

CITY OF OCEANSIDE



2021-2029 Housing Element



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Contents

I.	Introduction.....	I-4
A.	Purpose of the Housing Element	I-4
B.	Data Sources and Methods	I-5
C.	Public Participation	I-5
D.	Consistency with Other Elements of the General Plan.....	I-8
II.	Housing Needs Assessment	II-1
A.	Community Context	II-1
B.	Population Characteristics	II-5
C.	Household Characteristics	II-7
D.	Employment	II-11
E.	Housing Stock Characteristics	II-14
F.	Special Needs.....	II-17
G.	Assisted Housing at Risk of Conversion	II-24
H.	Housing Constructed, Demolished or Converted within the Coastal Zone	II-27
I.	Future Housing Needs	II-28
III.	Resources and Opportunities	III-1
A.	Land Resources	III-1
B.	Financial and Administrative Resources.....	III-3
C.	Energy Conservation Opportunities	III-4
IV.	Constraints.....	IV-1
A.	Governmental Constraints	IV-1
B.	Non-Governmental Constraints.....	IV-34
V.	Housing Action Plan	V-1
A.	Housing Goals and Policies	V-1
B.	Housing Programs.....	V-3
C.	Quantified Objectives	V-20
	Appendix A: Evaluation of the Prior Housing Element	A-1
	Appendix B: Land Inventory	B-1
	Appendix C: Public Participation Summary	C-1
	Appendix D: Affirmatively Furthering Fair Housing	D-1

List of Tables

Table 1: Population Trends, 1990-2030- Oceanside vs. San Diego County	II-5
Table 2: Age Distribution- Oceanside vs. San Diego County	II-6
Table 3: Race/Ethnicity- Oceanside vs. San Diego County	II-7
Table 4: Household Composition- Oceanside vs. San Diego County	II-8
Table 5: Household Tenure – Oceanside vs. San Diego County	II-8
Table 6: Overcrowding – Oceanside vs. San Diego County	II-9
Table 7: Cost Burden by Income Category	II-10
Table 8: Labor Force – Oceanside vs. San Diego County	II-11
Table 9: Housing by Type - Oceanside vs. San Diego County	II-14
Table 10: Age of Housing Stock – Oceanside vs. San Diego County	II-15
Table 11: Income Categories and Affordable Housing Costs (2020) – San Diego County	II-16
Table 12: Median Housing Prices – Oceanside 2020.....	II-17
Table 13: 2020 Rental Market Surveys – Oceanside	II-17
Table 14: Persons with Disabilities by Age Group	II-18
Table 15: Elderly Households by Tenure	II-20
Table 16: Household Size by Tenure	II-20
Table 17: Household Type by Tenure	II-20
Table 18: Agricultural Employment	II-21
Table 19 : Assisted Low Income Rental Units Subject To Termination	II-26
Table 20: Coastal Zone Housing Units 1982-2020	II-28
Table 21: Oceanside Housing Growth Needs 2021-2029	II-29
Table 22: Progress Toward the 2021-2029 RHNA	III-1
Table 23: Land Inventory Summary	III-2
Table 24: Residential Land Use Categories – Oceanside General Plan	IV-1
Table 25: Residential Zoning Districts (Inland Area)	IV-4
Table 26: Permitted Residential Uses in Residential Zoning Districts (Inland Area)	IV-5
Table 27: Permitted Residential Uses by Non-Residential Zoning District (Inland Area)	IV-5
Table 28: Permitted Residential Uses by Residential Zoning District (Coastal Zone)	IV-6
Table 29: Permitted Residential Uses by Downtown Zoning Subdistrict (Article 12)	IV-7
Table 30: Vacant Parcels in SSCP Zoned CP and GC Districts.....	IV-13
Table 31: Residential Development Standards – Inland Area	IV-17
Table 32: Residential Development Standards – Coastal Zone.....	IV-18
Table 33: Residential Development Standards – Downtown District	IV-18
Table 34: Residential Parking Requirements.....	IV-19
Table 35: Accessory Dwelling Unit Design Standards.....	IV-20
Table 36: Residential Permit Review Processing	IV-29
Table 37: Planning and Development Fees	IV-32
Table 38: Fee Comparisons (2019-2020)	IV-33
Table 39: Street Improvement Standards	IV-34
Table 40: Disposition of Home Purchase and Improvement Loan Applications	IV-37
Table 41: AFFH Action Matrix.....	V-20
Table 42: Quantified Objectives (2021-2029)	V-31

List of Figures

Figure 1: Regional Location Map	II-2
Figure 2: Economic Development Dashboard	II-3
Figure 3: Projected Job Growth- Oceanside vs. San Diego County	II-11
Figure 4: 2050 Regional Growth Forecast- San Diego County	II-12
Figure 5: 2020 Homeless Estimates by Subregion – San Diego County	II-23
Figure 6: SANDAG Smart Growth Concept Map – North County Subregion	IV-25

I. INTRODUCTION

A. Purpose of the Housing Element

State law recognizes the vital role local governments play in the supply and affordability of housing. Each local government in California is required to adopt a comprehensive, long-term General Plan for the physical development of the city or county. The Housing Element is one of seven mandated elements of the General Plan. Housing Element law, first enacted in 1969, mandates that local governments plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that, in order for the private market to adequately address housing needs, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, housing policy in California rests largely upon the effective implementation of local General Plans and, in particular, local Housing Elements. Housing Element law also requires the California Department of Housing and Community Development (HCD) to review local housing elements and to report its written findings with respect to the Housing Element's conformance with state law.

As mandated by state law, the planning period for this Housing Element extends from April 15, 2021 to April 15, 2029¹. This element identifies strategies and programs that focus on the following major goals:

- Facilitate the development of a variety of housing types for all income levels to meet the existing and future needs of residents, including the homeless and persons with special needs;
- Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing;
- Maintain and enhance the quality of existing residential neighborhoods;
- Promote equal housing opportunities for all persons;
- Encourage new housing growth patterns that conform to local, regional and state policies for sustainable development and energy use.

The Housing Element consists of the following major components:

- An analysis of the City's demographic and housing characteristics and trends (Chapter II);
- An evaluation of land, financial, and administrative resources available to address the City's housing goals (Chapter III);
- A review of potential constraints, both governmental and non-governmental, to meeting the City's housing needs (Chapter IV); and

¹ As discussed in Chapter II, the "projection period" for the Regional Housing Needs Assessment process is slightly longer than eight years (June 30, 2020 and April 15, 2029).

- A Housing Action Plan for the 2021-2029 planning period, including housing goals, policies, programs and quantified objectives (Chapter V).
- A review of the City's accomplishments and progress in implementing the previous Housing Element (Appendix A).
- A summary of public participation for the development of the Housing Element (Appendix B).
- A detailed inventory of sites for meeting the projected housing needs (Appendix C).

B. Data Sources and Methods

In preparing the Housing Element various data sources are utilized. The decennial Census and the American Community Survey (ACS) provide the basis for population and household characteristics. Some population and housing unit data are also provided by the California State Department of Finance (DOF). Housing market information is drawn from both public agencies and private organizations. City records also provide data regarding housing development and rehabilitation, program accomplishments, units at risk of conversion, and housing construction and demolition activity in the Coastal Zone.

C. Public Participation

Section 65583(c)(5) of the *Government Code* states that "The local government shall make diligent effort to achieve public participation of all the economic segments of the community in the development of the housing element, and the program shall describe this effort." Public participation played an important role in the formulation and refinement of the City's housing goals and policies.

The City of Oceanside is in the process of preparing a comprehensive update to the General Plan. While due to the statutory deadline for the Housing Element, this Housing Element is being updated on a parallel but separate track from the General Plan. Extensive public outreach has been conducted to inform this Housing Element update.

1. Summary of Outreach Efforts and Comments

Involving the community is an integral part of the Housing Element process. The City of Oceanside utilized the following strategies to solicit input from the community for the City's 2021-2029 Housing Element and facilitate a meaningful dialogue about housing needs and priorities in Oceanside.

a. Onward Oceanside Website and Newsletters

The Housing Element is one part of a broader planning effort, Onward Oceanside, which encompasses an update to the General Plan, the Housing Element, a Community Plan and a Specific Plan. While the Housing Element deals with housing issues most directly, all of the other planning efforts significantly intertwined with the City's long-range housing production objectives. The project website, www.onwardoceanside.com, was launched

in April 2020, and served as a one-stop shop for interested parties to learn about the different plans, read project documents and resources, sign up for the project mailing list or upcoming opportunities for participation, and contact appropriate City staff at any point in the planning process. The Onward Oceanside newsletter was a quarterly email update to an audience of more than 1,500 subscribers which often promoted websites, surveys, and new documents, and gave updates on the project status. The website encouraged ongoing participation between City Staff and invested community members; community feedback gathered through the website's contact form helped shape Housing Element policies and programs.

b. Planner Office Hours

During the Fall and Winter of 2020, City Staff held regular office hours that community members could sign up for, in which they were able to discuss their ideas for housing and development as well as voice concerns.

c. Focus Group Discussions

Housing, Development, and Real Estate Industry. Focused panel discussions with representatives from the development community and real estate industry—including Cushman Wakefield, Andrew Malick (a multi-family and mixed use developer), Community Housing Works, Integral, Lightfoot Planning, and Tam & Associates—were conducted to inform the preparation of the Housing Resources, Housing Needs Assessment, and Housing Programs sections of the Housing Element. The discussion focused on several key themes, including the link between high density housing and transit, highlighting that Oceanside has significant transit amenities and that co-location is in line with state goals; strategies to address the challenges that affordable housing developers face in building vertical mixed use; and strategies to protect and improve existing affordable housing, such as mobile homes, as well as promoting a greater mix of housing types that meet people's needs, preferences, and incomes, such as accessory dwelling units, senior housing, and multi-family housing.

Property Owner Forum. Another discussion was held between non-residential property owners along each of the three corridors being targeted for mixed use and residential development in the Smart and Sustainable Corridors Specific Plan. This discussion focused on understanding the realistic capacity and timeline for new housing within the corridors, as well as barriers and opportunities to improve current zoning and permitting processes in order to improve the feasibility of housing and mixed-use development projects.

Input from these focused discussions provided guidance on where new housing should go and what challenges the City faces in promoting more affordable housing; findings from these panels were used to formulate Housing Element policies and programs.

d. Online Surveys

Two citywide online surveys, available in English and Spanish, were conducted as part of the City's concurrent efforts to update the Oceanside General Plan and valuable input was provided by the community for how the City can develop in the coming years. An additional survey was available exclusively in Spanish. Over 650 responses were received from the surveys and overall, community members indicated strong support for mixed use development along key transit corridors and a wider range of housing types suitable for

people of all ages and income levels. Community feedback emphasized housing affordability, quality, and the importance of connecting new housing with services and amenities such as transit access. Participants were asked where they would like to see new housing in the City; the majority of participants wanted to see more housing near transit stations and in existing commercial areas. Many survey respondents expressed that homelessness was a top issue of concern, and some believed that more affordable and transitional housing with services could help the unhoused. Other survey respondents emphasized the importance of preserving existing residential neighborhoods and agricultural areas when deciding where to put new housing. The Housing Plan includes policies and programs that support the availability of a wide range of housing to meet the existing and future needs of Oceanside residents. Most of the Housing Element Sites Inventory includes sites along/near corridors, as preferred by the community.

e. Community Workshops

Four online workshops were conducted to receive community feedback on the spectrum of Oceanside, including land use, transportation, community facilities, and the SSCSP. Live Spanish translation was available. Workshop participation ranged from 80-170 participants per meeting. One workshop focused entirely on the Housing Element, and covered the requirements, process, and goals of the Housing Element. In that workshop, participants gave feedback through interactive polls, a mapping exercise, and in facilitated breakout room discussions.

The number one housing concern that workshop participants identified in a Zoom poll was overcrowding, followed closely by housing affordability. Many participants believed housing affordability to be one of the biggest issues facing Oceanside and emphasized the need for a range of housing types, sizes, and affordability levels, including housing for special groups, such as senior housing, accessory dwelling units, mobile home parks, and transitional housing. The importance of preserving rural/open spaces and agricultural land was noted as important for many participants, and there was strong support for accommodating growth through infill and redevelopment rather than through the conversion of open space and agricultural land.

When participants were asked to pin on a map where they would like to see new housing located, many indicated the corridors as suitable for most new development. Within the city's established corridors, the opportunity to increase the mix of residential and non-residential land uses through infill development was noted as a way to accommodate more residents, support existing and upcoming businesses with greater connection to potential customers, and increase the likelihood of getting around the city conveniently through public transit and improved streetscapes.

f. Incorporation of Feedback in Housing Element

A draft Housing Element was submitted to HCD on April 2, 2021 and made available for public review and comment from April 5, 2021 to May 7, 2021. On May 20, 2021, the City re-submitted the draft Housing Element to HCD, incorporating feedback received up to that date (extending past the May 7, 2021 deadline). On June 1, 2021, HCD issued findings detailing the necessary revisions to bring the Housing Element into conformance with state law. The Planning Commission recommended adoption of the Housing Element on June 7, 2021 and City Council adopted the Housing Element on June

16, 2021 with an understanding that adoption was necessary to meet the statutory deadline of April 15, 2021 (with the 120-day period). The Council and public were made aware to expect changes/amendment to the adopted Housing Element to receive certification by HCD.

Appendix C provides a Summary of the comments received by themes. The overall themes of the feedback centered around strong support for mixed use development along key transit corridors and a wider range of housing types suitable for people of all ages and income levels. Community feedback emphasized facilitating and preserving affordable housing, the importance of connecting new housing with services and amenities such as transit access as well as preserving agricultural land.

The City submitted the Revised Housing Element to HCD for review on February 22, 2022, which incorporated feedback received on the draft Housing Element first made available on April 5, 2021 through written comment as well as public comments from the Planning Commission meeting on June 7, 2021 and the City Council Meeting on June 16, 2021. On April 22, 2022 HCD issued findings detailing additional revisions to bring the Housing Element into conformance with state law. The City made the Revised Housing Element (October 2022) available for public review for the required seven days starting on October 25, 2022. The City received one comment letter stating that the Draft Housing Element does not align with the City's Draft Inclusionary Housing Ordinance (IHO) Update. The City reviewed both documents and found that the policies and actions in the HE adequately address and align with the efforts to update the IHO. A detailed response to the comment letter is found on Appendix C: Public Participation Summary.

The Revised Housing Element Draft is being resubmitted to HCD on December 5, 2022 for a 60-day compliance review. The City will continue to receive comments during HCD's 60 day review. Upon review and approval by HCD, the Revised Housing Element will be considered by the City Council.

g. Decision-Maker Meetings and Hearings

On May 25, 2021, staff provided a presentation of the draft Housing Element to the Housing Commission. The Commission did not conduct a formal vote or recommendation, but individual commissions provided comments and questions. The draft Housing Element was reviewed at the Planning Commission on June 7, 2021 and recommended for adoption. The Housing Element was reviewed and adopted by City Council on June 16, 2021.

