

City of Oceanside
Development Services Department
Memorandum

DATE: August 20, 2025

TO: Downtown Advisory Committee

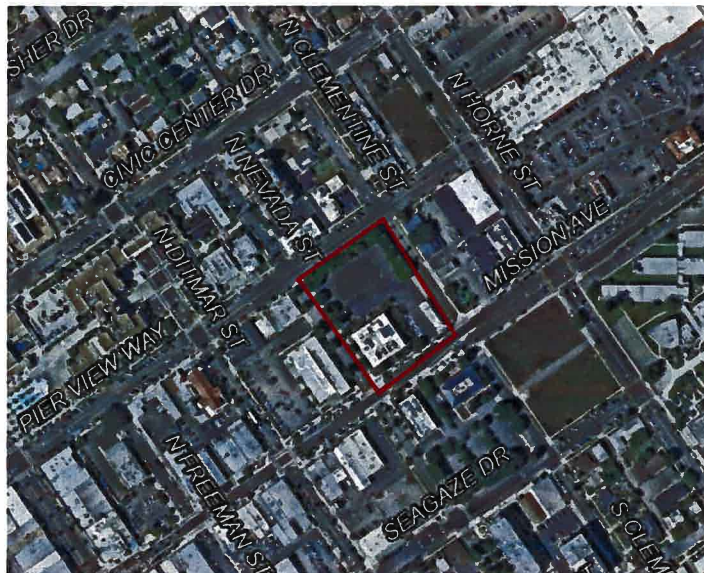
FROM: Darlene Nicandro, Development Services Director *DN*

SUBJECT: CONSIDERATION OF A DEVELOPMENT PLAN (RD22-00004), VESTING TENTATIVE MAP (RT22-00001), AND DENSITY BONUS REQUEST (DB22-00008) TO ALLOW THE CONSTRUCTION OF A MIXED-USE PROJECT WITH 206 DWELLING UNITS WITH 31 OF THE UNITS (15 PERCENT) RESERVED AS AFFORDABLE HOUSING ON A 1.42 ACRE SITE LOCATED AT 810 MISSION AVENUE – 810 MISSION – APPLICANT: TOLL BROTHERS APARTMENT LIVING.

Location & Background

Located at 810 Mission Avenue, the 1.42-acre project site consists of two parcels of record and encompasses an entire city block. The site is bounded by Mission Avenue, N. Nevada Street, Pier View Way, and N. Clementine Street, and is currently developed with the North County Transit District (NCTD) headquarters and associated parking facilities. The property has a General Plan designation of Downtown (D) and a corresponding zoning designation of (D) Downtown Subdistrict (D-2), which permits mixed-use development with approval of a “Mixed-Use Development Plan”. Surrounding uses include a mix of commercial and office uses to the north, south, east, and west.

In conjunction with the Oceanside Transit Center (OTC) Redevelopment Project, NCTD intends to relocate its headquarters to OTC and redevelop the 810 Mission site into a mixed-use development. Redevelopment of the existing headquarters would occur after the new OTC headquarters building is constructed and fully operational.



Project Description

Development Plan (RD22-00004) represents a request for the following:

A mixed-use development plan for the construction of a seven (7) story building, totaling 326,647 square feet of area, with 206 multi-family dwelling units. Five (5) of the dwelling units would be live-work units with ground floor commercial space along the Mission Avenue and N. Nevada Street frontages. The first floor of the building would consist of a residential lobby, leasing office, live/work commercial space, parking facilities, a trash room, and storage rooms. A vehicle entrance on N. Nevada Street would provide access to first floor and subterranean parking levels.

The second floor would include residential units, the upper level of live/work units, a gym, a bike storage room, and parking. Access to the second level parking garage would be provided from N. Clementine Street. The third floor would include residential units and an outdoor amenity deck with seating areas and a swimming pool. Floors four (4) through seven (7) would be dedicated to residential dwelling units with a lounge located on the seventh floor.

Residential dwellings would consist of a 53 studios, 99 1-bedroom units, 40 2-bedroom units, and nine (9) 3-bedroom units dispersed across six floors of the building. The five (5) live/work units would consist of two levels with the commercial portion located on the ground floor and an upper level for residential. Inclusionary housing units would be evenly distributed throughout the building with the same unit sizes and bedroom counts as the market rate units.

