



City of Oceanside

300 North Coast Highway,
Oceanside, California 92054

Staff Report

File #: 26-1201

Agenda Date: 1/14/2026

Agenda #: 16.

DATE: January 14, 2026

TO: Chairperson and Members of the Community Development Commission

FROM: Development Services Department

TITLE: CONSIDERATION OF A CEQA EXEMPTION, DEVELOPMENT PLAN (RD23-00006), TENTATIVE MAP (RT25-00001), DENSITY BONUS (DB23-00010), AND REGULAR COASTAL PERMIT (RRP23-00003) FOR THE DEVELOPMENT OF A TWO-BUILDING MIXED-USE PROJECT CONSISTING OF AN 8-STORY BUILDING WITH 193 DWELLING UNITS TO INCLUDE 3 LIVE-WORK UNITS AND 20 LOW-INCOME UNITS, 9,538 SQUARE FEET OF COMMERCIAL AREA, AND 3 LEVELS OF SUBTERRANEAN OR ABOVE GROUND PARKING ON BLOCK 5, AND A 7-STORY BUILDING WITH 180 DWELLING UNITS TO INCLUDE 3 LIVE-WORK UNITS AND 18 LOW-INCOME UNITS, 7,868 SQUARE FEET OF COMMERCIAL AREA, AND 3 LEVELS OF SUBTERRANEAN OR ABOVE GROUND PARKING ON BLOCK 20 LOCATED ON 3.52 GROSS ACRES BISECTED BY THE PIER VIEW WAY UNDERPASS AND BOUNDED BY MISSION AVENUE ON THE SOUTH, N. MYERS STREET ON THE WEST, AND THE NORTH COUNTY TRANSIT DISTRICT RIGHT-OF-WAY ON THE EAST - BLOCKS 5 AND 20 MIXED USE - APPLICANT: RYAN COMPANIES US, INC.

RECOMMENDATION

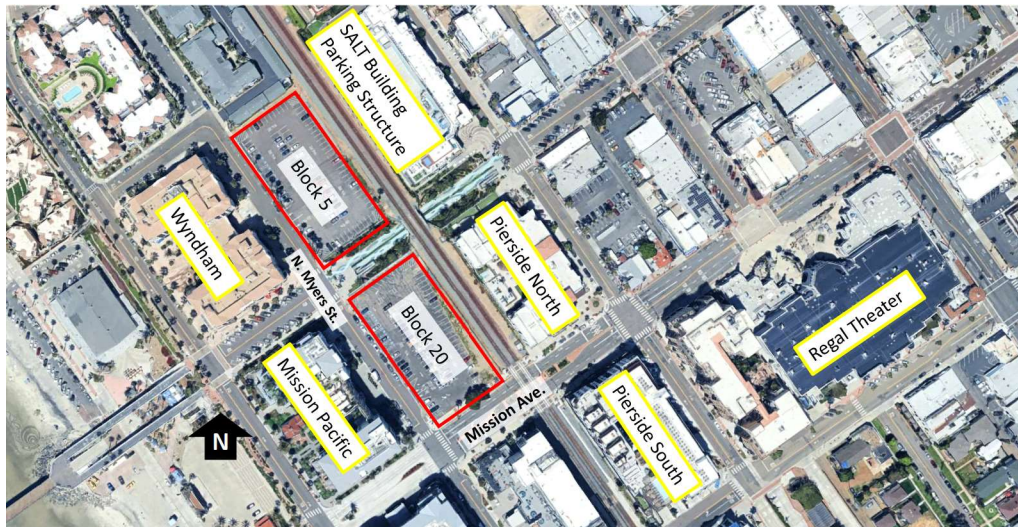
Staff recommends that the Community Development Commission (CDC) confirm a statutory or categorical exemption under the California Environmental Quality Act (CEQA) and adopt a resolution approving a Development Plan (RD23-00006), Tentative Map (RT25-00001), Density Bonus (DB23-00010), and Regular Coastal Permit (RRP23-00003) to allow the construction of a proposed two building mixed-use development project comprised of 193 dwelling units consisting of 190 flats and 3 live work units, with 20 low-income units and approximately 7,868 square feet of commercial area on Block 5 and 180 dwelling units consisting of 177 flats and 3 live work units, with 18 low-income units and approximately 9,538 square feet of commercial area on Block 20 located on a 3.52 gross acre site bounded by Mission Avenue on the South, N. Myers Street on the west and the North County Transit District Right-of-Way on the east.

BACKGROUND AND ANALYSIS

The project site is located a single parcel of land (APN 147-370-07) configured as two separate blocks of land (Blocks 5 and 20) that are separated by the Pier View Way pedestrian undercrossing located on the north side of Mission Avenue, east side of N. Myers Street, and west of the North

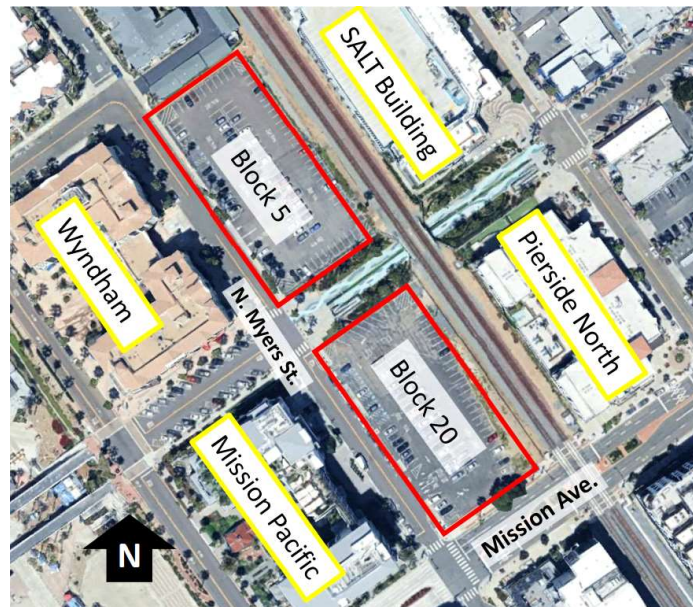
County Transit District (NCTD) rail right-of-way. An aerial photo of the project site and surrounding area is provided in Figure 1 below.

