approximate location of the toe of the revetment was located by the undersigned. The toe is located about 260 (SOANES) feet west of the Pacific Street centerline. The crest elevation of the revetment is at about +11.5 feet MSL. The visible slope of the revetement varies from 2.5/1 to 1.5/1 (h/v). The original construction date of the revetment is not known but based upon a review of aerial photographs (California Coastal Records Project Photographs), the revetment was constructed sometime prior to 1972, see Figure 3. No geotextile fabric was observed behind the revetment and the extent and frequency of maintenance is unknown.

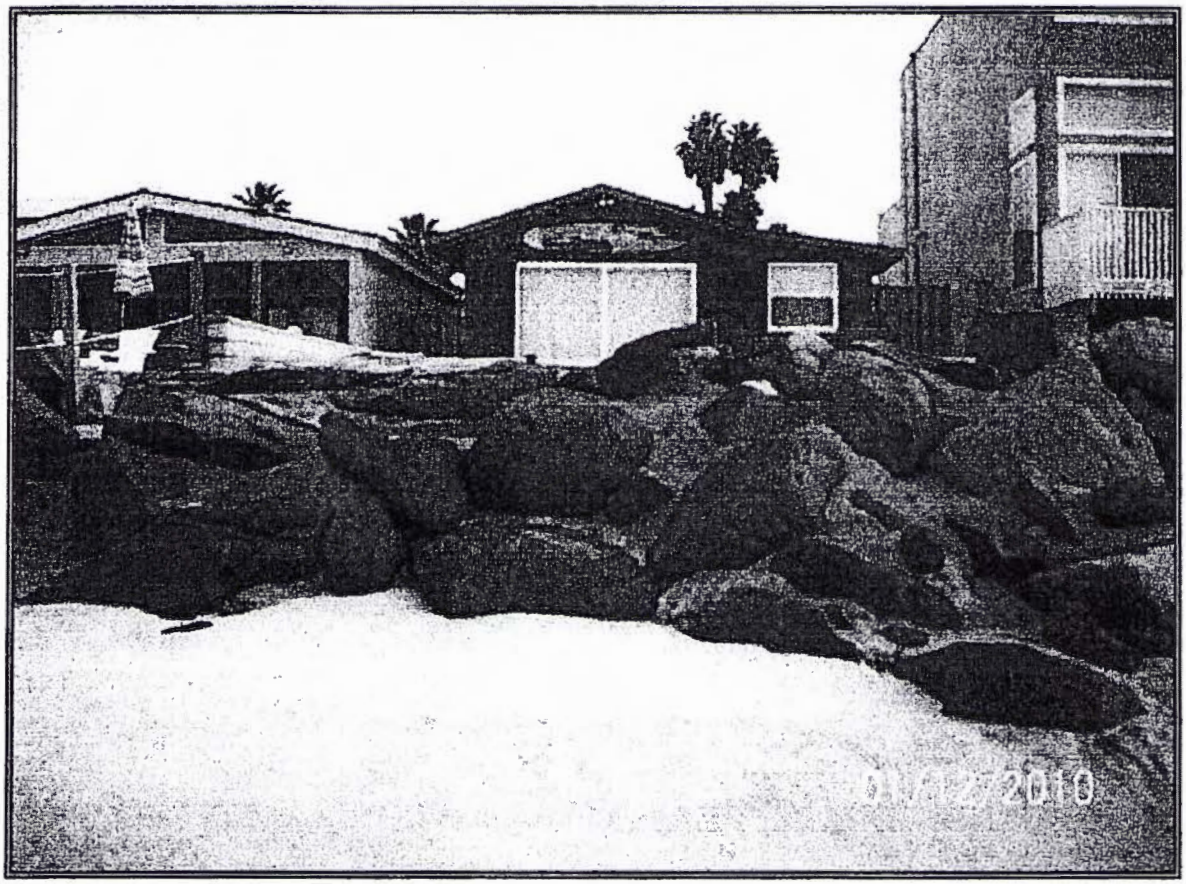


Figure 2. Revetment fronting the subject site on January 12, 2010.