Please see Appendix C for more information regarding the public involvement process.

D. Consistency with Other Elements of the General Plan

The elements that comprise the Oceanside General Plan are required to be internally consistent. For example, residential development capacities established in the Land Use Element, as well as constraints to development identified in the Safety Element and Noise Element, are incorporated into the land use assumptions contained in this Housing Element. The City is in the process of updating the General Plan. The City will ensure the Housing Element and General Plan achieve internal consistency as part of the update. As

elements are updated in the future, the City will evaluate the Housing Element for consistency with the updates.

SB 1087 of 2005 requires cities to provide a copy of their Housing Elements to local water and sewer providers, and also requires that these agencies provide priority hookups for developments with lower-income housing. Water and wastewater service in Oceanside are municipal functions (under the charge of the City's Water Utilities Department), and thus conformance of water and wastewater operations with Housing Element policies can be established and monitored through internal dialogue and coordination.

II. HOUSING NEEDS ASSESSMENT

This chapter explores Oceanside's demographic and socioeconomic characteristics in relation to its housing supply and thereby lays the groundwork for policies and programs to address housing needs. This Housing Needs Assessment utilizes the most recent data from the U.S. Census, California Department of Finance (DOF), California Employment Development Department (EDD), San Diego Association of Governments (SANDAG) and other relevant sources.

A. Community Context

Comprising 43 square miles adjacent to the Pacific Ocean, the cities of Carlsbad and Vista, the unincorporated communities of Bonsall and Fallbrook, and Camp Joseph H. Pendleton Marine Corps Base, the City of Oceanside is situated in the far northwest corner of San Diego County (see Figure 1). In 1980, the City had 76,698 residents. By 2010, the City's population had more than doubled to 167,086. The City's population has continued to grow, although at much lower rates, to 177,335 in 2020, making it the third largest jurisdiction in the region according to the California DOF population estimates.

With the City's immediate coastal areas (west of Interstate 5) having been largely built out several generations ago, most of the population and housing growth experienced over the past four decades has occurred in central and eastern portions of the City, including large master planned development in the Rancho del Oro, Ocean Hills and Morro Hills neighborhoods. New housing has also materialized as scattered infill and redevelopment in the City's coastal neighborhoods and along the Mission Avenue, Oceanside Boulevard and Vista Way commercial corridors. Over the past decade, the City has seen new housing in conjunction with mixed-use development, both in the downtown area and along the Highway 78 corridor. It is anticipated that mixed-use development will account for a significant share of the City's future housing growth over the 2021-2029 Housing Element planning period.

In an effort to build its employment base, the City has attracted various manufacturing enterprises and other job-generating land uses to its Rancho del Oro and Ocean Ranch business parks. The City has also bolstered its hospitality industry with new hotel and timeshare development. However, the City has one of the lowest jobs-to-housing ratios in the San Diego region. To address this jobs-to-housing imbalance, the City prepared an economic development "dashboard" in 2008 that includes policies for maintaining the City's existing inventory of commercial and industrial land, encouraging high-paying industry clusters such as biotech and environmental sciences, and increasing the City's share of the regional tourism market. The use of the Economic Development Dashboard continues to be promoted by the City's Economic Development Commission as a decision-making tool, by educating the public on the long-term impacts of decisions being made.

In 2019, the City also prepared an Economic Development Element (EDE) for the General Plan to establish, refine, and consolidate goals and policies that will inform future actions affecting the City's fiscal resources and the local economy. The EDE seeks to promote a local economy that captures its share of regional business activity, employment and

investment, supports the stability and expansion of existing businesses, leverages local assets to attract stable, high-quality employers, grows the local tax base to provide for more public services and amenities, and withstands economic upheaval at the state, national, and global levels.

Figure 1: Regional Location Map

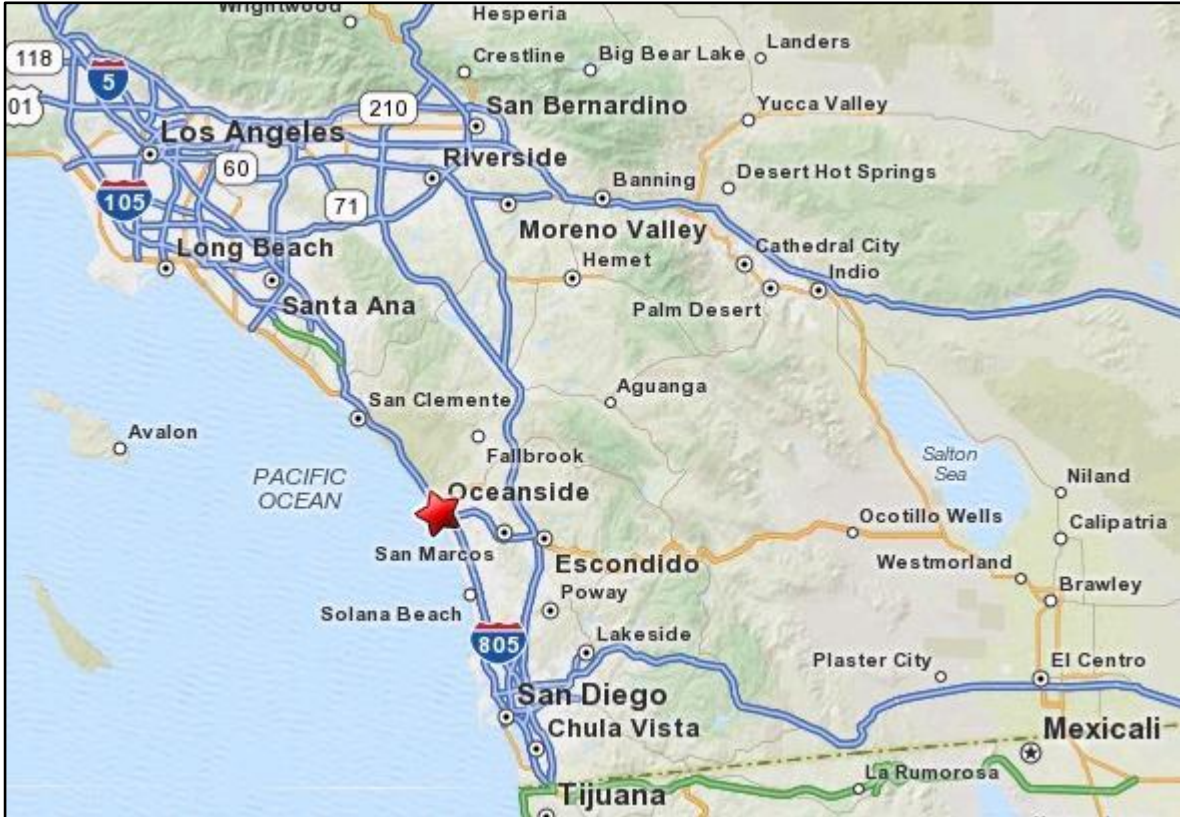
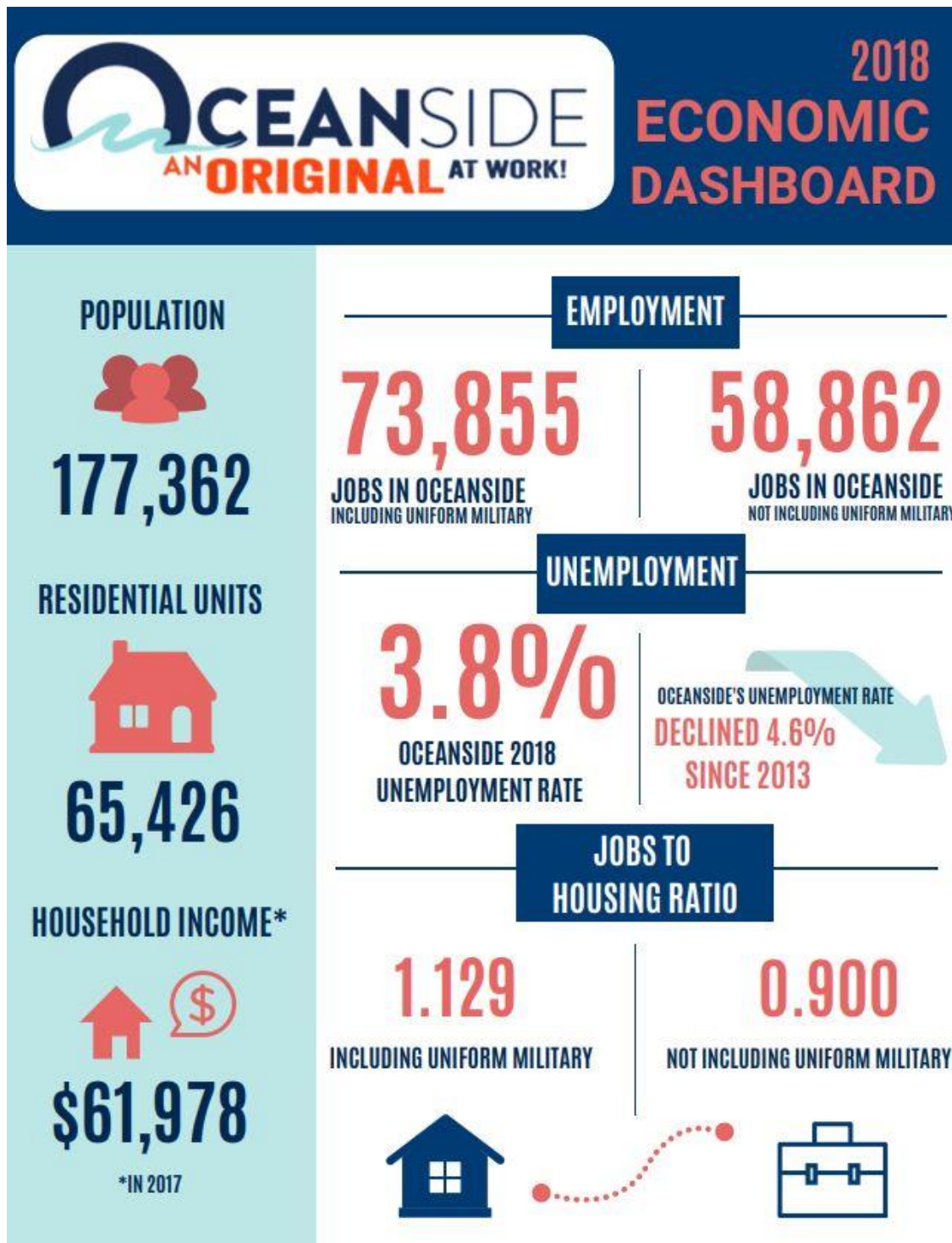


Figure 2: Economic Development Dashboard



Oceanside was incorporated in 1888 coinciding with the arrival of the railroad between San Bernardino and San Diego. Much of the original land grant property north of the City was sold to the United States government in 1942 for the establishment of Camp Joseph H. Pendleton Marine Corps Base. The City has long accommodated a significant share of Camp Pendleton's housing needs, while the City's retail and service sectors provide for the consumer needs of many active-duty Marines and other base personnel.

One of the San Diego region's ten beachfront jurisdictions, Oceanside has 3.7 miles of shoreline that attract vacationers from around the world. Other coastal amenities include a small-craft harbor and California's longest wooden fishing pier. With some of the most consistent surf on the West Coast, the City hosts over numerous professional surfing tournaments each year.

Today, Oceanside is a diverse community that provides all the conveniences of a modern city without many of the disadvantages. Located just 35 miles north of San Diego and 83 miles south of Los Angeles, Oceanside offers exceptional weather, scenic and cultural resources, convenient transportation options, comparatively affordable housing costs, and, through Mira Costa Community College, a wide range of higher education programs. The City also enjoys significant agricultural resources in its northeastern quadrant, providing a local food source and employment for an estimated 1,000 residents.

Interstate 5, one of California's main highways, runs through Oceanside, as does State Route 78, which provides access to Interstate 15 to the east. State Route 76, which runs northeast, also provides access to Interstate 15. With the Los Angeles area to the north and the San Diego/Tijuana area to the south, Oceanside enjoys proximity to all major Southern California destinations. At the same time, being bounded by the Pacific Ocean to the west, the San Luis Rey River to the north and Buena Vista Lagoon to the south, the City maintains a distinct geography that contributes to a strong sense of place.

In addition to being well-connected to the regional roadway network, Oceanside is also well-served by bus and rail service. Rail service through Oceanside includes the Amtrak Pacific Surfliner as well as the *Coaster* and *Sprinter* commuter lines operated by the North County Transit District (NCTD). The *Coaster* provides north-south service



between Oceanside and downtown San Diego, while the *Sprinter*, which began service in 2008, roughly parallels SR-78 and provides a North County east-west mass transit link between the cities of Oceanside, Escondido, San Marcos and Vista. NCTD bus service in Oceanside includes high-frequency headways between the Oceanside and Vista Transit Centers along the Mission Avenue and Vista Way commercial corridors, as well as half-hour service between Oceanside and the University Town Center area of San Diego along Highway 101.

Due in large part to the prevalence of transit service in Oceanside, the City has eight designated Smart Growth Opportunity Areas on the San Diego Regional Smart Growth

Concept Map, established by the San Diego Association of Governments in 2005 and updated in 2016. All situated within a quarter-mile radius of transit stations, these opportunity areas are expected to accommodate much of the City's future housing growth in both mixed-use and exclusively residential mid-rise development.

B. Population Characteristics

1. Population Growth Trends

During the past two decades the population of Oceanside has increased from about 160,000 to approximately 177,000 in 2020. The pace of growth from 2010 to 2020 increased slightly compared to 2000-2010, with a 6% growth from 2010 to 2020. During this same time period, San Diego County growth slowed, with an increase in population of only 8% between 2010 and 2020, compared to 10% in the prior decade (see Table 1).

Oceanside's slower rate of population growth relative to what the county at-large experienced between 2010 and 2018 is largely the result of diminishing land resources in the City. This slower growth rate also stems from declining birth rates in Oceanside, which are consistent with a rising median income and an aging demographic. According to the American Community Survey, Oceanside birthrate declined from 6% to 5% between 2010 and 2018². During that period, the share of the population aged less than 5 years old decreased from 7% to 6% while the share of senior population (65 and older) increased from 13% to 16%. Median income in Oceanside increased from \$58,377 to \$61,656 between 2010 and 2018.

Regional growth forecast³ projected that Oceanside's population would increase to 177,840 by 2020, which is on track with 2020 population estimates. The growth forecast projects that Oceanside's population will continue to increase by 5% to 185,859 in 2030 while the housing stock will grow also grow by 5% during this same period.