Figure 1 - Project Vicinity



Situated in the Townsite Neighborhood Planning Area, the site has a General Plan land use designation of Downtown (D) and a zoning designation of Downtown Subdistrict 1 which permits mixed-use development. The project is located in the non-appealable area of the City's Coastal Zone. Currently, the project site is developed with two surface parking lots. Surrounding uses consist of multiple family residential developments to the north; hotels and mixed commercial uses to the south; mixed-use residential and commercial buildings to the east; and a hotel, time share, and mixed commercial development to the west.

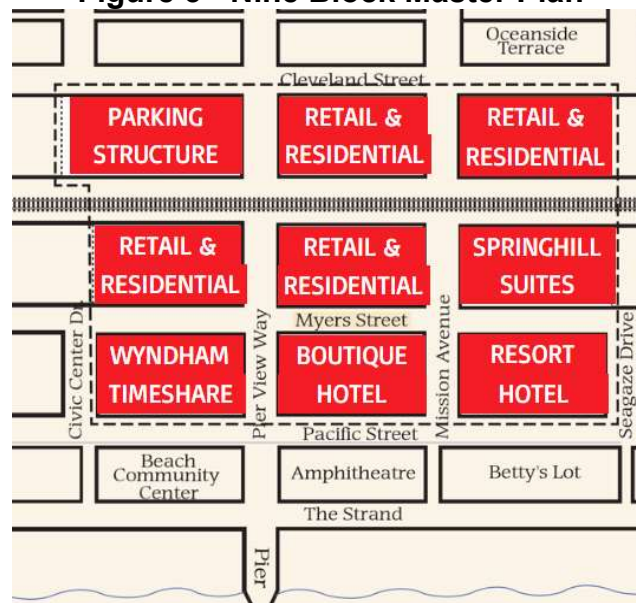
Figure 2 - Project Site



Nine Block Master Plan and Five Block Mixed Use Plan

In April 2000, as a requirement of the Oceanside Local Coastal Program (LCP), the CDC approved the Nine Block Master Plan for the redevelopment of nine blocks in the center of the downtown to assure the future development of 240 hotel rooms and 81,800 square feet of visitor-serving commercial for the area shown in Figure 3 below.

Figure 3 - Nine Block Master Plan



In 2008, the CDC then approved the Five Block Mixed-Use Plan consisting of a Tentative Map, Development Plan, Regular Coastal Permit, and Conditional Use Permit for the development of Blocks 5, 18, 19, 20, and 21. The Plan included 231 residential condominium units, a 124-unit hotel, and 48,000 square feet of ground-floor visitor serving commercial uses. The mixed-use plan

represented a prorated share of the Nine Block Master Plan for consistency with the City's LCP as shown in Figure 4 below.

Figure 4 - Five Block Mixed Use Plan



The Five Block Mixed-Use Plan proposed a specific amount of development on each of the blocks. Plan modifications were permitted through a series of Substantial Conformity approvals that shifted the locations of dwelling units and commercial space to accommodate the development of the Springhill Suites Hotel on Block 21 and the Pierside North and South mixed-use buildings on Blocks 18 and 19, respectively. The approved and current status of development for each block within the Five Block Mixed-Use Plan is provided in Table 1 below.

Table 1

Block	Approved Commercial (SF)	Approved Dwelling Units (DU)	Approved Hotel Rooms	Built Commercial (SF)	Built Hotel Rooms	Built DU
5 - Proposed Project	1,600	36	N/A	-	N/A	-
18 - Pierside N	10,000	40	N/A	11,887	N/A	66
19 - Pierside S	14,000	84	N/A	8,595	N/A	110
20 - Proposed Project	15,000	32	N/A	-	N/A	-
21 - Springhill Suites	9,000	39	124	7,831	149	0
Totals	49,600	231	124	28,313	149	176

Present buildout of the Five Block Mixed-Use Plan currently meets over 100 percent of the hotel room requirement, 76 percent of the housing requirement, and 59 percent of its commercial requirement. With the addition of the proposed 17,406 square feet of commercial area and 373 dwelling units, the Five Block development will reach 95 percent (45,719 square feet) of the required commercial area and over 237 percent (549 units) of the dwelling unit requirement. Although the combined total commercial area falls short of the Five Block LCP requirement, the SALT building on Block 23 (originally planned as a parking structure with no assigned commercial component) was developed to include 7,817 square feet of commercial space. The combined commercial area of the existing and proposed Five Block development, as well as the SALT building (Block 23), equals 53,536 square feet which is 111 percent of the Five Block LCP commercial requirement. Additionally, ground floor commercial development for the remaining areas of the Nine Block Master Plan (Wyndham, Seabird, Mission Pacific) have a combined total of 34,893 square feet for a Nine Block grand total of 88,429 square feet (108 percent of the Nine Block LCP ground floor commercial area requirement). Thus, with the development of this project, both the minimum hotel room and visitor serving commercial area requirement of the LCP will be satisfied.

As part of the development of the Nine Block area, replacement parking requirements were allocated to certain blocks in the downtown. Block 20 was allocated 88 stalls at a value of \$4,500 per stall. This block had historically been used for parking. Condition of Approval No. 55 requires that prior to the issuance of a certificate of occupancy for Block 20, the Applicant/Owner shall reimburse the City of Oceanside \$396,000 for the portion of the City's cost to construct the parking lot located on the west side of the railroad tracks between Tyson Street and the Wisconsin parking lot.