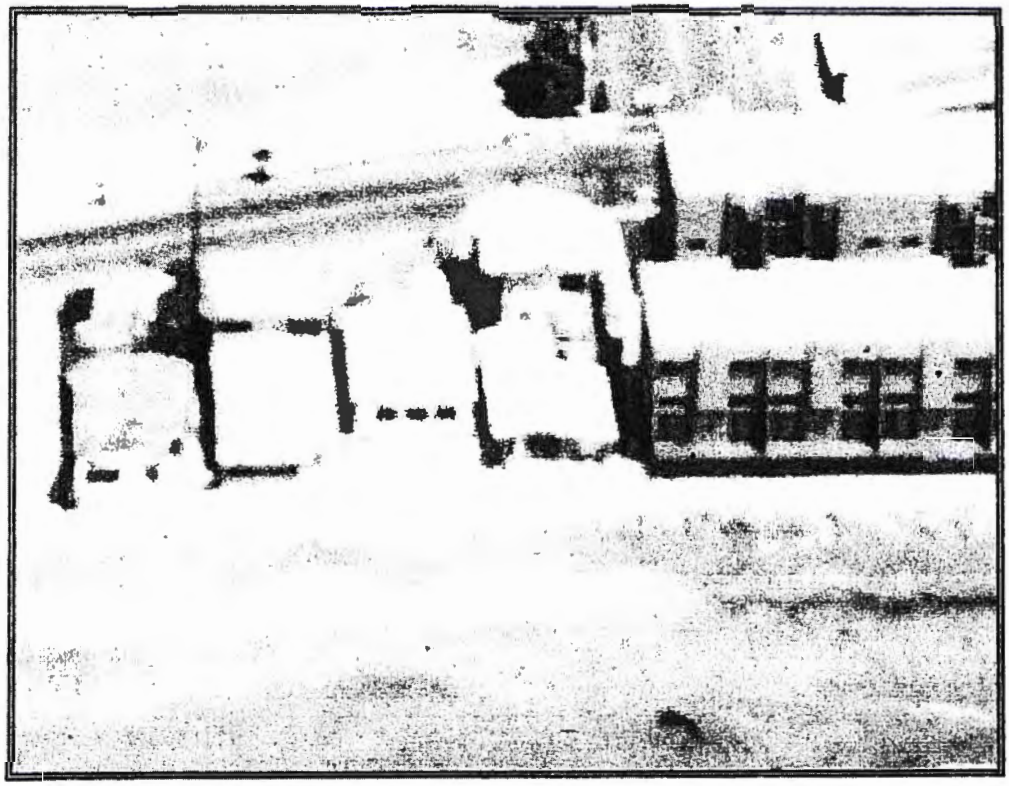


Figure 3. Subject site in 1972 showing the exposed revetment and cobbles.

WAVE RUNUP AND OVERTOPPING ANALYSIS

As waves encounter the beach along this section of shoreline, the water rushes up the beach and the revetment, and sometimes over the revetment. Often, wave runup strongly influences the design and the cost of coastal projects. Wave runup is defined as the vertical height above the still water level to which a wave will rise on a structure (revetment) of infinite height. Overtopping is the flow rate of water over the top of a finite height (i.e. the revetment) as a result of wave runup.

Wave runup and overtopping is calculated using the US Army Corps of Engineers (USACOE) Automated Coastal Engineering System (ACES). ACES is an interactive computer-based design and analysis system in the field of coastal engineering. The methods to calculate runup and overtopping implemented within this ACES application are discussed in greater detail in Chapter 7 of the Shore Protection Manual (1984) and the

2002 USACOE Coastal Construction Manual. The overtopping estimates calculated herein are corrected for the effect of onshore winds. Figure 4 is a diagram showing the analysis terms.