Table 1: Population Trends, 1990-2030- Oceanside vs. San Diego County

	2000	2010	2020	2030*	Growth 2000-2010	Growth 2010-2020	Projected Growth 2020-2030
Oceanside	161,029	167,086	177,335	185,859	4%	6%	5%
San Diego County	2,813,833	3,095,313	3,343,355	3,741,666	10%	8%	12%

*Projected

Source: U.S. Census, California Department of Finance, E-5 City/County Population and Housing Estimates, 1/1/2020. SANDAG, 2050 Series 13 Regional Growth Forecast (data extracted on: 01/2021).

² Birthrate calculated as women between 15 and 50 who had a birth within the past 12 months.

³ Series 13 Regional Growth Forecast accepted by the SANDAG Board of Directors in October 2013.

2. Age Distribution

Housing needs are influenced by the age characteristics of the population. Different age groups require different accommodations based on lifestyle, family type, income level, and housing preference. Table 2 shows the city's population distribution by age group. The table shows that the city's population characteristics are similar to the county as a whole, but Oceanside has a slightly lower proportion of people under 18 and a slightly higher proportion of seniors 65 years or older. As the "Baby Boom" generation enters the retirement years, the needs for senior housing are expected to increase significantly. As of 2018, approximately 16% of the city's population was age 65 or older. According to SANDAG's growth forecast⁴, Oceanside's senior population (65+) is expected to increase by 40%† between 2020 and 2050.

Table 2: Age Distribution- Oceanside vs. San Diego County

Age Group	Oceanside		San Diego County	
	Persons	%	Persons	%
Under 5 years	10,851	6%	211,969	6%
5 to 9 years	10,198	6%	198,148	6%
10 to 14 years	10,434	6%	197,726	6%
15 to 19 years	10,443	6%	209,496	6%
20 to 24 years	12,612	7%	262,118	8%
25 to 29 years	13,686	8%	284,220	9%
30 to 34 years	13,471	8%	257,165	8%
35 to 39 years	11,985	7%	226,141	7%
40 to 44 years	10,275	6%	210,714	6%
45 to 49 years	10,590	6%	209,223	6%
50 to 54 years	10,437	6%	210,998	6%
55 to 59 years	12,426	7%	201,666	6%
60 to 64 years	10,767	6%	183,654	6%
65 to 69 years	8,552	5%	146,586	4%
70 to 74 years	6,727	4%	104,930	3%
75 to 79 years	4,605	3%	72,856	2%
80 to 84 years	3,783	2%	55,048	2%
85 years and over	3,547	2%	60,175	2%
Total persons	175,389	100%	3,302,833	100%
Median age	37.6		35.6	

Source: American Community Survey, 2018 5-Year Estimates

⁴ <http://profilewarehouse.sandag.org/profiles/fcst/reg999fcst.pdf>

3. Race and Ethnicity

The racial and ethnic composition of the city is similar to the county as a whole, although the Asian population in Oceanside makes up a smaller portion of the population compared to the county overall. The largest group in both city and county is non-Hispanic whites, with about 48% of the total population. About 35% of city residents are Hispanic, similar to the 34% for the county. Asians, at 7%, represent the largest non-Hispanic minority in the city, while about 12% of all county residents are of Asian descent (Table 3).

Table 3: Race/Ethnicity- Oceanside vs. San Diego County

Racial/Ethnic Group	Oceanside		San Diego County	
	Persons	%	Persons	%
Not Hispanic or Latino	114,223	65%	2,195,908	66%
-White	84,788	48%	1,515,380	46%
-Black or African American	7,952	5%	155,536	5%
-American Indian/Alaska Native	599	0%	12,282	0%
-Asian	12,971	7%	382,336	12%
-Native Hawaiian/Pacific Islander	1,203	1%	12,811	0%
-Other races or 2+ races	6,710	4%	117,563	4%
Hispanic or Latino (any race)	61,166	35%	1,106,925	34%
Total persons	175,389	100%	3,302,833	100%

Source: American Community Survey, 2018 5-Year Estimates

C. Household Characteristics

1. Household Composition and Size

Household characteristics are important indicators of the type and size of housing needed in a city. The Census defines a “household” as all persons occupying a housing unit, which may include single persons living alone, families related through marriage or blood, or unrelated persons sharing a single unit. Persons in group quarters such as dormitories, military barracks, prisons, retirement or convalescent homes, or other group living situations are included in population totals, but are not considered households.

Table 4 provides a comparison of households by type for the city and San Diego County as a whole, as reported in the 2018 ACS 5-Year Estimates. Household characteristics in Oceanside were very similar to those for the entire county. Family households comprised approximately two-thirds of all households while about one-quarter of all households consisted of a single person living alone in both the city and San Diego County as a whole. About one-third of households contained at least one elderly resident (65+), and the percentage of households with at least one resident over 65 is higher in Oceanside than in the County overall.

Table 4: Household Composition- Oceanside vs. San Diego County

Household Type	Oceanside		San Diego County	
	Households	%	Households	%
Family households:	41,858	68%	753,761	67%
Married couple family	31,635	51%	561,609	50%
With own children under 18 years	16,467	27%	335,189	30%
Male householder, no wife present	3,399	6%	58,278	5%
With own children under 18 years	1,499	2%	25,988	2%
Female householder, no husband present	6,824	11%	133,874	12%
With own children under 18 years	3,219	5%	66,423	6%
Nonfamily households:	19,798	32%	365,219	33%
Householder living alone	15,112	25%	265,198	24%
Households with individuals under 18 years	18,928	31%	373,739	33%
Households with individuals 65 years and over	19,297	32%	302,047	27%
Total households	61,656	100%	1,118,980	100%
Average household size	2.83		2.87	

Source: American Community Survey, 2018 5-Year Estimates

2. Housing Tenure and Vacancy

Housing tenure (owner versus renter) is an important indicator of the housing market. Communities need an adequate supply of units available both for rent and owner occupancy in order to accommodate a range of households with varying income, family size, composition and lifestyle. Table 5 shows that just over half of housing units in Oceanside and just under half of housing units in the county are owner-occupied. The total vacancy rate was reported at 7% for the city and for the county. However, further dissecting the overall vacancy rate indicates that both rental and for-sale vacancy rates are below optimum (5-6% for rental and 2-3% for for-sale housing). A rather significant portion of the overall vacancy rate probably came from second homes and vacation rentals. According to the rent survey conducted by the San Diego County Apartment Association in the fall of 2019, rental vacancy rates was about 2.6% based on a survey of 12 properties (530 units).

Table 5: Household Tenure – Oceanside vs. San Diego County

Housing Type	Oceanside		San Diego County	
	Units	%	Units	%
Occupied housing units	61,656	93%	1,118,980	93%
Owner-occupied housing units	34,733	52%	593,890	49%
Average household size of owner-occupied units	2.75	--	2.90	--
Renter-occupied housing units	26,923	41%	525,090	44%
Average household size of renter-occupied units	2.94	--	2.83	--
Vacant housing units	4,819	7%	85,904	7%
Homeowner vacancy rate	--	1.2%	--	1.1%
Rental vacancy rate	--	3.6%	--	4.3%
Total housing units	66,475	100%	1,204,884	100%

Source: American Community Survey, 2018 5-Year Estimates

3. Overcrowding

Overcrowding is often closely related to household income and the cost of housing. The Census Bureau considers a household to be overcrowded when there is more than one person per room, including living and dining rooms but excluding bathrooms and kitchens, with severe overcrowding when there are more than 1.5 occupants per room. Table 6 summarizes overcrowding for Oceanside compared to San Diego County.

Table 6: Overcrowding – Oceanside vs. San Diego County

Occupants per Room	Oceanside		San Diego County	
	Units	%	Units	%
Owner occupied units	34,733	100%	593,890	100%
1.01 to 1.50	615	2%	12,950	2%
1.51 to 2.00	157	0.4%	3,047	1%
2.01 or more	51	0.1%	1,382	0.2%
Renter occupied units	26,923	100%	525,090	100%
1.01 to 1.50	1,943	7%	37,665	6%
1.51 to 2.00	543	2%	15,888	2%
2.01 or more	147	1%	4,083	1%

Source: American Community Survey, 2018 5-Year Estimates

The incidence of overcrowding for owner-occupied units is about 1.5% in the City and 1.2% the county. For renter-occupied units, about 3% of units in Oceanside and about 3% of units countywide reported overcrowding.

4. Cost Burden

Cost burden occurs when housing costs exceed 30% of gross household income. Table 7 displays estimates for cost burden for Oceanside households by income category. According to Census data, 74% of all lower income renter-households and 55% of all lower income owner-households in Oceanside experienced housing cost burden. These cost burden rates are significantly higher than for moderate and above moderate income households.

Although homeowners enjoy income and property tax deductions and other benefits that help to compensate for high housing costs, lower income homeowners may need to defer maintenance or repairs due to limited funds, which can lead to deterioration. For lower

income renters, severe cost burden can require families to double up resulting in overcrowding and related problems.

The high cost of housing throughout the region, and especially in coastal communities, is the primary cause of cost burden. It is worth noting, however, that land and housing values in Oceanside vary widely across the jurisdiction, with inland areas generally being significantly less costly than immediate coastal areas.

Table 7: Cost Burden by Income Category

Income Category	Renters		Owners		Total Households	
	Households	%	Households	%	Households	%
Extremely low households (<=30% HAMFI*)	5,480		3,490		8,970	65%
Households overpaying	3,705	68%	2,135	61%	5,840	
Very low households (>30% to <=50% HAMFI)	5,355		3,220		8,575	75%
Households overpaying	4,545	85%	1,850	57%	6,395	
Low households (>50% to <=80% HAMFI)	6,330		6,200		12,530	61%
Households overpaying	4,520	71%	3,100	50%	7,620	
All lower-income households	17,165		12,910		30,075	66%
Households overpaying	12,770	74%	7,085	55%	19,855	
Moderate households (>80% to <=100% HAMFI)	2,995		3,545		6,540	44%
Households overpaying	1,485	50%	1,370	39%	2,855	
Moderate households (>100% HAMFI)	7,135		18,230		25,365	14%
Households overpaying	780	11%	2,660	15%	3,440	
All households	27,295		34,685		61,980	42%
Households overpaying	15,035	55%	11,115	32%	26,150	65%

Source: U.S. Department of Housing and Urban Development, CHAS, based on the 2013-2017 ACS.

*HUD Area Median Family Income

Extremely-Low-Income Households

State law requires quantification and analysis of existing and projected housing needs of extremely low income (ELI) households. Extremely low income is defined as less than 30% of area median income. The 2020 area median income for San Diego County was \$92,700⁵. For ELI households, this results in an income of \$34,650 or less for a four-person household, when adjusted for high housing costs. Households with extremely low incomes have a variety of housing challenges and needs.

Existing Needs

According to Census Bureau ACS estimates, approximately 8,970 ELI households resided in Oceanside (Table 7) Approximately 68% of ELI renter-households had housing cost burden, while about 61% of ELI owners were cost burdened.

Projected Needs

The projected housing need for ELI households is assumed to be 50% of the very low income regional housing need of 1,268 units. As a result, the City has a projected need for

⁵ California HCD, "Revised Official State Income Limits for 2020," 4/1/2020. Income limits are adjusted for high housing costs.

634 ELI units. The resources and programs to address this need are the same as those devoted to low income housing in general and are discussed throughout the Housing Element. Because the needs of ELI households overlap extensively with other special needs groups, further analysis and resources for ELI households can be found in Chapter IV, Constraints, Section A.1.d. (Special Needs Housing).

D. Employment

Employment and job growth will have an influence on housing needs during this upcoming planning period. Table 8 shows that about two-thirds of the population aged 16+ were in the labor force during 2018, both in Oceanside and in San Diego County. About 2% of city and 3% county residents were in the armed forces.

Table 8: Labor Force – Oceanside vs. San Diego County

Labor Force Status	Oceanside		San Diego County	
	Persons	%	Persons	%
Population 16 years and over	142,187	100%	2,695,957	100%
In labor force	91,921	65%	1,775,600	66%
Civilian labor force	89,501	63%	1,697,366	63%
Employed	83,950	59%	1,606,430	60%
Unemployed	5,551	4%	90,936	3%
Armed Forces	2,420	2%	78,234	3%
Not in labor force	50,266	35%	920,357	34%

Source: American Community Survey, 2018 5-Year Estimates

Future housing needs are affected by the number and type of new jobs created during this planning period. SANDAG's forecast of job growth for Oceanside and the San Diego region from 2010 to 2050 is shown in Figure 30 below. As seen in this chart, Oceanside's job growth is projected to be faster than the region until 2035, at which point growth slows compared to the region. While growth was projected to be 17% between 2010 and 2020, it slows to 10% between 2020 and 2035, and only 2 percent between 2035 and 2050.

Figure 3: Projected Job Growth- Oceanside vs. San Diego County

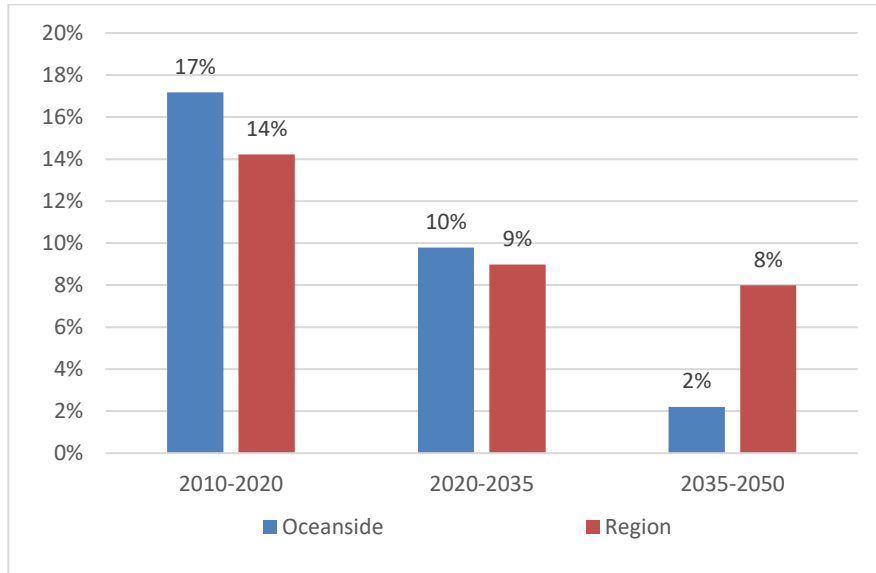
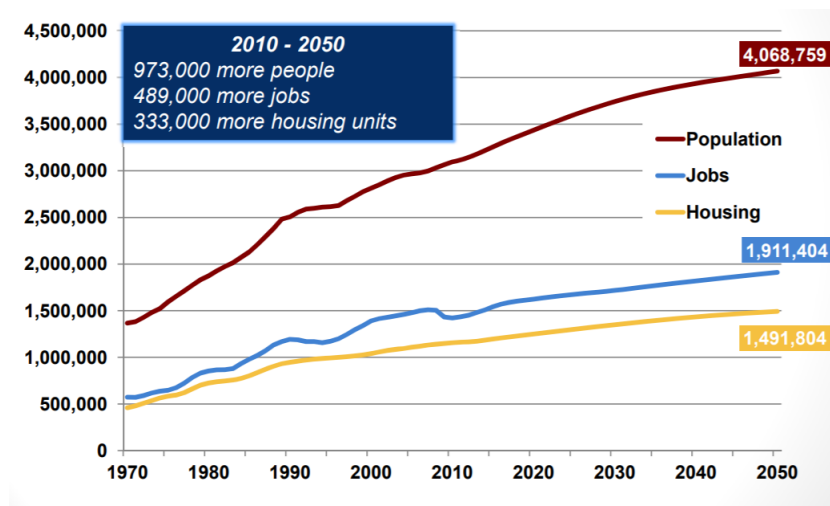


Figure 4 shows SANDAG's projected growth trends to 2050 for population, jobs and housing for the region. Population in the county is expected to reach 4.07 million with 1.91 million jobs and 1.49 million housing units by 2050. The Regional Housing Needs Assessment (RHNA), which is discussed later in this chapter, is based on the regional growth forecast for the current Housing Element projection period of 2021-2029.