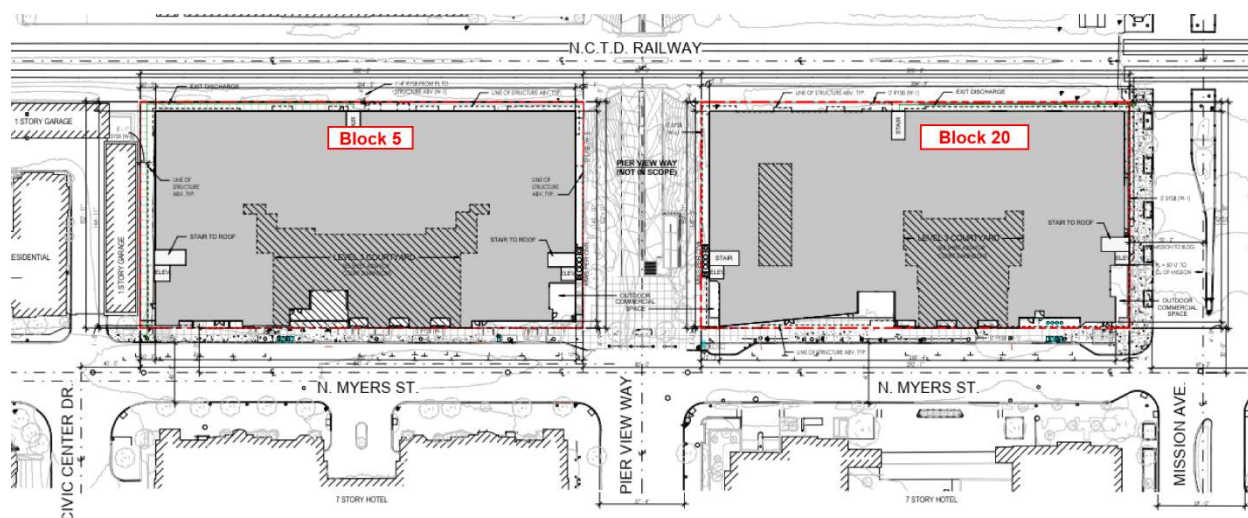
Although the City leases Block 5 for public parking, there is no replacement parking requirement on Block 5 as the site was not historically used for parking at the time of Five Block Mixed-Use Plan approval and had been previously used as an interim skate park.

PROJECT DESCRIPTION

The project application is comprised of four components including a Development Plan, Tentative Map, Density Bonus, and Regular Coastal Permit as follows:

Development Plan (RD23-00006) represents a request for the following:

To allow the development of a 3.52-gross acre site identified as Blocks 5 and 20, currently used as surface parking lots, into a new mixed-use development project. Project plans are provided as Attachment 3. Block 5 (net developable area of 1.05 acres) is proposed to be developed with 193 dwelling units consisting of 190 flats and 3 live work units, and approximately 7,868 square feet of commercial area. Block 20 (net developable area of 1.02 acres) is proposed to be developed with 180 dwelling units consisting of 177 flats and 3 live work units, and approximately 9,538 square feet of commercial area. Both buildings are depicted in the site plan in Figure 5 below.

Figure 5 - Site Plan

The primary elevations of the proposed mixed-use buildings are designed to face Myers Street. Both Block 5 and 20 buildings feature double-volume glass storefront space at ground level (for the first two floors) along the Myers Street frontage of Block 5 and the Myers Street and Mission Avenue frontage of Block 20. There would be six additional stories of dwelling units for the building on Block 5 (eight stories total) and five additional stories of dwelling units for the building on Block 20 (seven stories total). Near the center of the west elevations of both buildings, three two-story townhouse-live-work units are proposed along with entrances to each building's parking structure. There would be a break in the building mass generally above the townhouses where large central courtyards are proposed as an amenity space for building residents. Renderings from the Myers Street frontage for both blocks are provided in Figures 5a and 5b, below.

Figure 5a - Myers Street Block 5



Figure 5b - Myers Street Block 20



Parking for each building would be provided within a three-story parking structure; both structures would have one subterranean level and two above ground levels forming the bottom levels of each building. To provide parking for the residential units and commercial uses, parking structures would provide 276 stalls for Block 5 and 284 stalls for Block 20 (560 stalls total). One on-street loading area is proposed along the Block 5 Myers Street frontage near the Pier View Way undercrossing. Residents of the project would be assigned parking by the apartment manager to optimize the use of stalls. Figures 6a and 6b below depict cross sections of the proposed buildings and parking structures.

Figure 6a - Block 5 Cross-Section

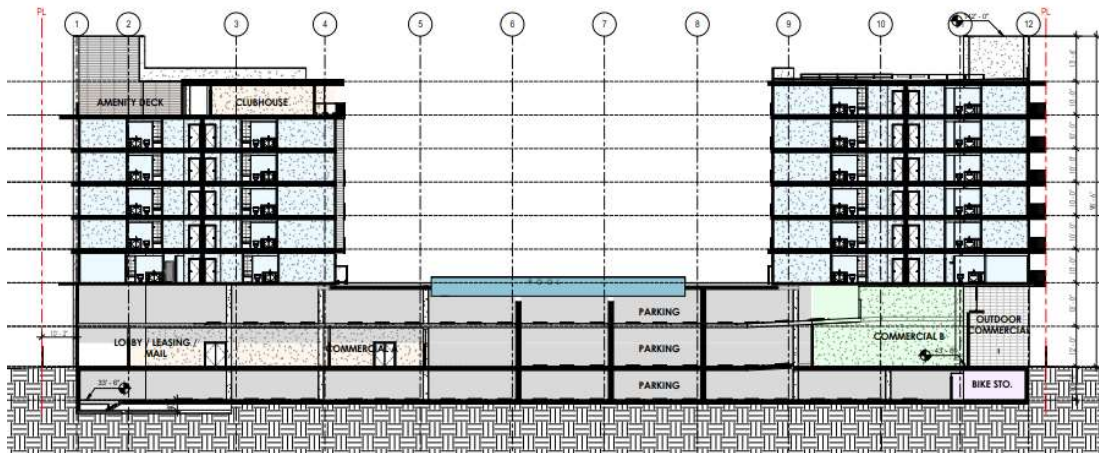
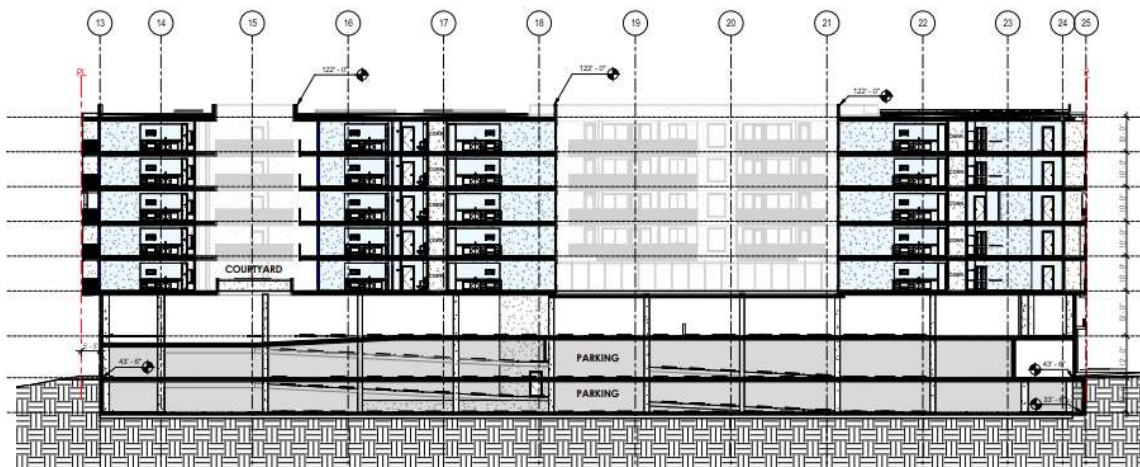