Building Design: As described in the project narrative, the building was designed to introduce a multi-story, urban housing format to reinforce the area's pedestrian orientation and activate adjacent streets. The architectural design of the building is described as a blend of historic and contemporary design meant to embrace Oceanside's coastal setting. Features include pitched roof accents, arches marking entries and passageways, exterior balconies, and canopies to enrich the building's appearance and create transitions between indoor and outdoor space. Exterior materials consist of a mix of stucco, composite siding, and brick veneer in various light colors.

Parking: Three levels of parking would be integrated into the building design with a total of 255 parking spaces. One and one-half (1.5) of the levels would be subterranean with the remaining parking located above grade on floors one and two. All parking would be accessed from N. Nevada Street and N. Clementine Street. The proposed parking ratios would be applied in accordance with Density Bonus Law. In addition, bicycle racks and secured bicycle lockers would be provided onsite. Detailed parking calculations are provided in Table 2 Development Standards.

Landscaping and Open Space: The project would incorporate a variety of landscape materials, including the planting of street trees along the sidewalk and various small trees, shrubs, and groundcover within landscape setbacks. Common and private open space would be provided for residents, including an 8,457 square foot of outdoor common area and 13,997 square feet of private balconies.

Vesting Tentative Map (RT22-00001) represents a request for the following:

A Vesting Tentative Map to accommodate a vacation of a public alley intersecting the project site between N. Clementine Street and Nevada Street and a parcel merger to consolidate the project site into a single parcel.

Density Bonus (DB22-00008) per State Law represents a request for the following:

To allow a residential development that would reserve 31 or fifteen (15%) percent of the total 206 apartment units for low and moderate income households. Ten (10%) percent (21 units) would be reserved as low income units and five (5%) percent (10 units) would be reserved as moderate-income units. At the time of application submittal (SB 330 and Entitlement applications – August 24, 2022) the City did not have a maximum density established for mixed-use projects in the Downtown District. Therefore, the project is not subject to the 86 dwelling unit per acre density cap approved by the Community Development Commission on October 18, 2023. The project would have a realized density of 145 dwelling units per acre on the 1.42-acre site.

By reserving 15 percent of the overall unit count for affordable housing, the developer is entitled to all the benefits of Density Bonus Law, including incentives or concessions, unlimited waivers from development standards, and reduced parking ratios. The 31 affordable units would be proportional, with respect to area and bedroom count, to the market rate rentals and dispersed throughout the project.

State law entitles projects to certain incentives or concessions and also provides for waivers from development standards that would physically preclude the project at the density proposed. The granting of waivers does not reduce the number of incentives allowed on 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 the incentives/concessions or waivers would have a “*Specific Adverse Impact*,” which is defined 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 further establishes that “*inconsistency with zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact on public health or safety.*”

The project is entitled to one (1) incentive/concession and unlimited waivers, as outlined below:

Incentive/Concession: No incentives/concessions have been requested by the applicant.

Waivers: The applicant requests waivers or reductions in development standards to accommodate affordable units and development at the proposed density as provided in Table 1 below:

Table 1 – Waiver or Reductions of Development Standards			
All codes sections are references to Article 12 – Downtown District of the Zoning Ordinance.			
DEVELOPMENT STANDARD	DOWNTOWN DISTRICT SUBDISTRICT – 2	PROPOSED PROJECT	NOTES
Building Height	65 feet, and up to 90 feet upon approval of a Conditional Use Permit per Article 12, Section 1232(N)1(d)	90 feet No CUP required	Waiver would allow the proposed increase in height limit without a CUP
Exceptions to Height Limits	Specified roof structures may exceed base zoning code height limits by no more than 10 feet; exceptions subject to a Conditional Use Permit per Article 12, Section 1232(O) and Article 30, Section 3018 B	Roof structures and appurtenances will not exceed the proposed 90 foot height limit	Waiver would allow roof structures and appurtenances to exceed the 65 foot base height limit by more than 10 feet without a CUP, but would not exceed the proposed 90 foot height limit
Site Landscaping	25% minimum site landscaping; shall be provided on the lot surface, except for landscaping located directly above underground parking which is 50% or more below grade per Section 1232 and Section 1232 (R)	25% provided all-on-site landscaping, including landscape areas located on upper level courts and terraces	Waiver would allow landscape on upper level courts and terraces to count toward the site landscaping requirement
Usable Open Space	Minimum 200 square feet per unit of total open space (totaling 41,200 square feet required for the proposed development) per Article 12, Section 1232 (FF)	109 square feet per unit of total open space (totaling 22,454 square feet provided for the proposed development)	Waiver would reduce the requirement for total open space
Private Outdoor Living Space	Minimum 48 square feet per unit per Article 12, Section 1232 corner side (non-residential)	Up to 54 dwelling units (26% of the 206 dwelling units) will not meet the requirement for a minimum 48 square feet private outdoor living space	Waiver would allow some of the dwelling units (26%) to not meet the minimum 48 square feet per unit requirement; these units would be mostly comprised of studio and live-work units

ANALYSIS

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.