Oceanside is a "jobs-poor" city with just 0.71 jobs for each housing unit in 2020 compared to 1.30 jobs per housing unit countywide. By 2050, SANDAG's forecast shows Oceanside's jobs/housing ratio improving slightly to 0.76, but this would still be significantly lower than the 1.28 jobs/housing unit forecasted for the entire county in 2050. This imbalance has significant implications for future land use policy.

Figure 4: 2050 Regional Growth Forecast- San Diego County



1. Impacts of COVID-19

With the outbreak of the COVID-19 pandemic, over 26 million unemployment insurance claims were filed between March 15 and April 18 at the start of stay-at-home orders as reported by the US Department of Labor. In response Congress passed major relief bills including the \$2 trillion CARES Act, which includes benefits and expanded eligibility for unemployment insurance, forgivable small-business loans, economic relief payments sent directly to most US households, aid to state and local governments, and increased funding for housing assistance and other safety net programs.

The Census Bureau along with other governmental agencies partnered to design the Household Pulse Survey to publish data in as close to real time as possible during the COVID-19 pandemic. The survey provides vital insights on how American households are affected and coping during the pandemic. The Census Bureau expects to collect data for 90 days and release data weekly. One such way the Census Bureau is measuring household experiences during the coronavirus pandemic is through the Household Pulse Survey. Household Pulse Survey results been reported for State and some Metropolitan Area geographies but data for the San Diego Metropolitan Area has not been reported. Results for the Week 20 Survey (Week of November 25 to December 7) showed that 54% (16.2 million) of adults in California reported that they or someone in their household had experienced a loss of employment income since March 13, 2020. About 11 million adult respondents (39%) also expected themselves or someone in their household to lose employment income in the next 4 weeks. In Oceanside, the "pre-COVID" unemployment rate was reported at 4.4% as of March 2020 by the State Employment Development Department. Unemployment rates peaked in April 2020 at 17%. As of December 2020, unemployment rates in Oceanside had decreased to 8.4% but were still double the pre-COVID rates.

In the San Diego region, multiple reports have been completed by the SANDAG to show the impacts of COVID-19. On October 15, 2020 SANDAG published the "COVID-19 Impacts on The San Diego Regional Economy" report showing a six-month economic analysis since the Stay at Home Order. According to this report, an estimated 176,000 workers were unemployed due to COVID-19 in the San Diego region with lower income workers more likely to be out of work compared to middle and high income workers. Pre-COVID, the region had just over 50,000 unemployed workers. The report also identified the Tourism, Retail, and Education sectors as disproportionately affected by COVID-19. These sectors lost an estimated 141,000 workers, representing 80% of those unemployed due to COVID-19 in the region. Females in the Education sector and younger and Hispanic workers were also found to be more likely to lose their jobs in the Tourism sector during this period. The sectors most affected by COVID-19 are also the sectors that employ the highest share of Oceanside residents. About 20% of the Oceanside's civilian population over the age of 16 were employed in the education industry in 2018 according to the ACS. Tourism and retail industries accounted for 14% and 12% of Oceanside's employed population, respectively.

SANDAG reported on June 16, 2020 that Black and Hispanic communities had been disproportionately impacted by COVID-19 throughout the county. These minorities account for a significant portion of essential workers who continued to go to work, and those who became unemployed in Tourism and "non-essential" Retail sectors due to the pandemic.

Black and Hispanic populations were four times as likely to live in areas that had been impacted by COVID-19 and unemployment than White population and twice as likely when compared to the Asian population. Overall, the southern part of the County is also most affected by both the highest unemployment rates and highest percentage of COVID-19 cases in the region. The report classified ZIP codes with high unemployment rates and high percentages of COVID-19 cases as “hardest hit” areas. As of June 1, 2020, none of Oceanside’s ZIP codes were identified as among the hardest hit ZIP codes of the 34 ZIP codes reported, Oceanside ranked 7, 21, 26, and 27 for unemployment (one being hardest hit) for the ZIP codes 92054, 92056, 92057, 92058, respectively. The impacts of COVID-19 on housing affordability and housing problems (such as cost burden) are expected to worsen as the pandemic extends, although no data is available yet to substantiate the projections.

E. Housing Stock Characteristics

This section presents an evaluation of the characteristics of the city’s existing housing stock and helps to identify and prioritize needs. The factors evaluated include the number and type of housing units, recent growth trends, housing age and condition, housing costs, and assisted affordable units at-risk of loss due to expiration of affordability covenants.

1. Housing Type and Growth Trends

Table 9 provides a breakdown of the City’s housing stock by unit type compared to that of San Diego County as a whole. More than half the current housing stock in both the City and County is represented by single-family detached homes.

While the majority of existing housing is composed of single-family detached homes, SANDAG projects that about 80% of new residential development in San Diego County between 2008 and 2050 will be higher density attached housing⁶. This trend toward more compact development is consistent with the smart growth principles encouraged by state law and embodied in regional plans and programs.

Table 9: Housing by Type - Oceanside vs. San Diego County

Structure Type	Oceanside		San Diego County	
	Units	%	Units	%
Single-family detached	35,216	53%	616,928	51%
Single-family attached	7,948	12%	115,952	10%
Multi-family: 2 units	871	1%	20,781	2%
Multi-family: 3-4 units	3,720	6%	58,732	5%
Multi-family: 5-9 units	5,228	8%	93,597	8%
Multi-family: 10-19 units	4,662	7%	80,616	7%
Multi-family: 20+ units	5,675	9%	174,750	15%
Mobile homes	3,107	5%	42,081	4%
Boat, RV, van, etc.	48	0.1%	1,447	0.1%
Total units	66,475	100%	1,204,884	100%

Source: American Community Survey, 2018 5-Year Estimates

⁶ SANDAG, 2050 Regional Transportation Plan, p. 14

2. Housing Age and Conditions

Housing age is often an important indicator of housing condition. Housing units built prior to 1978 may contain lead-based paint in deteriorated condition. Lead-based paint becomes hazardous to children under age six and to pregnant women when it peels off walls or is pulverized by windows and doors opening and closing.

Table 10 shows that about 19% of all housing units in Oceanside were constructed prior to 1970, compared to about 30% of those in the County as a whole. Almost half (47%) of homes in the City are newer than 40 years old (built after 1979), and housing conditions are generally good to excellent on a citywide basis. Addressing substandard conditions in the City's current housing stock is primarily the task of the City's Code Enforcement Division, which enforces compliance with current building and safety standards as well as state and local laws intended to alleviate public nuisances. The Code Enforcement Division seeks to maintain a high quality of life for residents and visitors by addressing health and safety hazards, visual blight and other deficiencies in the current housing stock. Most code enforcement activities are either complaint-driven or the result of observations of City staff. Based on the observations of City staff, an estimated 10% of housing units (about 6,600 units) may be considered substandard and in need of rehabilitation. This estimate is based Code Enforcement observations of typical enforcement activities and age of the City's housing stock.

Table 10: Age of Housing Stock – Oceanside vs. San Diego County

Year Built	Oceanside		San Diego County	
	Units	%	Units	%
Built 2010 or later	1,434	2%	35,306	3%
Built 2000 to 2009	6,948	11%	145,104	12%
Built 1990 to 1999	12,439	19%	151,967	13%
Built 1980 to 1989	17,329	26%	230,420	19%
Built 1970 to 1979	15,997	24%	272,251	23%
Built 1960 to 1969	6,507	10%	144,647	12%
Built 1950 to 1959	3,467	5%	130,316	11%
Built 1940 to 1949	1,180	2%	41,844	4%
Built 1939 or earlier	1,174	2%	53,029	4%
Total units	66,475	100%	1,204,884	100%

Source: American Community Survey, 2018 5-Year Estimates

3. Housing Cost

a. Housing Affordability Criteria

State law establishes five income categories for purposes of housing programs based on the area (i.e., county) median income ("AMI"): extremely low (30% or less of AMI), very low (31-50% of AMI), low (51-80% of AMI), moderate (81-120% of AMI) and above moderate (over 120% of AMI). Housing affordability is based on the relationship between household income and housing expenses. Each year the California Department of Housing and

Community Development⁷ publishes guidelines for determining and accommodating these income categories. Housing is generally considered “affordable” if the total monthly payment (including utilities) is no more than 30% of a household’s gross income. In some areas (such as San Diego County), these income limits may be increased to adjust for high housing costs.

Table 11 shows affordable rent levels and estimated affordable purchase prices for housing in Oceanside (and San Diego County)⁸ by income category. Based on state-adopted standards, the maximum affordable monthly cost (including utilities) for a 4-person extremely low income household is \$866, while the maximum affordable costs for very low income households is \$1,444. The maximum affordable rent for low income households is \$2,310, while the maximum for moderate income households is \$2,781.

Maximum purchase prices are more difficult to determine due to variations in mortgage interest rates and qualifying procedures, down payments, special tax assessments, homeowner association fees, property insurance rates, etc. With this caveat, the maximum home purchase prices by income category shown in Table 11 have been estimated based on typical conditions.

Table 11: Income Categories and Affordable Housing Costs (2020) – San Diego County

2020 County Median Income = \$74,900	Income Limits	Affordable Monthly Costs ¹	Affordable Rent	Affordable Price (est.)
Extremely Low (<30%)	\$34,650	\$866	\$583	\$73,809
Very Low (31-50%)	\$57,750	\$1,444	\$1,161	\$172,736
Low (51-80%)	\$92,400	\$2,310	\$2,027	\$321,128
Moderate (81-120%)	\$111,250	\$2,781	\$2,498	\$401,855
Above moderate (120%+)	\$111,250+	\$2,781+	\$2,498+	\$401,855+

1. Monthly rent and utility costs combined. Utility costs based on the Housing Authority of the County of San Diego, July 2019 utility allowances.

Assumptions:

- Based on a family of 4
- 30% of gross income for rent and 35% for Taxes, Insurance, PMI, HOA
- 10% down payment, 3% interest

Source: Cal. HCD, 4/30/2020; Veronica Tam & Associates, 2020.

b. For-Sale Housing

Existing housing resale price statistics for May 2020 are shown in Table 12. Based on the estimated affordable purchase prices shown in Table 11, price statistics show that market-rate resale single-family houses in Oceanside are affordable only to above moderate income households. The typical prices for resale condominiums are also affordable for moderate and above moderate income households in some areas of the City. However, loan qualification standards have tightened considerably since the financial crash of 2008. Both condo and single-family for-sale housing options are unaffordable to lower income households.

⁷ HCD memo of 4/30/2020 (<https://www.hcd.ca.gov/grants-funding/income-limits/state-and-federal-income-limits/docs/income-limits-2020.pdf>)

⁸ Affordable rent and purchase prices are based on county median income.

Table 12: Median Housing Prices – Oceanside 2020

Area	ZIP Code	Single-Family Median	Condo Median
Oceanside Coastal	92054	\$732,500	\$450,000
Oceanside Inland	92056	\$602,000	\$375,000
Oceanside Northern	92057	\$612,000	\$331,250

Source: realtor.com June 2020

c. Rental Housing

Table 13 shows June 2020 average apartment rental rates in Oceanside as reported by Realtor.com⁹. Typical rents ranged from \$1,325 per month for studio apartments to \$2,760 per month for apartments with 3 or more bedrooms. The survey found a 1.4% vacancy rate for all rental housing in Oceanside. A rent survey by the San Diego County Apartment Association showed that rents were generally lower in the previous year.

Table 13: 2020 Rental Market Surveys – Oceanside

Bedrooms	June 2020 ¹	Fall 2019 ²
Studio	\$1,325	\$1,331
1	\$1,480	\$1,398
2	\$1,925	\$1,880
3	\$2,760	\$1,722

Sources:

1. realtor.com June 2020
2. San Diego County Apartment Association, Fall 2019

When market rents are compared to the amounts households can afford to pay (Table 11), market-rate apartments are affordable to moderate and above moderate income households only. At the very low and extremely low income levels, whose affordable rent is \$583 and \$1,161, households have a very difficult time finding affordable rentals for even the smallest apartments.

F. Special Needs

Certain groups have greater difficulty in finding decent, affordable housing due to special circumstances. Such circumstances may be related to one's employment and income, family characteristics, disability, or other conditions. As a result, some Oceanside residents may experience a higher prevalence of overpayment, overcrowding, or other housing problems.

State Housing Element law defines "special needs" groups to include persons with disabilities (including developmental disabilities), the elderly, large households, female-headed households with children, homeless people, and farm workers. Many households within these special needs groups also fall within the extremely-low-income category. This section contains a discussion of the housing needs facing these groups as well as City policies and programs that can help to address their needs.

⁹ <https://www.realtor.com/research/data/>

1. Persons with Disabilities

The Americans with Disabilities Act (ADA) defines a disabled person as having a physical or mental impairment that substantially limits one or more major life activities. Disabled persons may have special housing needs as a result of their disability. Problems may include low income, high health care costs, dependency on supportive services, or a need for special building accommodations such as access ramps or elevators.

Table 14 shows recent disability data for Oceanside residents. As would be expected, the highest rates of disabilities were reported by those aged 65 and over. Housing opportunities for those with disabilities can be improved through housing assistance programs and universal design features such as widened doorways, ramps, lowered countertops, single-level units and ground floor units.