Figure 6b - Block 20 Cross-Section



Each building would include three two-story townhouse live-work units with private stoops and direct access to the sidewalk providing “eyes on the street” along the project’s frontage. Above-ground level units would consist of single-story stacked flats units, accessible through secured interior hallways. The 373 residential units would range in size from 528 square feet to 1,402 square feet. A majority (approximately 75 percent) of units would be studio or 1-bedroom units and average less than 800 square feet in size. The remaining 2-bedroom and townhouses would be at least 1,000 square feet in size. Tables 2 and 3 provide a summary of the unit sizes and the unit mix for each building.

Table 2: Floor Plans Block 5

Unit Type	Range of Area (SF)	Average Area (SF)	# Units	Percentage of Units
Studio	534-734	599	63	32.6%
1BR/1BA	573-950	752	82	42.7%
2BR/2BA	1,076-1,402	1,129	45	23.3%
Townhouses	1,369	1,369	3	1.5%
		Total	193	100%

Table 3: Floor Plans Block 20

Unit Type	Range of Area (SF)	Average Area (SF)	# Units	Percentage of Units
Studio	528-700	567	67	37.2%
1BR/1BA	554-780	681	66	36.6%
2BR/2BA	1,022-1,185	1,084	44	24.4%
Townhouses	1,369	1,369	3	1.6%
		Total	180	100%

Construction of the proposed project would constitute development of the last remaining blocks of the Five Block Mixed-Use Plan at prominent locations within the center of the downtown. The project would reflect modern contemporary coastal architectural themes. According to the applicant's description and justification, the proposed project would be comprised of two unique, yet complementary modern buildings. Each structure would be nuanced with varying interpretations of the coastal modern architectural design. Both buildings would include pedestrian scale features with clearly articulated programmatic elements at grade, canopies for signage and scale, townhouse units with private stoops, and enhanced cladding materials.

Of the two buildings, Block 5 is designed to be more subtle in massing and articulation. The building's architecture borrows influence from mid-century modern design principles and would showcase a conservative, coastal-inspired color palette with materials such as wood and stone-look porcelain tiles, stucco, and glass.

The proposed building at Block 20 would be articulated with nautical-inspired contemporary massing elements. Porthole-like splayed window box-outs would serve as a defining characteristic in the façade design and provide a privacy separation between adjoining balconies. Façade materials would consist of wood-look cladding, metal panel, stucco, and glass in a coastal-inspired pallet, drawing inspiration from sun-bleached teak and seafoam green which are commonly associated with surf culture. The proposed façade at Mission Avenue would showcase a combination of architectural techniques implemented elsewhere throughout the building. On the same façade at the streetscape level, an indoor/outdoor commercial space located at the building's most prominent corner on the corner of Mission Avenue and Myers Street would be accentuated by a wall mural

integrated with landscaping, thereby creating one cohesive facade. Figure 7 below depicts a project rendering of both buildings, taken from an elevated position southwest of the project.

Figure 7 - Project Rendering



Pedestrian areas around the buildings are almost entirely within the existing right-of-way. During design development, staff recommended that the proposed project include on-site privately-maintained, but publicly accessible, areas to complement the Pier View Way undercrossing, thereby creating an expanded public plaza that would help to frame the existing view corridor. The proposed project would include outdoor seating for commercial areas at the ground level which would provide a visual continuation of the pedestrian area at Pier View Way and N. Meyers Street. The pedestrian activation provided by outdoor seating and commercial areas with the buildings would create a vibrant feel in areas surrounding the buildings as illustrated in Figure 8 below. A condition of approval has been added requiring that the applicant work with staff on the project's final design and signage to ensure collaboration with the City's approved Capital Improvement Program projects: Downtown Placemaking and City-wide Signage.

Figure 8 - Pierview Way Pedestrian Area



Tentative Map (RT25-00001) represents a request for the following:

The project site is currently comprised of one 3.52-gross acre parcel bisected by the Pier View Way undercrossing. The proposed project includes a Tentative Map to subdivide the existing parcel into two (2) separate parcels of 1.05 net acres (Block 5) and 1.02 net acres (Block 20), which would further subdivide both parcels into 373 residential condominium units and separate commercial units.

Density Bonus (DB23-00010) per State Density Bonus Law (SDBL) represents a request for the following:

To develop a 373-unit two-building mixed use project with a combined density of approximately 180.2 dwelling units per acre in exchange for reserving 10 percent of the units for qualifying low-income households. Although the City has adopted a maximum density for mixed-use projects in the inland downtown areas (86 dwelling units per acre), the maximum density requirement not yet applicable to downtown areas in the Coastal Zone as it requires Coastal Commission certification for implementation in portions of the Downtown District located in the Coastal Zone. Moreover, the applicant filed a Senate Bill (SB) SB 330 application prior to the adoption of the adopted density cap, thus locking in development standards and fees in effect at the time the SB 330 application was deemed complete (December 19, 2023). At that time, the City's Inclusionary Housing Ordinance (Chapter 14C of the City Code) required that residential projects of three or more units reserve 10 percent of the units for occupancy by and at affordable housing costs to low or moderate-income households.