The project site is located in close proximity (one-third of a mile) to the NCTD Oceanside Transit Center and is within the Oceanside Transit Overlay District. The vertical mixed-use building is consistent with the pattern of redevelopment in the downtown area and would bring forward a high density development to accommodate the City's regional fair share of housing growth, support commercial establishments in the downtown area, enhance walkability, and support transit service. The project would introduce a contemporary architectural design consistent with the variety of architecture in the surrounding downtown area. Being a highly urbanized area, the project would also reinforce pedestrian orientation and help activate adjacent streets.

B. Housing Element (2021-2029)

By contributing 206 rental dwelling units, including 31 reserved for low and moderate-income households, the proposed project would help to meet the City's projected housing demand and provide an opportunity for housing within the core downtown area and in proximity to a variety of transit options. The project is consistent with the following policies in the Housing Element:

Policy 1.1: Promote a high quality urban environment with stable residential neighborhoods and healthy business districts.

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.

Policy 2.1: Designate land for a variety of residential densities sufficient to meet the housing needs for a variety of household sizes and income levels, with higher densities being focused in the vicinity of transit stops, smart growth focus areas, and in proximity to significant concentrations of employment opportunities.

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.

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

The proposed project would introduce housing opportunities for low and moderate income households as well as other income levels. Located within one-half mile of the Oceanside Transit Center, the project would be considered a Transit Oriented Development (TOD) with a mix of commercial and residential uses that would encourage an efficient pattern of development in the Downtown District and support alternative modes of travel.

2. DOWNTOWN ZONING ORDINANCE COMPLIANCE

In accordance with Article 12, Section 1231 (KK) of the Zoning Ordinance, mixed-use development projects shall set forth site specific development regulations with Section 1232 – Property Development Regulations for Residential and Nonresidential uses serving as a general guide for mixed-use development. Except where the applicant is seeking waivers consistent with Density Bonus Law and highlighted in Table 1, the project would comply with development standards for Downtown Subdistrict 2 as follows:

Table 2 – Development Standards		
All codes sections are references to Article 12 – Downtown District of the Zoning Ordinance.		
DEVELOPMENT STANDARD	SUBDISTRICT – 2 CODE REQUIREMENT	PROVIDED
Density	Density not applicable for project	145 DU/AC (206 units / 1.42 acres)
Setbacks	Front: 10' Rear: 5' Side: 10'	Front:10' Rear: 5' Side: 10'
Height	Up to 90' for mixed-use structures above 65'	90' max
Landscaping	25% (15,713sf)	25% (15,713sf)
Open Space	Total Open Space: 200 sf/unit (41,200 sf) Private Open Space: 48 sf/unit (9,888 sf)	Total Open Space: 109 sf/unit (22,454 sf) Private Open Space: 68 sf/unit (13,997 sf)
Off-street Parking	Studios 53*1.0 = 53 1-BR Units 99*1.0 = 99 2-BR Units 40*1.5 = 60 3-BR Units 9*1.5 = 13.5 Live-Work Units 5*1.0 = 5 TOTAL 230.5	255 spaces
Accessible Parking	Residential: 2% of dwelling units 206 DU x 0.02 = 5 accessible parking spaces	5 spaces (4 spaces + 1 van accessible)
Bicycle Parking	None required	1 bicycle parking space per 5 units (11 spaces)
EV Parking	Reserved EV Spaces - 15% = 35 spaces Charger-Equipped Spaces - 50% of 35 spaces = 18 spaces	Reserved EV Spaces = 102 spaces Charger-Equipped Spaces = 17 spaces

Environmental Review

Pursuant to the California Environmental Quality Act (CEQA), staff finds that the proposed project is categorically exempt pursuant to Article 19 Categorical Exemptions, CEQA Guidelines Section 15332 “In-fill Development Projects.”

Recommendation

Staff recommends that the Downtown Advisory Committee (DAC) recommend to the Community Development Commission (CDC) approval of the Development Plan, Vesting Tentative Map, and Density Bonus request to allow the construction of a mixed-use project with 206 dwelling units, including 31 units (15%) reserved for low and moderate-income households at 810 Mission Avenue.

Attachments:

1. Description and Justification Letter (Online)
2. Project Plans (Online)