Table 14: Persons with Disabilities by Age Group

Disability by Age	Disabilities	%
Age under 18 - total persons with a disability	1,936	6.7%
With a hearing difficulty	260	0.7%
With a vision difficulty	237	0.6%
With a cognitive difficulty	986	3.7%
With an ambulatory difficulty	113	0.4%
With a self-care difficulty	340	1.3%
Age 18 to 64 - total persons with a disability	14,200	13.1%
With a hearing difficulty	1,830	1.7%
With a vision difficulty	1,472	1.4%
With a cognitive difficulty	4,708	4.3%
With an ambulatory difficulty	4,448	4.1%
With a self-care difficulty	1,742	1.6%
With an independent living difficulty	7,216	9.5%
Age 65 and over - total persons with a disability	15,974	59.0%
With a hearing difficulty	4,418	16.3%
With a vision difficulty	1,736	6.4%
With a cognitive difficulty	2,182	8.1%
With an ambulatory difficulty	5,773	21.3%
With a self-care difficulty	1,865	6.9%
With an independent living difficulty	4,343	16.0%

Source: 2018 ACS, 5-year data Table S1810

Note: Numbers represent persons with a disability. Persons may report more than one disability.

Developmentally Disabled

As defined by federal law, “developmental disability” means a severe, chronic disability of an individual that:

- Is attributable to a mental or physical impairment or combination of mental and physical impairments;
- Is manifested before the individual attains age 18;
- Is likely to continue indefinitely;

- Results in substantial functional limitations in three or more of the following areas of major life activity: a) self-care; b) receptive and expressive language; c) learning; d) mobility; e) self-direction; f) capacity for independent living; or g) economic self-sufficiency;
- Reflects the individual's need for a combination and sequence of special, interdisciplinary, or generic services, individualized supports, or other forms of assistance that are of lifelong or extended duration and are individually planned and coordinated.

The Census does not record developmental disabilities. According to the U.S. Administration on Developmental Disabilities, an accepted estimate of the percentage of the population that can be defined as developmentally disabled is 1.5 percent. Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The San Diego Regional Center (SDRC)¹⁰ is a private, nonprofit 501c3 organization that contracts with the state of California to provide assistance and coordination of supportive services to persons with developmental disabilities in San Diego County and adjacent Imperial County. SDRC serves as a clearinghouse in the region through which a person with a developmental disability and his or her family can obtain services and be linked to other community resources in the area. It is the philosophy of the Regional Center that each consumer shall be provided with the maximum opportunity to participate in everyday living experiences that promote their development to the highest potential and their full participation in the community.

As of June 2019, San Diego Regional Center served 27,654 clients. Of those, 1,402 clients live in the Oceanside zip codes 92054, 92056, 92057 and 92058. Currently 739 of the clients who live in Oceanside are under the age of 18 and 663 clients over the age of 18. Of the 1,348 clients who live in Oceanside for whose residency status is known, 89% live with a parent/guardian, 5% live in independent/supported living facilities, 6% live in community care facilities, and 1% live in intermediate care facilities.

2. Elderly

The 2018 ACS reported 12,259 owner-occupied households and 4,045 renter-occupied households in Oceanside where the householder was 65 or older (Table 15). About 35% of homeowners and 15% of renters were age 65+ at the time of the survey. Many elderly persons are dependent on fixed incomes and/or have a disability. Elderly homeowners may be physically unable to maintain their homes or cope with living alone. The housing needs of this group can be addressed through smaller units, second units on lots with

¹⁰ www.sdrc.org

existing homes, shared living arrangements, assisted living facilities and housing assistance programs.

Table 15: Elderly Households by Tenure

Householder Age	Owners		Renters	
	Households	%	Households	%
Under 65 years	22,474	65%	22,878	85%
65 to 74 years	6,479	19%	2,437	9%
75 to 84 years	4,163	12%	1,076	4%
85 and over	1,617	5%	532	2%
Total households	34,733	100%	26,923	100%

Source: 2018 ACS 5-year estimates, Table B25007

3. Large Households

Household size is an indicator of need for large units. Large households are defined as those with five or more members. Census data showed that about 9% of owner households and about 15% of renter households in Oceanside had 5+ members (Table 16). This distribution indicates that the need for large units with three or more bedrooms is relatively low compared to the need for smaller units.

Table 16: Household Size by Tenure

Household Size	Owners		Renters	
	Households	%	Households	%
1 person	7,993	23%	7,119	26%
2 persons	13,338	38%	8,009	30%
3 persons	5,366	15%	4,238	16%
4 persons	4,675	13%	3,683	14%
5 persons	2,103	6%	2,026	8%
6 persons	745	2%	1,008	4%
7+ persons	513	1%	840	3%
Total households	34,733	100%	26,923	100%
Avg. household size	2.75		2.94	

Source: 2018 ACS 5-year estimates Table B25009

4. Female-Headed Households

Female-headed households represent about 8% of owner households and 15% of renter households (Table 17). Households headed by either a single male or single female without a spouse present are likely to have lower incomes and more difficulty finding affordable housing.

Table 17: Household Type by Tenure

Household Type	Owners		Renters	
	Households	%	Households	%
Married couple family	21,320	61%	10,315	38%
Male householder, no wife present	1,288	4%	2,111	8%
Female householder, no husband present	2,724	8%	4,100	15%
Non-family households	9,401	27%	10,397	39%
Total households	34,733	100%	26,923	100%

Source: 2018 ACS 5-year estimates, Table S2501

5. Farm Workers

Farm workers are traditionally defined as persons whose primary income is from seasonal agricultural work. Historically, San Diego County's economy had a large agriculture component. While there are still active farming areas, shifts in the local economy to production and service-oriented sectors have curtailed agricultural production within the county.

Census estimates of agricultural employment for Oceanside and San Diego County are shown in Table 18. About 22,600 persons were employed in agricultural occupations in San Diego County, with about 4% of those residing in Oceanside. The state Employee Housing Act¹¹ limits the extent to which local governments can regulate housing for farmworkers.

Table 18: Agricultural Employment

	Oceanside	San Diego County
Workers	998	22,589

Source: 2018 ACS 5-year estimates Table S2405

Another estimate of farmworker population comes for the US Department of Agriculture's 2017 Census of Agriculture, which reported that in San Diego County, 2,202 persons were hired farm labor (fulltime) while 7,982 persons were employed for 150 days or more, and 4,353 were hired for 150 days or less (seasonal).

There is significant farming activity in Oceanside within South Morro Hills Neighborhood Planning Area. The South Morro Hills area encompasses 3,440 acres and produces a variety of crops, including container plants, berries, avocados, and citrus fruits. Of the approximately 3,440 acres of land in South Morro Hills, 2,620 acres are in agricultural use, representing 11% of land in agricultural use in the county. The top five (5) crops in the SMH Plan Area by size include: outdoor container plants, strawberries, avocados, and tomatoes. It is the last remaining agricultural area in the coastal region of San Diego County, with soils and microclimate not found anywhere else in California.

While the area's existing Agricultural designation is primarily intended to support farming, Oceanside's Zoning Ordinance does allow for parcels to be subdivided into 2.5-acre lots and developed with one single-family residence per parcel as long as the residential development does not interfere with agricultural activities. In recent years, the local farming community has indicated that it has become increasingly difficult and less

¹¹ California Health and Safety Code Sec. 17021.5 and 17021.6

profitable to farm due to cost of water, labor, and competition from agricultural products that now are imported into the U.S. from the far corners of the world.

The City of Oceanside, in partnership with Visit Oceanside and the South Morro Hills Association, prepared an Agritourism Strategic Plan in 2017, intended to promote agritourism efforts as a way to provide supplemental income to support farming. The City is currently preparing a Community Plan for South Morro Hills to establish future land use and growth policies for the area. The Community Plan will inform local policy in the creation of an agritourism area within the city and respond to property owners' interest in developing residential uses in the South Morro Hills Community Plan area at greater densities than currently permitted under the current General Plan land use designation.

In conversations between staff and local farms, there has not been a demand for farmworker housing – farm operators actually have difficulty retaining a labor force. Given the proximity to San Diego and urban areas, there is low demand for housing for seasonal workers as well. As part of the South Morro Hills Community Plan, the City is encouraging workforce/farm labor housing in conjunction with potential large scale agritourism projects.

6. Homeless Persons

Overview. Throughout the country, homelessness is a serious problem. Factors contributing to the rise in homelessness include: the general lack of housing affordable to low- and moderate-income persons; increases in the number of persons whose incomes fall below the poverty level; reductions in public subsidies for the poor; and the de-institutionalization of the mentally ill.

The Stewart B. McKinney Homeless Assistance Act (42, U.S.C. 1130, et seq. 1994) defines a "homeless" person as an individual who lacks a fixed, regular, and adequate nighttime residence, or an individual whose primary nighttime residence is:

- a. A supervised publicly or privately operated shelter designed to provide temporary living accommodations;
- b. An institution that provides a temporary residence for individuals intended to be institutionalized; or
- c. A public or private place not designed for, or ordinarily used as, regular sleeping accommodations for human beings.

The McKinney-Vento Act (§725(2); 42 U.S.C. 11435(2)) defines a person "at-risk" of becoming homeless as an individual who faces imminent eviction (within a week) from a private dwelling or institution and who has no subsequent residence or resources to obtain housing. People are also at risk of homelessness when they experience a sudden drop in income, a rise in housing costs, and/or they do not have the skills necessary to manage their limited resources. According to the National Coalition for the Homelessness (NCH), most individuals at risk of homelessness are on a fixed income or are marginally employed and have few ties to family and friends.

The San Diego Regional Continuum of Care Council. Each year the U.S. Department of Housing and Urban Development (HUD) allocates homeless assistance grants to

organizations that participate in local homeless assistance program planning networks. Each of these networks is called a Continuum of Care (CoC). The CoC process encourages communities within a geographic area to collaborate to create a comprehensive network of programs designed to meet the needs of the local homeless population.

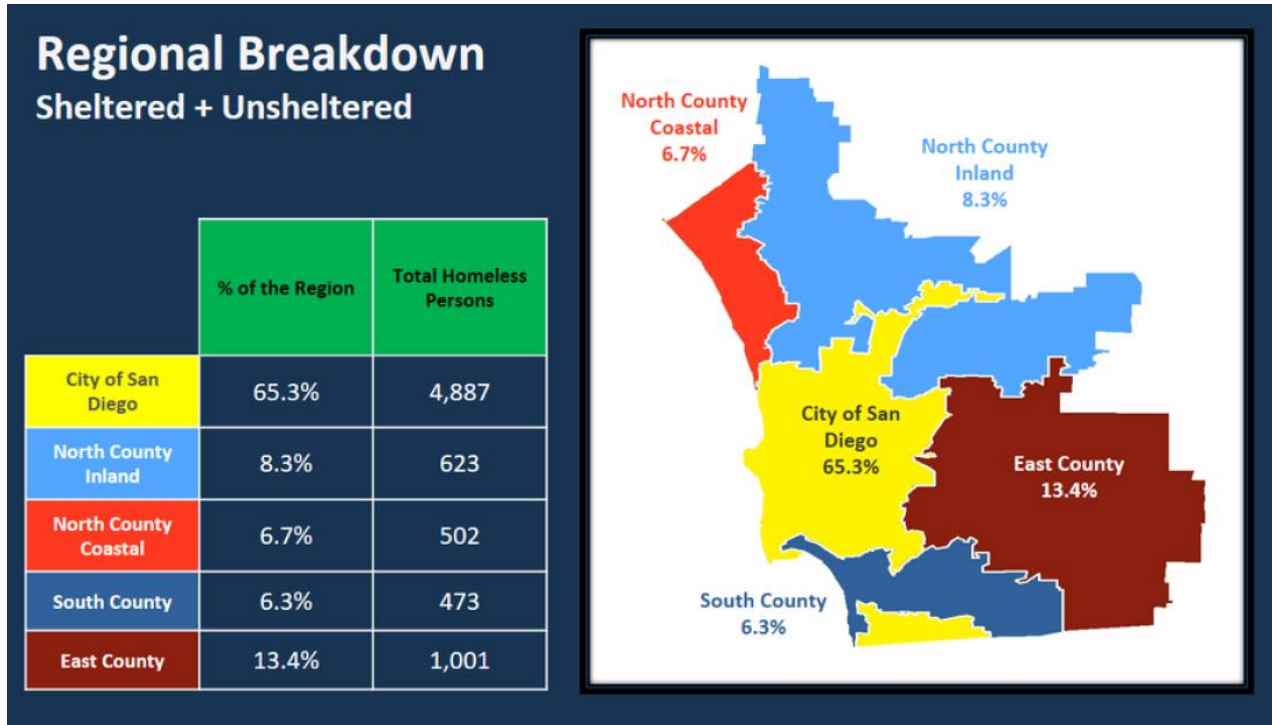
In San Diego this process is run by the San Diego Regional Continuum of Care Council (RCCC). The RCCC is comprised of representatives of local jurisdictions, community-based organizations, local housing authorities, the Regional Task Force on the Homeless¹² (RTFH), governmental agencies, labor organizations, health service agencies, homeless advocates, consumers, the faith community, and research, policy and planning groups.

Homeless Population in San Diego County and the City of Oceanside. Since 2005 the San Diego region has conducted annual Point-in Time (PIT) counts of the homeless. The PIT survey, conducted in late January each year, represents a snapshot of the total homeless population, both sheltered and unsheltered. Sheltered homeless include those occupying shelter beds or transitional housing facilities, while the unsheltered homeless are counted by observation. The most recent available PIT survey data of unsheltered homeless was conducted over three days, beginning at 4 a.m. on January 23, 2020.

The 2020 PIT estimate of the total homeless population in San Diego County by subregion is shown in Figure 5. The North County Coastal subregion, comprised of the cities of Oceanside, Carlsbad, Encinitas, Solana Beach and Del Mar, was estimated to contain 502 homeless persons, or about 6.7% of the county total. Specifically, Oceanside's homeless population was estimated to be 408 persons, of which 166 (41%) were sheltered and 242 (59%) were unsheltered.

Figure 5: 2020 Homeless Estimates by Subregion – San Diego County

¹² More information on the Regional Task Force on the Homeless can be found at <http://www.rtfhsd.org/>



G. Assisted Housing at Risk of Conversion

Housing Element law requires jurisdictions to analyze the potential for assisted housing developments to convert to market-rate during the next ten years, and to implement a program to preserve the affordability of these projects whenever feasible. According to City and HUD data, the City of Oceanside has four affordable housing developments with 264 assisted units in which the earliest potential date of subsidy termination could occur during the 10-year period 2021 to 2031 (Table 19).

When rent subsidies and restrictions expire, lower income tenants may face steep rent increases or even be displaced outright. The affected housing units are referred to as “at-risk” of conversion. These units include projects receiving state and/or federal assistance and units created through local inclusionary housing, redevelopment, density bonus, or bond financing programs.