The City's Density Bonus Ordinance requires that affordable units must be proportional to the overall project in terms of unit mix and square footage and must be reasonably dispersed throughout the development. In addition, the project's income restricted units must be at least 80 percent of the average square footage of all market rate units with the same bedroom count. The proposed project would comply with both requirements per the following low-income unit mix:

- 14 studio units (36.8%);
- 14 1-bedroom units (36.8%); and,
- 10 2-bedroom units (26.3%);

The Project Description and Justification package (Attachment 4) submitted by the applicant expressly states that all proposed affordable units would be proportional to the overall project in unit size, dispersed throughout the project, and have access to all amenities available to market rate units. This requirement would be enforced by staff through the plan check process.

By reserving 10 percent of the overall unit count for affordable housing, the developer is entitled to all benefits of SDBL, including incentives and/or concessions, as well as waivers from development standards that would physically preclude the development of the project at the density proposed and reduced parking ratios. The granting of waivers does not reduce the number of incentives allowed for a project, and the number of waivers that may be requested and granted is not limited. State Law prohibits the City from denying any requested incentives/concessions or waivers unless findings are made that granting the requested incentive/concession or waiver would result in a *"Specific Adverse Impact."* State law defines this term as *"a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete."* State law also provides that "the receipt of a density bonus, incentive, concession, waiver, or reduction of development standards shall not constitute a valid basis on which to find a proposed housing development project is inconsistent, not in compliance, or not in conformity, with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision . . ."

No incentives/concessions have been requested for the project but the applicant is requesting 13 waivers.

Waivers: In order to accommodate the proposed density and provide 373 residential units on the project site, the project cannot physically comply with all of the development standards that apply to non-density bonus projects. The applicant has requested waivers from the following development standards pursuant to SDBL:

1. Waiver to reduce setbacks
2. Waiver to reduce per unit open space requirements
3. Waiver to reduce private open space requirements
4. Waiver to reduce parking dimension standards and to allow tandem parking stalls with

reduced width dimensions

5. Waiver from aisle length buffer requirement at the end of a parking row.
6. Waiver to reduce the required drive aisle width.
7. Waivers from building height limit and height for stairway enclosures and mechanical equipment
8. Waiver from the 1:1 or 45-degree daylight plane requirement
9. Waiver from minimum courtyard dimension requirements
10. Waiver from façade modulation requirements
11. Waiver to reduce the minimum landscape.
12. Waiver from on-site commercial loading space standards
13. Waiver from live/work unit residential floor area standards

The table below provides further details regarding the proposed waivers:

Table 4: Blocks 5 and 20 Development Standards

Development Standard	Current Zoning (D-1) Standard	Project as Proposed	Notes
Maximum Density	No Density Cap per Zoning Section 1232 (D) (2)	180.2 dwelling units/acre	Complies with code; no maximum density
Minimum Lot Area	5,000 square feet (sf)	Block 5 - 48,895 sf Block 20 - 44,359 sf	Complies with code
Minimum Lot Width	50'	Block 5 - 152' Block 20 - 152'	Complies with code
Minimum Setbacks			
Front Blk 5- Meyers St. Blk 20- Mission Ave. In Addition Mission Avenue	10' 10' 50' from street center line	0' 0' 50' from street center line	Waiver (W-1) Waiver (W-1) Complies with code
Side Blk 5 Blk 20	10' 10'	0' 0'	Waiver (W-1) Waiver (W-1)
Rear Blk 5 Blk 20	5' 5'	1'-4" 0'	Waiver (W-1) Waiver (W-1)

Daylight Plane Setback	A 10' side or rear yard adjoining any residential area and structures shall not intercept a 1:1 or 45 degree daylight plane inclined inward from a height of 12' above existing grade at an R district boundary.	Blk 5 - 0' Blk 20 - NA	Waiver (W-8)
Maximum Height Building Exceptions Roof enclosures Support structures Roof equipment	35' 10' above max height (45'-0")	Blk 5 - 98'-6" Blk 20 - 87'-0"	Waiver (W-7) Waiver (W-7) Waiver (W-7)
Minimum Site Landscaping	25% Exclusive of planting on roofs, porches and planters above the lot surface.	Total: 10.8% (9,776 sf) Blk 5 - 4,498 sf Blk 20 - 5,278 sf 33% of gross site to be landscaped on all levels	Waiver (W-11)
Open Space			
Total Open Space	200 sf/du Blk 5 - 38,600 sf Blk 20 - 36,000 sf	Blk 5 - 27,890 sf Blk 20 - 25,420 sf	Waiver (W-2) Waiver (W-2)
Private Outdoor Living Space	48 sf/unit 6'-0" minimum dimension	Blk 5 - 89.7 Ave. sf No min. dimension Some units no private open space Blk 20 - 81.7 Ave. sf No min. dimension Some units no private open space	Waiver (W-3) Waiver (W-3)
Shared Open Space	Blk 5 - 29,336 sf Blk 20 - 27,360 sf	Blk 5 - 10,570 sf Blk 20 - 10,941 sf	Waiver (W-2) Waiver (W-2)
Courts Required	Minimum depth half the height of opposite wall Blk 5 - 32' Blk 20 - 26'-9"	Blk 5 - 19' Blk 20 - 19'	Waiver (W-9) Waiver (W-9)
Fence and Wall Height	Decorative Walls and Fencing: Maximum height of 6' / 3.5' in front yards	8'-0"	Waiver (W-1)
Required Façade modulation	25% of front and side elevation horizontal and/or vertical must be set back at least 5 ft from setback line	No required setbacks. Balcony structures and other building recesses shall count toward modulation.	Waiver (W-10)