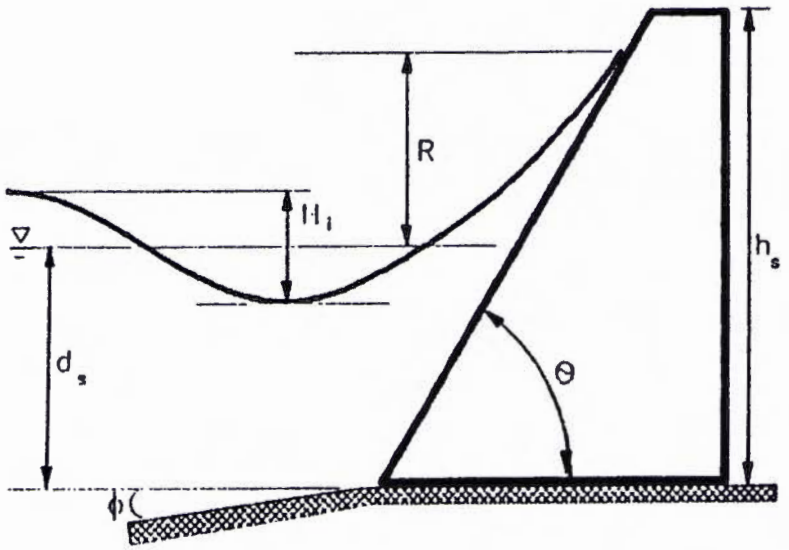


Figure 4. Wave runup terms from ACES analysis.

The wave, wind and water level data used as input to the ACES runup and overtopping application were taken from the historical data reported in USACOE CCSTWS report #88-6 and updated as necessary. The North San Diego County shoreline has experienced a series of storms over the years. These events have impacted coastal property and beaches depending upon the severity of the storm, the direction of wave approach, and the local shoreline orientation. The ACES analysis was performed on oceanographic conditions that represent a typical 75-100 year recurrence storm. Sea level rise over the life of the development was chosen from the Cayan, et. al., 2008 scientific paper entitled "Climate Change Projections of Sea Level Extremes Along the California Coast." This paper provides a range in sea level rise from 11 cm (4.3 in) to 72 cm (28 in) over then next 100 years. The extreme water elevation used in this analysis is +6.9 feet MSL (max still water of 4.9 feet MSL + 2 feet sea level rise). The predicted lifetime of the proposed development is about 75 years. The onshore wind speed was chosen to be 40 knots.

The wave that has the greatest runup is the wave that has not yet broken when it reaches the toe of the revetment. It is not the largest wave to come into the area. The larger waves break offshore of the revetment and lose most of their energy before reaching the

shoreline. If the total water depth is 6.9 feet, based upon a maximum scour depth of 0.0 feet MSL at the toe of the revetment and a water elevation of +6.9 feet MSL, then the design wave height would be about 5.4 feet. These conditions may not occur at the site over the life time of the structure but are considered herein to insure a conservative analysis. The height of the revetment is about +11.5 feet MSL (the average top of revetment). The visible slope of the revetment varies from about 2/1 to 1.5/1 (h/v) and the nearshore slope was chosen to be 1/60 (v/h). **Table I** is the ACES output for these design conditions.

Table I

AUTOMATED COASTAL ENGINEERING SYSTEM ... Version 1.02 2/10/2010 13:16
Project: COASTAL HAZARD & WAVE OVERTOPPING 1513 SOUTH PACIFIC

WAVE RUNUP AND OVERTOPPING ON IMPERMEABLE STRUCTURES

Item		Unit	Value	
Wave Height at Toe	Hi:	ft	5.400	Rough Slope
Wave Period	T:	sec	18.000	Runup and
COTAN of Nearshore Slope			60.000	Overtopping
Water Depth at Toe	ds:	ft	6.900	
COTAN of Structure Slope			1.500	
Structure Height Above Toe	hs:	ft	11.500	
Rough Slope Coefficient	a:		0.956	
Rough Slope Coefficient	b:		0.398	
Deepwater Wave Height	H0:	ft	3.050	
Relative Height	(ds/H0):		2.262	
Wave Steepness	(H0/gT^2):		0.293E-03	
Wave Runup	R:	ft	10.675	
Onshore Wind Velocity	U:	ft/sec	33.756	
Overtopping Coefficient	Alpha:		0.500E-01	
Overtopping Coefficient	Qstar0:		0.140	
Overtopping Rate	Q:	ft^3/s-ft	1.662	