1. Cost of Replacement Housing

State law requires the analysis of at-risk housing to identify “the total cost of producing new rental housing that is comparable in size and rent levels, to replace the units that could change from low-income use, and an estimated cost of preserving the assisted housing developments.” Based on the City’s recent experience with affordable housing projects, typical development cost is estimated at \$300,000 per unit, excluding land costs. Therefore, if all 264 of the at-risk units were lost during the next 10 years, the total replacement cost would be approximately \$79 million, excluding land costs.

2. Preservation Cost Analysis

Preserving the affordability of existing units is a primary goal of the City of Oceanside. This part of the analysis estimates the potential cost of preserving the at-risk units through the purchase of affordability covenants. Preservation cost is estimated as the difference between market rent and affordable rent. Assuming an “affordability gap” of approximately \$719 per month per unit¹³, the total cost of preserving 264 units would be at least approximately \$189,816 per month or \$2.3 million per year.

The following nonprofit housing developers are active in North San Diego County and could assist the City in the preservation of at-risk units:

- Community Housing Works, San Diego
- National Community Renaissance
- Wakeland Housing and Development
- Eden Housing
- Bridge Housing

There also are private developers in the North County, including the owners of the at-risk projects themselves, who might be interested in participating in their preservation. Such developers may have access to state and federal tax credit funding and to rehabilitation loans through the City's various programs.

¹³ Assuming affordable units are 1-bedroom units, average subsidy per unit for each project is estimated with the following assumptions:

- A 1-BR unit is assumed to be occupied by a 1-person household
- Affordable monthly rent cost for a 1-person very low- income household is \$847 based on 2020 Area Median Income in San Diego County
- HUD 2020 Fair Market Rents in the San Diego MSA is \$1,566 for a 1-bedroom unit

The affordability gap is the difference between the affordable monthly rent cost and the HUD Fair Market rent (\$1,566- \$847 = \$719).

Table 19 : Assisted Low Income Rental Units Subject To Termination

Project Name	Street Address	Affordable Units	Total Units	Construction Completion	Expiration Date
Mar Vista House	4602 Allende St., Oceanside 92057	6	6	2007	2/28/2021
North River Club Apartments	4520 North River Rd., Oceanside 92057	56	56	1986	4/30/2025
Riverview Springs	4398 Rainier Way, Oceanside 92054	72	72	1991	2025
Ocean Breeze Senior Villas	940-960 Vine St., Oceanside 92054	130	130	1986	2026
El Dorado (HUD 236)	115 S. Clementine St., Oceanside 92054	83	86	1996	8/31/2032
Silvercrest (HUD 202)	3839 Lake Blvd., Oceanside 92054	68	68	1988	5/16/2033
Marisol Apartments	1119 S. Tremont St., Oceanside 92054	22	22	1997	2036
SER/ La Corona Apartments	1214 & 1220 Division St., Oceanside 92054	23	24	1999	2038
Veteran's Transition Housing	2195 Oceanside Blvd., Oceanside 92054	72	72	1986	2048
WRC	1963 Apple St., Oceanside 92054	22	22	1995	2049
Solutions for Change HOME	4818 Siesta Drive, Oceanside 92057	1	1	2010	2050
Vintage Pt. I	1701 Bush St., Oceanside 92058	131	136	2003	2052
Old Grove Apartments	235 Via Pelicano, Oceanside 92057	56	56	2003	2058
Solutions for Change/HOME	722 W. California, Vista 92083	10	5	2004	2058
Hallmark	4198 Summerview Way, Oceanside 92056	1	1	2004	2059
Hallmark	4194 Summerview Way, Oceanside 92056	1	1	2004	2059
Vintage Pt. II	1923 Bush St., Oceanside 92058	186	186	2004	2059
La Mision Village	3210 Mission Ave., Oceanside 92056	80	80	2006	2063
Country Club Apartments	201 Country Club, Oceanside 92054	90	90	2009	2064
Libby Lake Village	4700 North River Rd., Oceanside 92057	20	20	2008	2064
Interfaith/HOME	345 Garfield St., Oceanside 92054	4	4	2011	2065
Lil Jackson Sr. Community	3512 Lake Blvd., Oceanside 92056	80	80	2010	2065
Shadow Way Apartments	4707 Yuma Ave., Oceanside 92057	144	144	2010	2065
Solutions for Change HOME	3957 Cameo Drive, Oceanside 92056	1	1	2010	2065
Beachwalk at Cassidy	301 Cassidy, #7, Oceanside 92054	1	1	2015	2070
Laguna Mobile Estates	276 N. El Camino Real, Oceanside 94058	55	272	1998	2072
Mission Cove Family I	3229 Mission Cove Way, Oceanside 92054	89	90	2017	2072
Mission Cove Family II	3230 Mission Cove Way, Oceanside 92054	59	60	2017	2072
Mission Cove Seniors	3229 Mission Cove Way, Oceanside 92054	137	138	2016	2072
Villa Stora	4250 Corte Sol, Oceanside 92057	37	38	2017	2072
North Coast Terrace	402 N. Weitzel Street, Oceanside 92054	31	32	2017	2082
Cape Cod Villas	1710 Maxon St., Oceanside 92056	35	36	2009	2107
Total At-Risk Units		264	264		
Total Units		1,803	2,030		

Sources: City of Oceanside; August 2020. Multifamily Assistance & Section 8 Database, HUD, Jan 29, 2021.

Potential funding sources to assist in the preservation of at-risk units include CDBG and HOME funds. The City could use these funds to provide gap financing to assist nonprofits in acquiring an ownership share in the complexes containing at-risk units. In addition, the California Department of Housing and Community Development (HCD) has a multi-family housing program that provides deferred payment loans for the acquisition and rehabilitation of at-risk units. These funds typically are used to leverage additional investment from the private sector. The California Housing Finance Agency (CalHFA) also may provide subsidy assistance for the acquisition of below-market projects. The City has also identified inclusionary “in-lieu” fees, Low Income Housing Tax Credits (LIHTC), and state Permanent Local Housing Allocations as potential funding sources to assist with preservation of units.

The City also will explore direct negotiations with at-risk project owners to extend the terms of the affordability restrictions. There may be financial incentives the City can offer, or disincentives to raising the rents to market levels. This is particularly true if the owner is seeking additional bond financing, rehabilitation assistance, or conducting other transactions which require City approval or participation. To the extent feasible, extensions of below-market rental agreements should try to keep the units affordable for as long as possible.

H. Housing Constructed, Demolished or Converted within the Coastal Zone

California *Government Code* §65588(d) requires that the Housing Element update take into account any low- or moderate-income housing provided or required in the Coastal Zone pursuant to Section 65590 (the Mello Act¹⁴). State law requires that jurisdictions monitor the following:

- The number of new housing units approved for construction within the Coastal Zone (after January 1, 1982);
- The number of low- or moderate-income units required to be provided in new developments either within the Coastal Zone or within three miles of the Coastal Zone;
- The number of existing housing units in properties with three or more units occupied by low- or moderate-income households that have been authorized for demolition or conversion since January 1, 1982; and
- The number of low- or moderate-income replacement units required within the Coastal Zone or within three miles of the Coastal Zone.

Table 20 provides these statistics for the City of Oceanside from 1982 through 2020. As discussed in the analysis of sites for housing development in Chapter III (Resources and Opportunities), commercial areas within the Coastal Zone are expected to accommodate a significant number of new housing units in the next planning period.

¹⁴ The Mello Act in part requires replacement of affordable units demolished or converted within the coastal zone.

Table 20: Coastal Zone Housing Units 1982-2020

Category	Units			
	1982-1999	2000-2004	2005-2012	2013-2020
Number of new units approved for construction in the Coastal Zone after January 1, 1982:	196	645	0	920*
Number of new units for low- and moderate-income households required to be provided either within the coastal zone or within three miles of it:	0	0	0	0
Number of units occupied by low- and moderate-income households authorized to be demolished or converted:	93	5	0	0
Number of units for low- and moderate-income households required either within the coastal zone or within three miles of it in order to replace those demolished or converted:	93	5	0	0

* 549 constructed; 371 entitled as of August 2020.

I. Future Housing Needs

1. Overview of the Regional Housing Needs Assessment

The Regional Housing Needs Allocation (RHNA) developed and adopted by SANDAG covers the growth projection and planning period from June 30, 2020 through April 15, 2029¹⁵. The RHNA assigns a housing production to each jurisdiction in the region. Oceanside must identify adequate land with appropriate zoning and development standards to accommodate its allocation of the regional housing need.

In accordance with *Government Code* §65584, the RHNA plan distributes total housing need for each jurisdiction among the following four income categories:

- Very low income (50% or less of county median income)
- Low income (51-80% of county median income)
- Moderate income (81-120% of county median income)
- Above moderate income (over 120% of county median income)

2. 2021-2029 Oceanside Growth Needs

The total housing growth need allocated to the City of Oceanside for the 2021-2029 Housing Element 5,443 units. This total is distributed by income category as shown in Table 21. While not explicitly addressed in the RHNA, state law¹⁶ now requires the Housing Element to also estimate the future needs of extremely-low-income (ELI) households. As provided by state law, the ELI need has been estimated to be 50% of the very-low category, or 634 units during this planning period.

¹⁵ The RHNA Planning period (June 30, 2020 – April 15, 2029) is slightly longer than the Housing Element planning period (April 15, 2021 – April 15, 2029)

¹⁶ California *Government Code* §65583(a)(1)

Table 21: Oceanside Housing Growth Needs 2021-2029

Very Low*	Low	Moderate	Above Mod	Total
1,268	718	883	2,574	5,443
23%	13%	16%	47%	100%

Source: SANDAG 2020

*Includes extremely-low households, estimated to be one-half the very-low need (634 units)

All new units built after June 30, 2020¹⁷ are credited toward the RHNA for this period. A discussion of the City's growth need and potential development sites that could accommodate this need is provided in Chapter III.

¹⁷ For the San Diego region, the regional growth projected by the State was for the period between June 30, 2020 and April 15, 2029. However, the Housing Element is an eight-year document covering the planning period from April 15, 2021 to April 15, 2029. Thus, units built after June 30, 2020 can be credited towards the 6th Cycle planning period.

III. RESOURCES AND OPPORTUNITIES

A variety of resources are available for the development, rehabilitation, and preservation of housing in Oceanside. This chapter provides an overview of the land resources and development opportunities available to address the City's overall regional housing need allocation, while describing the financial and administrative resources available to facilitate the provision of affordable housing. Additionally, this chapter discusses opportunities for energy conservation, which can lower utility costs and increase housing affordability.

A. Land Resources

As discussed in the previous chapter, Oceanside's housing growth need for the 2021-2029 period has been established as 5,443 units. The Housing Element is required to identify adequate sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels¹⁸. This "adequate sites" requirement may be satisfied in the following ways:

- New housing units permitted after the beginning of the planning period (June 30, 2020);
- New projects "in the pipeline" that have been approved for development or are currently under review; or
- Potential new units that could be built on vacant or underutilized properties.

1. Progress Toward the RHNA 2021-2029

The City's progress toward the RHNA during 2021-2029 is described below and summarized in Table 22. Detailed information on the progress is summarized in Appendix B.

Table 22: Progress Toward the 2021-2029 RHNA

Income Categories	ADU	Approved	Entitled	Under Review	Total Credits	RHNA	Remaining Need
EL/ VL	0	26	0	100	126	1,268	1,142
Low	32	11	0	20	63	718	655
Mod	224	0	0	0	224	883	659
Above Mod	0	713	118	1,800	2,631	2,574	0
Total	256	750	118	1,920	3,044	5,443	2,456

Source: City of Oceanside, 2022

¹⁸ Government Code §65583.2

2. Sites Inventory Compared to the RHNA

Section 65583(a)(3) of the *Government Code* requires Housing Elements to contain an “inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.” A detailed analysis of potential development sites is contained in Appendix B and summarized in Table 23 below. The analysis demonstrates that the City’s total land inventory does not have adequate sites without rezoning to accommodate the RHNA allocation. As discussed in the analysis of non-governmental constraints (Chapter IV), these sites were selected along commercial corridors and infill sites where there are no infrastructure deficiencies that would preclude development commensurate with the level of need identified in the RHNA. The City is the water and sewer service provider for most of the City, including all the areas where sites are located. The City expects there is enough capacity for water and sewer for RHNA units. Also, based on the location of sites along corridors and downtown areas, these sites have access to dry utilities (Wi-Fi and broadband). As part of the ongoing General Plan update, the City expects to incorporate a Smart City concept to expand Wi-Fi/internet access. In addition, this Housing Element includes a program for the City to adopt a policy to prioritize water and sewer services for affordable housing projects.

Table 23: Land Inventory Summary

	Income Category				Total
	Very Low	Low	Moderate	Above Moderate	
RNHA	1,268	718	883	2,574	5,443
Credits	126	63	224	2,631	3,044
Net Remaining RHNA 2021-2029	1,142	655	659	0	2,456
Net Remaining RHNA 2021-2029 (combined)	1,797		659		2,456
Sites Not Requiring Rezoning	837		533		1,370
Vacant sites	87		460		547
Underutilized sites	750		73		823
Shortfall without Rezoning	960		126		1,086
Candidate Rezoning Corridor Sites	3,266		1,579		4,845
Vacant sites	824		1,019		1,843
Underutilized sites	2,442		560		3,002
Total sites inventory	4,103		2,112		6,215
Total Vacant Sites	911		1,479		2,390
% of Total Sites Inventory	22.2%		70.0%		38.5%
% Remaining RHNA Units	50.7%		224.4%		97.3%
Total Underutilized Sites	3,192		633		3,825
% of Total Sites Inventory	77.8%		30.0%		61.5%
% Remaining RHNA Units	177.6%		96.0%		155.7%
Shortfall/Surplus	2,306		1,453		3,759
Adequate Sites?	Yes		Yes		

Source: City of Oceanside, 2022

B. Financial and Administrative Resources

1. State and Federal Resources

Community Development Block Grant Program (CDBG) - Federal funding for housing programs is provided by the Department of Housing and Urban Development (HUD). The CDBG program is flexible in that funds can be used for a wide range of activities including acquisition and or disposition of real estate, public facilities and improvements, relocation, rehabilitation and construction of housing, home ownership assistance, and clearing activities. Oceanside is an "entitlement city" and receives CDBG funds directly from HUD. The current level of CDBG funding is approximately \$1.3 million per year.

Home Investment Partnership (HOME) Program – Activities that are expected to be supported by HOME funds include new construction and acquisition/rehabilitation of affordable housing. The current level of HOME funding is approximately \$650,000 per year.