Underground Utilities	All existing and new utility lines shall be installed underground within the site and along the site's frontage in the public right-of-way	Not Applicable	
Renewable Energy	Per Section 3047 Residential Projects with 25 or more units shall install and maintain renewable energy facilities that supply at least 50% of forecasted electricity demand	Section 3047	Complies with code provisions of Section 3047
EV Parking	Per state standard	Per state standard	Complies with code
Urban Forestry Program	Tree canopy: 12% Permeable surface area: 22%	Tree canopy: 15% with the inclusion of street trees Permeable Surface Area: 23%	Complies with code Complies with code
Garage Drive Aisle	24'	22'	Waiver (W-6)
Vehicular Access	24' Max	24'	Complies with code
Ramp Grades	Standards per Engineering Manual	Ramp grades 5.0%	Complies with code
Parking			
Parking Stall Dimensions	8'-6" x 18'-0"	8'-0" x 18'-0" and 8'-0" wide Tandem stalls	Waiver (W-4)
Parking Offset	12" increase width from walls or columns	12' increase based on the 8'-0" width	Waiver (W-4)
Drive Aisle Length	2' beyond end stall	0'	Waiver (W-5)
Required Parking Spaces Residential	State Density Bonus Law 1 per 0 or 1 bedroom unit 2 to 3 bedroom: 1.5 spaces	1 per 0 or 1 bedroom unit 1.5 per 2 bedroom unit	Complies with code Complies with code
Guests	No requirement per Density Bonus Law	0	Complies with code
Restaurant Retail	1/50 sf of seating area 1/200 sf	1/50 sf of seating area 1/200 sf	Complies with code Complies with code
Loading Spaces	1 off-street space	1 on-street space	Waiver (W-12)
Live /Work	Maximum 33% of floor area shall be used for residential purposes	No maximum residential floor area to accommodate live/work units.	Waiver (W-13)

Regular Coastal Permit (RRP23-00003) represents a request for the following:

To develop a mixed-use project within Local Coastal Plan (LCP) jurisdictional boundaries of the non-appealable area of the City's certified LCP.

Key Planning Issues

1. General Plan Conformance

The General Plan Land Use Map designation for the subject property is Downtown (D). The proposed project is consistent with this land use designation and the policies of the City's General Plan as follows:

A. Land Use Element

Goal 1.12 Land Use Compatibility

Objective: To minimize conflicts with adjacent or related uses.

Policy B: The use of land shall not create negative visual impacts to surrounding land uses.

Blocks 5 and 20 are currently developed as two surface parking lots. The proposed type of mixed-use mid-rise buildings would be consistent with the larger pattern of redevelopment in the downtown area, which includes a number of other mid-rise mixed-use buildings and resort hotels/timeshare units. It would also add a significant number of residential units, which are essential to the dynamic development of the downtown. The current trend of redevelopment in Oceanside is intended to create synergies between the various commercial establishments in the downtown area and promote economic activity. The project would be designed in distinctive and contemporary coastal architecture with quality materials and distinctive design in keeping with the architectural designs of newer development found in the downtown area.

Blocks 5 and 20 are located in a highly urbanized area surrounded by numerous commercial visitor-serving land uses. The project, as designed and sited, would be consistent with the surrounding built environment and would enhance the area by bringing new residents and visitors to the downtown.

Goal 1.23 Architecture

Objective: The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.

Policy A: Architectural form, treatment, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.

Policy B: Structures shall work in harmony with landscaping and adjacent urban and/or

topographic form to create an attractive line, dimension, scale, and/or pattern.

The proposed project would enhance and improve the visual image of the surrounding neighborhood. The project site is located at a key area in the heart of the downtown located directly across the street from the Wyndham, Mission Pacific, and Seabird Resorts on the west, and the Springhill Suites to the south. Both blocks are currently developed as surface parking lots that do not contribute to the modern architectural setting found in this area of the downtown. In addition, the economic potential of the property is not being fully realized. The project includes two modern midrise buildings using high quality exterior materials with designs that are in keeping with the scale of the other mixed-use mid-rise buildings found in the immediate area.

B. Housing Element

The Regional Housing Needs Assessment (RHNA) for the Sixth Housing Element Cycle (2021-2029) estimates that the City of Oceanside would experience demand for 5,443 new dwelling units, including 718 low-income units within an eight-year period. By contributing 373 rental dwelling units, including 38 units reserved for low-income households, to the City's existing housing stock, the proposed project would help to meet the projected housing demand and provide an opportunity for much needed work force housing within the downtown in proximity to a variety of transit options. The project is consistent with the following goals and policies of the Housing Element:

Goal 1: Produce opportunities for decent and affordable housing for all of Oceanside's citizens.

The proposed project would develop 373 new units and, through a density bonus request, include 38 units for low-income households to the City's housing inventory. The City's Density Bonus Ordinance requires that units must be proportional to the overall project in terms of unit mix and square footage. The proposed 38 low-income units would be comprised of 14 studio units, 14 one-bedroom units, and 10 two-bedroom units equal to the overall unit mix and would be at least 80 percent of the average square footage of market rate units. In addition, affordable units would be dispersed throughout the project and have access to all amenities available to market rate units.

Policy 1.6: Encourage higher-density housing development along transit corridors and smart growth focus areas in order to encourage preservation of natural resources and agricultural land; reduce energy consumption and emissions of greenhouse gasses and other air pollutants; reduce water pollution occasioned by stormwater runoff; and promote active transportation with its associated health benefits.

The proposed project would result in a high-density mixed-use development with an effective density of 180.2 dwelling units per acre. The project site is located in a SANDAG designated Smart Growth Opportunity Area (identified as OC-1 on SANDAG's Regional Smart Growth Concept Map) which encourages the preservation of natural resources and agricultural land, limits environmental impacts, and promotes active transportation.

Goal 2: Encourage the development of a variety of housing opportunities, with special emphasis on providing:

- A broad range of housing types, with varied levels of amenities and number of bedrooms.
- Sufficient rental stock for all segments of the community, including families with children.
- Housing that meets the special needs of the elderly, homeless, farm workers, and persons with disabilities, and those with developmental disabilities.
- Housing that meets the needs of large families.