Under the extreme, worst case (>75 year recurrence) oceanographic conditions, the analysis shows the revetment can be overtopped at a rate of about 1.6 ft^3/s-ft. This is less than one foot of water coming over the top of the revetment for each wave (20 second period). The impact of overtopping waters on the proposed development behind the revetment is reduced by the 40 feet wide perched beach between revetment and the proposed residence. According to the USACOE Coastal Engineering Manual (USACOE 2002), wave overtopping water height is reduced by about 1 foot per every 25 feet horizontal distance behind the berm (revetment). This observational rule of thumb means that the overtopping water may not reach the seaward portion of the development. In the event the water does reach the structure the water velocity will be significantly reduced.

COASTAL HAZARDS

There are three different potential oceanographic hazards identified at this site; shoreline erosion, flooding, and waves (including tsunami). For ease of review each of these hazards will be analyzed and discussed separately followed by a summary of the analysis including conclusions and recommendations as necessary.

Erosion Hazard

The back shore area of the subject site has been stabilized by a quarry stone revetment. This revetment prevents erosion of the site from wave attack. The beach fronting the site is subject to seasonal erosion and occasionally subject to artificial sand nourishment. This section of shoreline was subject to an extensive study by the US Army Corps of Engineers as part of the Coast of California Storm and Tidal Wave Study (CCSTWS). Historically, the shoreline is supplied sand by the San Luis Rey and Santa Margarita Rivers. The construction of Oceanside Harbor and development within the watershed has reduced the amount of sand reaching the shoreline and fronting the site. The local history of erosion for this area is rather complex due to the impacts of dams, coastal structures, severe El Niño conditions, and beach nourishment projects. The reviewer is referred to the CCSTWS Main Report dated September 1999 for a comprehensive history of erosion.

Analysis of historical aerial photographs contained in the California Coastal Records Project web site (http://www.californiacoastline.org/) shows a low height quarry stone revetment in 1972. The winter of 1982-83 was a extreme El Niño winter which resulted in shoreline damage throughout southern California. As a result of the erosion, much of Oceanside's shoreline was hardened by quarry stone in 1983. The revetment has been in place for about four decades and appears to have protected the existing home behind it. No maintenance history of the existing structure is available. There are no signs of significant erosion landward of the revetment over the last ~40 years. Because the shoreline is stabilized by the revetment and as long as the revetment is maintained, the site is reasonably safe from erosion hazards.

Flooding Hazard

The lowest habitable improvement at the seaward portion on site is at or above elevation +11.5 feet MSL. This is above any potential flood elevation from storm surge or extreme tides (maximum still water elevation of >+7 feet MSL). Potential flooding associated with wave runup is considered in the next section. Site drainage due to waters derived from sources other than the ocean are mitigated through the site drainage plan designed by the project civil engineer. The proposed development is reasonably safe from sustained flooding.

Wave Attack & Wave Runup

The site is safe from direct wave attack due to the presence of the revetment and the elevation of the proposed improvements. The wave runup analysis herein uses the maximum possible wave that will break at the site in the next 75 years. The wave that produces the maximum runup on the structure is the one that breaks at the toe of the structure, not the largest wave in deep water. The design wave will be depth limited by the

depth of water from the maximum scour to the maximum sea level elevation. As determined in this study the maximum possible wave at the structure in the next 75 years is 5.4 foot high wave with a long period of 18 seconds.

Under the extreme, worst case (100 year), oceanographic conditions the revetment can be overtopped at a rate of about 1.6 ft^3/s-ft. This is less than one foot of water coming over the top of the revetment for each wave (20 second period). This overtopping is partially managed by the 40 feet wide sandy area behind the revetment. The US Army Corps of Engineers Coastal Engineering Manual (2002) states that overtopping waters are reduce about 1 foot in elevation for every 25 feet of horizontal travel across the beach. The area between the top of the revetment and the structure is will partially dissipate the overtopping waters. Ocean waters that make it past this area, to the structure, will have a reduced velocity and can be managed using flood shields. The overtopping water will ultimately percolate back into the sandy soils, and back towards the ocean.