Section 8 Rental Assistance – The City applies to the U.S. Department of Housing and Urban Development (HUD) for local allocations of Section 8 Housing Choice Vouchers, which provide rent subsidies to very low income residents (up to 50% AMI). Under the Section 8 program, most tenants pay about 30 percent of their income for rent. The remainder – the difference between what the tenant pays and the actual rent – is paid directly to the landlord by the public housing agency. The City's ability to expand or even maintain this program at its current level is dependent upon the annual Federal budget process. Recent indications from HUD are that Federal support for Section 8 will not be expanded. The number of vouchers allocated to Oceanside has fluctuated based on federal funding levels but has been approximately 1,600 in recent years.

SB2 Grants - In 2017, Governor Brown signed a 15-bill housing package aimed at addressing the State's housing shortage and high housing costs. Specifically, it included the Building Homes and Jobs Act (SB 2, 2017), which establishes a \$75 recording fee on real estate documents to increase the supply of affordable homes in California. Because the number of real estate transactions recorded in each county will vary from year to year, the revenues collected will fluctuate.

The first year of SB 2 funds are available as planning grants to local jurisdictions. The City of Oceanside received \$310,000 for planning efforts to facilitate housing production. For the second year and onward, 70 percent of the funding will be allocated to local governments for affordable housing purposes. A large portion of year two allocations will be distributed using the same formula used to allocate federal Community Development Block Grants (CDBG). Oceanside is eligible for an estimated \$650,000 from funding received during FY 2019-2020.

Low-Income Housing Tax Credit Program - The Low-Income Housing Tax Credit Program was created by the Tax Reform Act of 1986 to provide an alternate method of funding low-and moderate-income housing. Each state receives a tax credit, based upon population, toward funding housing that meets program guidelines. The tax credits are then used to leverage private capital into new construction or acquisition and rehabilitation of affordable housing. Limitations on projects funded under the Tax Credit programs include minimum requirements that a certain percentage of units remain rent-restricted, based upon median income, for a term of 15 years.

The City will seek to gain funding for the development of affordable housing through the LIHTC program. Investors receive a credit against federal tax owed in return for providing funds to developers to build or renovate housing for low-income households. The capital subsidy allows rents to be set below the cost of development and maintenance of the property.

C. Energy Conservation Opportunities

The primary uses of energy in urban areas are for transportation, lighting, water heating, and space heating/cooling. The high cost of energy and the environmental impacts of energy consumption demand that efforts be taken to reduce or minimize the overall level of urban energy consumption.

Significant reduction in energy use can be achieved through the coordination of land development and transportation infrastructure, a fundamental component of smart growth. While housing development in Oceanside was historically characterized by low-density neighborhoods without close proximity to transit service and other services, future housing growth in the City is expected to occur primarily within existing transit corridors and Smart Growth Opportunity Areas, as identified on the regional Smart Growth Concept Map. New housing in these areas will allow residents to live within walking distance of bus and rail transit as well as essential commercial services and recreational amenities. Increased walkability is expected to reduce vehicle miles traveled (VMT) in private automobiles, which constitutes a major source of non-renewable energy consumption in Oceanside.

Title 24, Building Energy Standards for Residential Development, establishes energy budgets or maximum energy use levels for dwelling units. The standards of Title 24 supersede local regulations, and mandate implementation by local jurisdictions. The City will continue strict enforcement of local and state energy regulations for new residential construction, and continue providing residents with information on energy efficiency.

The City's goal is to achieve maximum use of conservation measures and alternative, renewable energy sources in new and existing residences. By encouraging and assisting residents to utilize energy more efficiently, the need for costly new energy supplies, and the social and economic hardships associated with any future shortages of conventional energy sources, will be minimized.

All of the properties included in the housing sites inventory (see Appendix B) are situated within transit-served corridors and in close proximity to key public and commercial amenities. Accommodating the City's future housing growth in these walkable areas is expected to reduce VMT and minimize energy consumption associated with the provision of water and the disposal of both wastewater and solid waste.

The City, with help from the Energy Policy Initiatives Center of the University of San Diego and the CivicSpark AmeriCorps Program, prepared community and municipal GHG inventories based on emissions in 2013, the earliest year from which data was available. According to the City's 2013 baseline GHG emissions inventory, roughly 96 percent of the City's GHG emissions are generated in the private sector (with the remaining four percent stemming from municipal operations). Energy use in the City's existing building stock (i.e.,

electricity and natural gas) accounts for roughly 43 percent of total emissions. Although state law does not require that GHG emission be addressed in the General Plan, the California Environmental Quality Act requires that GHG emissions be assessed and mitigated as part of environmental review of any proposed changes to the general plan. In May 8, 2019, the City Council approved an amendment adopting a new Energy and Climate Action Element (ECAP), including a Climate Action Plan (CAP).

The CAP proposes a range of specific actions intended to reduce greenhouse gas (GHG) emissions in a manner consistent with state goals. These actions promote energy efficiency, renewable energy, alternative transportation, solid waste reduction and diversion, water conservation, local agriculture, and urban forestry. The ECAP provides policy support for the CAP and includes additional goals and policies meant to promote the City's long-term environmental sustainability. The ECAP is expected to provide important guidance for the updating of the City's other General Plan elements, including the Land Use Element, Community Facilities Element, and Environmental Resources Management Element.

IV. CONSTRAINTS

A. Governmental Constraints

AB 1483 requires local agencies to make information available on housing development fees, applicable zoning ordinances and standards, annual fee reports and archived nexus fee studies. The City complies with state law and has the zoning code and development fees available online. Additionally, the City has a Development Processing Guide that illustrates how a development project is typically processed through the City of Oceanside Development Services Department.

The Guide along with General Application Package and other sources can be found online at <https://www.ci.oceanside.ca.us/gov/dev/planning/processing.asp>

1. Land Use Plans and Regulations

a. General Plan

Last amended comprehensively in 1986, the Land Use Element sets forth the City's policies for guiding local land use and development. These policies, together with the zoning regulations, establish the amount and distribution of land to be allocated for different uses within the City. Table 24 shows the eight General Plan residential land use designations which support a variety of housing types, ranging from very-low-density single-family estate residential development at 0.5 to 3.5 units per acre to high-density multi-family development at 21 to 43 units per acre. Allowable densities for these residential designations are expressed as density ranges that extend from a base density to a maximum density achievable through the fulfillment of certain criteria intended to promote high-quality development.

Table 24: Residential Land Use Categories – Oceanside General Plan

Designation	Base Density ^{1,2}	Maximum Density ³	Residential Zoning Designations
Estate A (EA-R)	0.5	0.9	RE-A
Estate B (EB-R)	1.0	3.5	RE-B, RE-A ⁴
Single Family Detached (SFD-R)	3.6	5.9	RS, RE-B ⁴
Medium Density A (MDA-R)	6.0	9.9	RM-A, RS ⁴
Medium Density B (MDB-R)	10.0	15.0	RM-B, RT ⁴ , RM-A ⁴ , RS ⁴
Medium Density C (MDC-R)	15.1	20.9	RM-C, RT ⁴ , RM-B ⁴ , RM-A ⁴ , RS ⁴
High Density (HD-R)	21.0	28.9	RH, RT ⁴ , RM-C ⁴
Urban High Density (UHD-R)	29.0	43.0	RT, RH-U, RH ⁴

Source: City of Oceanside General Plan, 2002

1. Density expressed in dwelling units per gross acre.

2. Appropriate density for projects in compliance with existing standards established by City policy.

3. Potential density for projects that exceed standards established by established City policy.

4. If found to be consistent with that designated land use and surrounding land uses

In 2013 Policy 2.32 of the General Plan Land Use Element was amended to revise the criteria and findings required for projects to exceed the base density in residential areas. The criteria as revised, which are intended to reduce potential constraints to development of affordable workforce housing, are as follows:

- 1) High quality architectural design and materials that mitigate the potentially adverse impacts of higher density and increased scale;
- 2) High quality landscape/hardscape design and materials that soften the appearance of associated development and contribute to a sustainable, attractive, and pedestrian-friendly streetscape;
- 3) Functional, sustainable and visually appealing common open space areas;
- 4) Consolidation of existing legal lots to provide unified site design;
- 5) Initiation of residential development in appropriate commercial zones;
- 6) Participation in the City's Housing, Conservation, Public Safety, and/or Historical Preservation programs; or
- 7) Innovative design and/or construction methods which further the goals of the General Plan.

These changes have created a standard of review for proposals to exceed base density, establishing that such projects should demonstrate the same level of quality expected of projects that conform to base density, rather than a superiority of design or an abundance of amenities that would likely render the provision of inclusionary units financially infeasible. With these changes, projects exceeding base density are no longer expected to provide off-site improvements beyond those otherwise required, larger-than-average dwelling units, or smaller-than average building footprints.

Like Policy 2.32 as previously articulated, the revised criteria are not applied wholesale to all projects but instead selectively on a case-by-case basis. For instance, the lot consolidation criterion (#4) would not be applied to restrict a viable small-lot project but to encourage lot consolidation as a means of achieving higher densities through more efficient site design (e.g., shared driveways, common open space). Similarly, Criterion #5 would be applied not to limit exceedance of base density in residential areas but to encourage the congruous integration of housing into commercial districts, in order to promote walkability and synergistic land use.

In addition to the residential land use designations, the General Plan identifies four Special Management Areas which allow exclusive residential development or mixed-use residential in designed areas. Three of these areas, Rancho Del Oro, Del Oro Hills, and the Sterling Property are fully developed in accordance with adopted specific plans. The fourth Special Management Area is the 375-acre Downtown Project Redevelopment Project Area, which is regulated by the Downtown Zoning Ordinance. With the state legislation eliminating redevelopment agencies, implementation responsibility has shifted from the Oceanside Community Development Commission to its successor agency, the Oceanside City Council.

Local Coastal Program

Portions of Oceanside are located within the coastal zone, the area designated by the State for special protections under the Coastal Act. Oceanside has adopted a Local Coastal Program to regulate development within the coastal zone and identify the long-

range planning vision for the City's coastal areas. The current Local Coastal Program was certified by the California Coastal Commission in 1986. The City is currently in the process of updating the Local Coastal Program (LCP), with a focus on coastal hazards and adaptation strategies. The LCP update is not expected to have an effect on the City's ability to meet its RHNA needs. Adoption of the LCP is anticipated in 2022, following which Coastal Commission certification would be required.

b. Zoning Designations and Housing Opportunities

The type, location, density, and scale of residential development in Oceanside is regulated through the City's Zoning Ordinance. Zoning regulations serve to implement the General Plan and are designed to protect and promote the health, safety, and general welfare of residents. The Zoning Ordinance also helps to preserve the character and integrity of existing neighborhoods. As a coastal city, Oceanside is located partially within California's designated Coastal Zone, which generally includes those parts of the City west of Coast Highway. Land within the coastal zone is subject to state laws that regulate development along the coast differently from inland development. To address this distinction, the City's Zoning Ordinance includes both inland and coastal residential, commercial, and industrial zones. In addition, the Zoning Ordinance includes a few special and overlay districts.

Inland Area

The Inland portion of the Oceanside encompasses over three-quarters of the City's total land area and includes ten residential zones:

- Residential Estate A (RE-A)
- Residential Estate B (RE-B)
- Single Family Residential (RS)
- Medium Density Residential A (RM-A)
- Medium Density Residential B (RM-B)
- Medium Density Residential C (RM-C)
- High Density Residential (RH)
- Urban High Density Residential (RH-U)
- Residential Tourist (RT)
- Mobile Home Park (MHP)

Maximum residential densities in the Inland area range from 0.9 units/acre in the RE-A district to 43 units/acre in the RH-U district.

Table 25: Residential Zoning Districts (Inland Area)

Map Symbol	Zoning District	Intended Uses
RE-A	Residential Estate A	Single family residential dwellings at a density of 0.5 to 0.9 dwelling units per gross area in the RE-A district and from 1.0 to 3.9 dwelling units per gross acre in the RE-B district.
RE-B	Residential Estate B	
RS	Single Family Residential	Single family residential dwellings at a density of 3.6 to 5.9 dwelling units per gross acre. Existing duplexes, triplexes, and four-plexes may remain as permitted uses.
RM-A	Medium Density Residential A	Patio homes, duplexes, townhouses, multi-dwelling structures and cluster housing which also include landscaped common open space and common area facilities for residents use. Density ranges for the three districts are: RM-A 6.0 to 9.9 du/ gross acre, RM-B 10.0 to 15 du/gross acre, and RM-C 15.1 to 20.9 du/gross acre. Existing single-family dwellings may remain as permitted uses.
RM-B	Medium Density Residential B	
RM-C	Medium Density Residential C	
RH	High Density Residential	Apartments and townhouses with relatively high land coverage at 21.0 to 28.9 du/gross acre in the RH district and 29.0 to 43 du/gross acre in the RH-U district.
RH-U	Urban High Density Residential	
RT	Residential Tourist	Tourist and year-round visitor-serving facilities, including permanent and transient residential and related uses, with densities between 29.0 and 43.0 du/gross acre
MHP	Mobile Home Park	Residential mobile home park where two or more mobile home sites are rented or owned.

Allowable uses range from single-family detached houses in the RE-A, RE-B, and RS districts, to multi-family residential condominiums and apartments in the RM-B, RM-C, RH, RH-U, and RT districts. As shown in Table 26, residential uses are permitted by-right, without discretionary review or design review. Various types of special needs housing may be permitted by-right or require a conditional use permit, as discussed below under *Special Needs Housing*.

Table 26: Permitted Residential Uses in Residential Zoning Districts (Inland Area)

Housing Type	RE-A	RE-B	RS	RM-A	RM-B RM-C	RH RH-U	RT	MHP
Single Family Detached	P	P	P	L	L	L	L	-
Single Family Attached	-	L	L	P	L	-	-	-
Multi-Family	-	-	-	P	P	P	P	-
Mobile or Manufactured Home	L	L	L	L	L	L	L	L
Accessory Dwelling Units	P	P	P	P	P	P	P	-
Live/Work Quarters	-	-	-	-	-	U	U	-
Emergency Shelters	-	-	-	U	U	U	-	-
Transitional and Supportive Housing	P	P	P	P	P	P	P	-
Residential Care Facility (6 or less)	P	P	P	P	P	P	P	-
Residential Care Facility (7 or more)	-	-	-	U	U	U	-	-
Convalescent Facilities	-	-	-	L	L	L	-	-
Single Room Occupancy	-	-	-	-	-	U	-	-

Source: City of Oceanside Zoning Ordinance

Notes:

P= permitted

U=conditional use permit required

L = Limited, with additional regulations

There are also 15 non-residential districts that allow various types of residential uses along with commercial, industrial, agricultural, public, or open space uses (Table 27). Mixed-use is allowed by conditional use permit in the CN, CC, CG, CL, CR, CV, CS-HO, CS-L, and CP districts. Many of the non-residential districts also allow emergency shelters, transitional and supportive housing, and large residential care facilities subject to limitations or a conditional use permit.