The proposed mixed-use project would include 373 units in a mid-rise building with a varied number of bedrooms (studio, one-bedroom, and two-bedroom units) that would also provide a number of indoor and outdoor amenity areas. In addition, the largest two-bedroom units and townhouses would be large enough to accommodate families, including those with children.

Policy 3.5 Encourage the development of housing for low and moderate-income households in areas with adequate access to employment opportunities, community facilities, and public services.

The proposed project would include 38 units reserved for low-income households in the Downtown, which provides adequate access to employment opportunities, community facilities such as the Civic Center and Library, and public transit services located at the Oceanside Transit Center.

Policy 3.7 Encourage the disbursement of lower and moderate-income housing opportunities throughout all areas of the City.

The proposed project would aid in the disbursement of lower and moderate-income housing opportunities in the City's downtown within a Smart Growth Opportunity Area. By including affordable units, the project would provide housing opportunities in an area of the City that would otherwise be unattainable for lower income households.

C. Economic Development Element

Policy EDE-1a-3 Encourage new development that provides for social interaction, cultural enrichment, and a strong sense of place including appropriate open space.

The proposed project is designed to encourage social interaction with the creation of several shared indoor and outdoor amenity areas for project residents. In addition, the project would complete

development of the Five Block Master Plan, thereby realizing the sites' full economic potential beyond what was envisioned in 2008.

Policy EDE-1b-1 Encourage efficient, transit-oriented development, walkability, parking efficiency, pedestrian and bicycle facilities, and a strong sense of place within the City's Smart Growth Opportunity Areas (SGOAs), as identified on the Regional Smart Growth Concept Map.

The project would encompass efficient, transit-oriented development as it includes two high-density transit-oriented mixed-use buildings with 373 dwelling units, restaurants, and retail suites within one of the City's Smart Growth Opportunity Areas, with access to transit and within walking distance of public beach access and public facilities.

Policy EDE-1b-2 Encourage efficient use of land for employment and revenue generation.

The transit oriented high-density mixed-use project proposes 373 dwelling units on 3.52-gross acres in a City Smart Growth Opportunity Area and would be a noteworthy example of the efficient use of land. Project residents would frequent downtown establishments, generating revenue for businessowners and the City. In addition, increased demand for goods and services would in turn spur employment opportunities in the area.

2. Downtown Zoning Ordinance Compliance

The proposed project is subject to the Downtown District land use and development standards within Article 12 of the Zoning Ordinance. The project is located within Downtown Subdistrict 1, which allows for mixed use development. The proposed project is consistent with Subdistrict 1 policies as it proposes construction of two mid-rise mixed-use buildings with a combined total of 373 dwelling units and 17,406 square feet of commercial/retail space. The project also complies with the development standards of the City's Zoning Ordinance, except where the applicant is seeking waivers of the development standards consistent with State Density Bonus Law, as previously highlighted in this report.

As previously noted, parking for the proposed project would be provided in two parking structures. The structure for Block 5 would have 276 stalls and the structure for Block 20 would have 284 stalls, for a combined total of 560 parking stalls for apartment residents and commercial uses. Parking for the residential units utilizes the ratio established pursuant to State Density Bonus Law. Under this standard, 421 stalls are required; 501 are provided. The project would also provide 59 parking stalls for restaurants and retail uses as required under Article 31 of the Zoning Ordinance.

3. Local Coastal Program Consistency

California Government Code Section 65915(m) provides that density bonus law does not supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976. Any density bonus, concessions, incentives, waivers or reductions of development standards, and parking ratios to which the applicant may be entitled under the applicable zoning ordinances or Gov. Code, § 65915 et. seq., shall be permitted only as consistent with the California Coastal Act of 1976 (Pub. Resources Code, § 30000 et seq.) and the certified Oceanside LCP. A project with minor inconsistencies with LCP requirements relating to additional units or concessions, waivers, or incentives where such inconsistencies emanate from state density bonus law provisions, if the project is found to be in conformity with the LCP provisions requiring avoidance of significant coastal resource impacts to the maximum extent feasible, including but not limited to impacts to sensitive habitat, wetlands, public viewsheds, public access and recreation and open space.

The project site is located within the Coastal Zone. In April 2000, as a requirement of the Oceanside LCP, the CDC approved the Nine Block Master Plan for the redevelopment of nine blocks in the center of the downtown to assure the future development of 240 hotel rooms and 81,800 square feet of visitor-serving commercial for the area. With the development of the project, both the minimum hotel room and visitor serving commercial area requirement of the Nine Block Master Plan will be satisfied for consistency with the LCP.

Staff analyzed the proposed development for consistency with applicable policies of the Oceanside LCP and Chapter 3 of the Coastal Act (Coastal Resources Planning and Management Policies):

- **LCP Section II Recreation and Visitor Serving Facilities Policy 10:** Calls for the City to continue to promote coastal tourism through the revitalization of the coastal area in upgrading visitor amenities. Development of the site would promote the revitalization of the coastal area by transforming the underutilized sites into two mid-rise mixed-use high-density residential buildings with 373 dwelling units and 17,406 square feet of visitor serving commercial space.
- **Policy 17:** Calls for the City to require residential development to provide adequate on-site parking. The project would provide the required amount of residential parking as established under State Density Bonus Law.
- **Section VI. Visual Resources and Special Communities Policy 8:** Section C establishes the objective that the City shall protect, enhance, and maximize public enjoyment of Coastal Zone Scenic Resources and sets forth multiple implementing policies. Policy 8 provides that the City shall ensure that all new development is compatible in height, scale, color and form with the surrounding neighborhood. The proposed project would be in line with the character of surrounding areas found in the downtown, which includes several mid-rise hotels and vertical mixed-use buildings. In addition, the proposed project would not obstruct any existing or planned public beach access, thereby conforming to the policies of Chapter 3 of the Coastal Act.
- **Section VI. Visual Resources and Special Communities Policy 4:** States that the City shall maintain existing view corridors through public rights-of-way. As further discussed below, the proposed structures could appear to encroach into the existing Pier View Way right-of-

way.