Tsunami Hazard

Tsunami are waves generated by submarine earthquakes, landslides, or volcanic action. Lander, et al. (1993) discusses the frequency and magnitude of recorded or observed tsunami in the southern California area. James Houston (1980) predicts a tsunami of less than 5 feet for a 500-year occurrence interval for this area. Any wave, including a tsunami, that approaches the Oceanside area will be depth limited, that is to say it will break in water depth that is about 1.3 times the wave height. The wave runup and overtopping analysis herein considers the maximum possible unbroken wave at the revetment. This wave is about 6.6 feet high. The runup and overtopping analysis can also serve to estimate the amount of wave overtopping as a result of a tsunami occurring at the peak high tide. A 5-foot high tsunami, during a very high tide, will impact the site much like the 100-year recurrence interval wave height overtopping. The tsunami, much like the design extreme wave, will break on or before the revetment, losing much of its energy. Due to the infrequent nature and the relatively low 500-year recurrence interval tsunami wave height, the site is reasonably safe from tsunami hazards.

CONCLUSIONS

A. The existing revetment does not conform with the City of Oceanside Standard Drawing M-19 "Typical Seawall Drawing". The top of the revetment is about +11.5 feet MSL which is below the minimum City of Oceanside standard of +16.0 feet MSL. No filter fabric was observed behind the structure during the site inspection. Finally, some of the existing stone size is smaller than 3 to 4 ton recommended standard stone.

B. A worst case wave event, similar to the January of 1988 or the winter of 1982-83 with a 75-year rise in sea level, will produce wave overtopping of the revetment. This overtopping will amount to about 1.6 ft^3/s-ft or about one foot. This amount of overtopping will occur on each wave cycle (20 seconds) but only during a 30 minute window when the sea level is the highest. The proposed development is about 40 feet away from the top of the revetment.

C. The existing shore protection system (revetment and perched beach), if maintained, is adequate to protect the proposed development from significant wave induced structural damage but may not be adequate to prevent short-term minor site flooding (not flooding of the structure), and possible nuisance water damage.

RECOMMENDATIONS

A. The revetment is in fair condition and should be reconfigured to conform to the City Standard Drawing M-19 with a minimum top of rock at about elevation +13.5 feet MSL. The revetment can be reconfigured without any further seaward encroachment. The revetment slope can be 2/1 but no steeper than 1.5/1 (h/v). This maintenance would include the addition of about 2 or 3 new 4 ton (min) stones and the placement of filter fabric per the standard drawing. The maintenance should be performed under the supervision of a licenced engineer specializing in coastal structures (coastal engineer).

B. While infrequent, it is possible that wave runup may reach the seaward portions of the proposed development. It is our understanding that storm shields will be used at the lowest floor to reduce or prevent nuisance water damage. The revetment and perched beach (space from the top of the revetment to the structure), are sufficient to protect the improvements from significant damage.

C. Long term stability of the site will depend on the continued maintenance of the revetment. Maintenance includes replacement of the stones lost due to the combined effects of settlement, scour, and wave action dislodging the stones.

D. The revetment should be inspected by a coastal engineer if any changes are noted or after very significant wave attack.

E. Final plans for the development should be reviewed and approved by this office for conformance with the recommendations of this report.

GeoSoils Inc.

LIMITATIONS

Coastal engineering is characterized by uncertainty. Professional judgements presented herein are based partly on our evaluation of the technical information gathered, partly on our understanding of the proposed construction, and partly on our general experience. Our engineering work and judgements have been prepared in accordance with current accepted standards of engineering practice; we do not guarantee the performance of the project in any respect. This warranty is in lieu of all other warranties express or implied.

In closing, the subject site and proposed development are reasonably safe from coastal hazards provided the recommendations contained in this study are properly implemented. If you have any questions please contact us at the number below.

Sincerely,

GeoSoils Inc.
David W. Skelly MS, PE
Coastal Engineer
RCE# 47857

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