- **Section VI. Visual Resources and Special Communities Policy 6:** States that open space buffers or greenbelts shall be provided along major scenic corridors.
- **Standard No. 13: View Corridors:** Defines a view corridor as an “unobstructed line of view to be preserved for passing motorists, pedestrians, and bicyclists from the nearest public road to the open, lagoon, or other scenic landscape. In the event of proposed new development or redevelopment, structures should be sited so as to protect existing view corridors and/or provide new view corridors.” A Draft LCP Background Study prepared in 2018 documented existing conditions within Oceanside’s coastal zone. Figure 5-1 (View Corridors Summary Map) of the study illustrates how the City’s coastal zone grid street pattern offers public views of the ocean from several vantage points, including east-west streets such as Surfrider Way, Pier View Way, Mission Avenue, and Seagaze Drive (Attachment 8). Due to the project’s proximity to the beach and siting of proposed structures, staff analyzed potential impacts from the proposed seven and eight-story structures on the existing Pier View Way and Mission Avenue view corridors. The study identifies Pier View Way and Mission Avenue as “good” quality view corridors, where the “view largely extends across the entire corridor” and contains “few impediments.”

While the proposed project design generally respects the Mission Avenue view corridor, depending on a person’s visual vantage point, the proposed structures can appear to encroach into the Pier View Way view corridor. For example, from the easterly visual vantage point on Pier View Way east of Cleveland Street and looking towards the ocean, the Pier View Way view corridor/undercrossing bordered by the SALT and Pierside North buildings provides an approximately 120-foot wide view that is only partly obstructed by trees and landscaping. From this vantage point, the proposed seven and eight-story structures on Blocks 5 and 20 can appear to partially obstruct views to the ocean. Moving westward toward the ocean, the Pier View Way public right-of-way bordered by the Blocks 5 and 20 properties is approximately 80 feet wide. From the western endpoint of the Pier View Way undercrossing (i.e. existing open plaza), the vantage point towards the ocean is unobstructed by the proposed structures. Framed by the existing Wyndham and Mission Pacific Resorts’ buildings, the Pier View Way view corridor then extends to an estimated 86-foot width. As such, based on the individual’s vantage point along Pier View Way traveling west from the easterly border of the Coastal Zone, the existing view corridor varies in width and the proposed project may partially obstruct certain views towards the water.

ENVIRONMENTAL REVIEW

The proposed project qualifies for a Statutory Exemption under CEQA as recently enacted as part of California Assembly Bill 130. Public Resource Code section 21080.66 provides a statutory exemption from CEQA where, as here: (a) The site is not more than 20 acres; (b) The project is located in the incorporated municipality of the City of Oceanside; (c) The project has been

developed with an urban use; (d) The project is consistent with the applicable general plan and zoning ordinance as well as any applicable local coastal program; (e) The project will be at least one half of the applicable density specified in subparagraph (B) of paragraph (3) of subdivision (c) of Section 65583.2 of the Government Code; (f) The project satisfies the requirements specified in paragraph (6) of subdivision (a) of Section 65913.4 of the Government Code; (g) The project does not require the demolition of a historic structure that was placed on a national, state, or local historical register; and (h) No portion of the project is designated for use as a hotel, motel, bed and breakfast inn, or other transient lodging. The applicant completed the required Tribal Consultation under AB 130 and statutorily mandated conditions of approval have been included to implement the CEQA exemption, including modifications thereto resulting from the Tribal Consultation process.

As an alternative basis under CEQA, staff further finds that the proposed project is Categorically Exempt pursuant to Article 19 Categorical Exemptions, CEQA Guidelines Section 15332 “In-fill Development Projects.” The site is located in an urbanized area, and would not result in any significant environmental effects. See Attachments 6 and 7.

PUBLIC NOTIFICATION

The applicant posted a Notice of Project Application sign on the property and a legal notice was published in the newspaper and notices were sent to property owners within a 1500-foot radius and to tenants within a 100-foot radius of the subject property. Notices were also sent to individuals and/or organizations requesting notification, the applicant and other interested parties. In addition to satisfying notification requirements, two community outreach meetings were held for the project. On April 9, 2024, a meeting was held at the Springhill Suites and on October 16, 2024 at the Civic Center Library community room. Concerns about the proposed project were expressed at the first outreach meeting, which included the project’s inconsistency with the approved Five Block Mixed-Use Plan, the loss of parking, and building heights. The second outreach meeting did not include a formal presentation; the format included displays of various exhibits boards with the applicant’s team present to answer questions.

FISCAL IMPACT

The applicant has paid all development processing fees required for the consideration of this application.

COMMISSION OR COMMITTEE REPORT

On August 20, 2025, the DAC was presented with the proposed project. Committee members expressed disappointment with the project stating that the project was located in the heart of the downtown and was deserving of a “showcase” building but looks like every other building lacking architectural character. The DAC also noted the lack of public open space. A motion was made to approve the project; however, the motion to approve was not seconded and failed. No subsequent motion was made by the DAC and therefore the DAC took no final action on the project.

CITY ATTORNEY’S ANALYSIS

The CDC is authorized to hold a public hearing in this matter and may approve, modify, or deny the project consistent with the applicable legal standards. Consideration of the matter should be based on the testimony and evidence presented at the hearing. The supporting documents have been reviewed and approved as to form by the City Attorney.

Prepared by: Manuel Baeza, Principal Planner

Reviewed by: Darlene Nicandro, Development Services Director

Submitted by: Jonathan Borrego, City Manager

ATTACHMENTS:

1. Staff Report
2. Community Development Commission Resolution
3. Reduced Plan Sets
4. Application materials (Description & Justification, Community Outreach Summary, Letters on Project, SB 330 Preliminary Application)
5. Downtown Advisory Committee Memorandum dated August 20, 2025
6. Notice of Exemption
7. Environmental Documents
 - a. CEQA Exemption Memo
 - b. Noise Study
 - c. Air Quality Greenhouse Gas Report
 - d. Local Transportation Study
 - e. Preliminary SWQMP
 - f. Preliminary Geotechnical Investigation
8. Map Excerpt from 2018 Draft LCP Study