Table 27: Permitted Residential Uses by Non-Residential Zoning District (Inland Area)

Housing Type	A	OS	CN	CC	CG	CL	CR	CV	CS- HO	CS- L	CP	IL	IG	IP	PS
Single Family Detached	ADP	P	L	-	L	L	L	-	L	L	P	-	-	-	-
Single Family Attached	ADP	P	L	-	L	L	L	-	L	L	P	-	-	-	-
Mobile or Manufactured Home	L	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Accessory Dwelling Units	P	P	P	-	P	P	P	-	P	P	P	-	-	-	-
Farmworker Housing	L	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Emergency Shelters	-	-	U	U	U	U	-	-	U	-	U	L	U	U	U
Transitional and Supportive Housing	-	-	U	-	U	U	-	-	U	-	U	-	-	-	U
Residential Care Facility (6 or less)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Residential Care Facility (7 or more)	-	-	L	L	L	L	-	-	L	L	U	-	-	-	-
Convalescent Facilities	-	-	-	-	-	-	-	-	-	-	U	-	-	-	U
Single Room Occupancy	-	-	-	U	U	-	-	-	-	-	-	-	-	-	-
Mixed-Use	-	-	L	L	L	L	L	L	L	L	L	-	-	-	-

Source: City of Oceanside Zoning Ordinance

Notes:

P= permitted

U=conditional use permit required

ADP = Administrative Development Plan Required

L = Limited, with additional regulations

Coastal Zone

In May 2009, following discovery that the 1992 Zoning Ordinance was never certified by the California Coastal Commission, the regulatory document previously adopted by the Coastal Commission (known as the 1986 Zoning Ordinance or Coastal Zoning Ordinance) was reinstated as the operative Zoning Ordinance for coastal zone properties. For administrative purposes, the text of the Coastal Zoning Ordinance has been consolidated with the Zoning Ordinances for the Inland Area and the Downtown District. The reinstatement of the Coastal Zoning Ordinance from 1986 has significantly increased the potential for housing development within those segments of the Coast Highway commercial corridor bearing the C-2 zoning designation. Prior to the reinstatement of the 1986 Zoning Ordinance, these segments of Coast Highway were assumed to be designated CG (General Commercial) under the 1992 Zoning Ordinance – a zoning designation that allows housing at densities of 29 dwelling units per acre and only in conjunction with mixed-use development. In contrast, the reinstated C-2 designation for these Coast Highway properties allows for exclusively residential uses at densities up to 43 dwelling units per acre. Furthermore, the building height limitations and other development standards for the C-2 zoning designation in the Coastal Zoning Ordinance are less restrictive than those of the previously applicable CG designation. For example, while the 1992 Zoning Ordinance limited building height to 36 feet on CG properties in the coastal zone, the C-2 designation allows 45 feet of height on these same properties, with additional height above 45 feet allowed under a “high rise” provision.

Allowable residential uses in the Coastal Zoning Ordinance for both residential and non-residential districts in the Coastal Zone are shown in Table 28

Table 28: Permitted Residential Uses by Residential Zoning District (Coastal Zone)

Housing Type	R-1/CZ	R-3/CZ	R-T/CZ	C-1/CZ	C-2/CZ	OP/CZ	VC/CZ
Single Family	P	P	P	-	-	-	-
Two Family	P	P	P	-	-	-	-
Three- and Four-Family	-	P	P	-	-	-	-
Apartment (less than 20 units)	-	P	P	U ¹	U ¹	U ¹	
Apartment (20+ units)	-	U	U	U ¹	U ¹	U ¹	U ⁴
Mobile or Manufactured Home	P	P	P	-	-	-	-
Mobile Home Parks	U	U	U	-	-	-	-
Accessory Dwelling Units	P	P	P	-	-	-	-
Transitional and Supportive Housing	P	P	P	-	-	-	-
Residential Care Facility (6 or less)	P	P	P	-	-	-	-
Residential Care Facility (7 or more)	U	U	U	-	-	-	-

Source: City of Oceanside Zoning Ordinance/LCP Areas, 1986

Notes:

P= permitted

U=conditional use permit required.

1. Residential use must be secondary to an office or commercial use and must be vertical or horizontal mixed use.

Downtown District Zoning Ordinance (Article 12)

Development regulations for the Downtown area are provided in Article 12 of the Oceanside Zoning Ordinance. Allowable residential uses in Article 12 for both residential and mixed-use subdistricts are shown in Table 29.

Of the 15 commercial sub-districts within the Downtown District, 9 allow for single-family residential use, 10 allow for multi-family residential use, 9 allow residential in conjunction with mixed-use development. Densities up to 43 units/acre are permitted in the Downtown when projects comply with development standards and General Plan criteria.

Table 29: Permitted Residential Uses by Downtown Zoning Subdistrict (Article 12)

Housing Type	1 1A	2	3	4A	4B	5 5A	6B	7A	7B	8A	8B	9	11	13
Single Family	-	-	U	P	-	P	-	P	U	U	U	U	-	-
Multi-Family	-	-	U	P	U	P	-	P		U	U	U	U	U
Accessory Dwelling Units	-	-	P	P	P	P	-	P	P	P	P	P	P	P
Mixed Use	U	U	U	-	-	-	U	-	U	-	-	U	U	U
Group Residential	-	-	-	-	-	-	-	-	-	U	-	-	-	-
Residential Care Facility (7 or more)	-	-	U	-	-	-	-	U	-	U	U	U	-	-

Source: City of Oceanside Downtown Zoning Ordinance, 2020

Notes:

P= permitted

U=conditional use permit required

Effects of Zoning Regulations on the Provision of Low and Moderate Income Housing

Zoning regulations have a considerable effect on the development of low- and moderate-income housing. In urban areas, and particularly coastal jurisdictions, insufficient densities can make affordable housing infeasible. In 2004 state law was amended (AB 2348) to identify "default densities" that are considered suitable for lower-income housing. For large metropolitan jurisdictions such as Oceanside, the default density is 30 units per acre. All High Density Residential (RH), Urban High Density Residential (RH-U, R-3) and all residential and mixed-use subdistricts within the Downtown District allow densities of 29 units per acre or more. Low-income housing can be accommodated in all districts permitting residential use including commercial/mixed-use districts.

Much of the residentially-zoned land in Oceanside, is already developed with relatively few vacant properties remaining. Consistent with the City's General Plan, Local Coastal Program, and recent planning initiatives such as the Coast Highway Boulevard Vision and Strategic Plan and Oceanside Boulevard Corridor Study, much of the future growth in the City will be directed to infill sites which have mixed-use and transit-oriented-development potential. These policies are supported by the adopted SANDAG Sustainable Community Strategy (SCS) and Smart Growth Concept Plan, which identify a large potential for residential in-fill development within underutilized commercial areas. It is also important to note that vacant and underutilized parcels in these and other areas of the City were heavily relied upon by SANDAG in determining Oceanside's capacity for new housing in conjunction with SANDAG's 2050 Regional Growth Forecast. These housing capacity figures were subsequently used to justify the City's RHNA share for the 2021-2029 Housing Element planning period.

c. Special Needs Housing

To further fair housing opportunities, the City provides for a range of housing opportunities for persons with special needs, including those in residential care facilities, persons with disabilities, the elderly, persons needing emergency shelter, transitional or supportive living arrangements, and single room occupancy units. Many of these groups also fall under the category of extremely low income households. Table 26 through Table 29 above show how the City's Zoning Ordinances accommodate special needs housing. Chapter V, the Housing Plan, sets forth programs to revise the City's zoning regulations where necessary to comply with state law with respect to special needs housing. The City's provisions for each special needs housing type are discussed below.

Extremely Low Income Households

Many persons with special needs fall within the *extremely-low-income* (ELI) category, which is defined as 30% or less of area median income, or up to \$34,650 per year for a 4-person household in San Diego County (2020).

Many of the policies and programs described in Chapter V address the needs of ELI households, including persons with disabilities and those in need of residential care facilities. However, it must be recognized that the development of new housing for the lowest income groups typically requires large public subsidies, and the level of need is greater than can be met due to funding limitations, especially during these times of declining public revenues. The Housing Action Plan (Chapter V) includes a commitment to prioritize assistance for ELI units whenever feasible.

Residential Care Facilities

Residential care facilities refer to any family home, group home, or rehabilitation facility that provides non-medical care to persons in need of personal services, protection, supervision, assistance, guidance, or training essential for daily living. *Health and Safety Code* §§1267.8, 1566.3, and 1568.08 require local governments to treat licensed group homes and residential care facilities with six or fewer residents in residential zones no differently than other single-family residential uses. "Six or fewer persons" does not include the operator, the operator's family, or persons employed as staff. Local agencies must allow these licensed residential care facilities in any area zoned for residential use, and may not require licensed residential care facilities for six or fewer clients to obtain conditional use permits or variance that are not required of other single-family dwellings.

The Zoning Ordinance uses the term "Residential Care Facility, Limited" for facilities serving six or fewer persons and "Residential Care Facility, General" for facilities serving more than six persons. Under current zoning regulations residential care facilities that serve six or fewer persons are a permitted use in the RE-A, RE-B, RS, RM-A, RM-B, RM-C, RH, RH-U, RT districts within the Inland area, and the R-1/CZ, R-2/CZ, R-3/CZ districts in the Coastal Zone. Additionally, the City's parking ordinance requires residential care, limited facilities to provide one parking space per three beds.

Facilities serving more than six persons are allowed by CUP in the RM-A, RM-B, RM-C, RH, RH-U, and CP zones in the Inland area. Facilities serving 7 or more persons are allowed with limitations in the CN, CC, CG, CL, CS-HO, and CS-L zones. Convalescent facilities are

allowed with a CUP in the CP zone. Facilities serving 7 or more persons are permitted in the R-1/CZ, R-2/CZ, and R-3/CZ zones in the Coastal Zone. In the Downtown District, Facilities serving 7 or more persons are allowed in subdistrict 3, 7A, 8A, 8B, and 9 with a CUP. The City's zoning regulations do not pose a significant constraint to the establishment of residential care facilities.

The required findings for a conditional use permit for facilities serving seven or more persons are the same as required for any conditional use permit as stated in Article 41 of the City's Zoning Code:

1. That the proposed location of the use is in accord with the objectives of this ordinance and the purposes of the district in which the site is located.
2. That the proposed location of the conditional use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city.
3. That the proposed conditional use will comply with the provisions of this ordinance, including any specific condition required for the proposed conditional use in the district in which it would be located.
4. For properties located within the coastal zone: That the proposed conditional use will be consistent with all applicable policies of the certified Land Use Plan.

Facilities serving seven or more persons are treated similarly as other conditionally permitted uses in the same zone. Of the 30 Adult Residential Care Facilities in Oceanside, 6 (20%) are facilities for more than six persons and most of these are for more than 40 persons. Of the 35 Residential Care Facilities for the Elderly, 8 (23%) are for more than six persons and all of these are for more than 50 persons. Therefore, the City has the demonstrated track record of approval larger facilities in the City.

Housing for Persons with Disabilities

Both the federal Fair Housing Act and the California Fair Employment and Housing Act impose an affirmative duty on local governments to make reasonable accommodations (i.e. modifications or exceptions) in their zoning laws and other land use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use and enjoy a dwelling. Additionally, §65008 of the *Government Code* requires localities to analyze potential and actual constraints, and include programs to accommodate housing for disabled persons.

Building codes adopted by the City of Oceanside incorporate accessibility standards contained in Title 24 of the California Code of Regulations. Compliance with building codes and the Americans with Disabilities Act (ADA) may increase the cost of housing production and can also impact the viability of rehabilitation of older properties required to be brought up to current code standards. However, these regulations provide minimum standards that must be complied with in order to ensure the development of safe and accessible housing.

Because many homes in Oceanside were built before modern accessibility standards, an important housing issue facing people with disabilities is retrofitting existing homes to improve access. For retrofitting homes, the City administratively permits unenclosed ramps to protrude into required setbacks without a variance. The City allows a property owner to build a ramp to allow people with disabilities access into a single-family home upon securing a building permit. The City also administers a Housing Rehabilitation Program that provides federally-funded loans to eligible homeowners or rental property owners to make accessibility improvements.

Key planning requirements related to housing persons with disabilities are described below:

Definition of Family

A Zoning Ordinance that defines the term "family" as related persons who live together can restrict access to housing for people with disabilities who may need to live in group settings for both programmatic and financial reasons. The Oceanside Zoning Ordinance does not include a definition of "family" for the Inland Area, Coastal Zone, or Downtown District. The Coastal Zoning Ordinance was updated in 2017 to remove the definition of "family" in order to comply with Fair Housing Law.

Separation Requirements

The City's zoning regulations do not impose any separation or maximum concentration requirements for group homes or residential care facilities.

Site Planning Requirements

The City's zoning regulations do not impose any site planning requirements for residential care facilities serving 6 or fewer persons that are different than the requirements for other residential uses in the same zone. In the Coastal Zoning Ordinance, the minimum site area for General Residential Care is 12,000 square feet.

Reasonable Accommodation

A reasonable accommodation ordinance was adopted by the City Council in 2012. The ordinance includes administrative procedures for reviewing and approving requests for modifications to building or zoning requirements in order to ensure reasonable accommodations for persons with disabilities. The findings for a reasonable accommodating request are as follows:

Written determination to grant or deny a request for reasonable accommodation shall be consistent with applicable federal and state law and based on consideration of the following: a. The housing which is the subject of the request will be inhabited by the person(s) considered disabled in accordance with federal and state law. b. The requested accommodation is reasonable and necessary to make the housing available to the disabled person(s). c. The requested accommodation would not result in adverse impacts on surrounding properties and land uses. d. The requested accommodation would not impose an undue financial or administrative burden on the City. e. The requested reasonable accommodation would not

require a fundamental alteration of a City program or law, including but not limited to land use and zoning regulations, and the City's Local Coastal Program. 2. Alternatives. In evaluating the reasonableness of a requested accommodation, the review authority may consider whether there are reasonable alternatives that would provide an equivalent level of benefit to the disabled individual or group of individuals.

The City's zoning regulations are consistent with state law and do not pose a constraint to housing for persons with disabilities.

Farm Worker and Employee Housing

Housing for agricultural employees occurs in two types of settings: housing accommodations located on agricultural land that is used exclusively for farm workers; or traditional housing that is intended for lower income households but is not restricted to farm workers.

The housing needs of resident farm workers are primarily addressed through the provision of permanent affordable housing such as apartments, lower-cost single-family homes, and mobile homes. The remaining farm laborers are migrant farm workers who are not permanent residents of the City. To provide housing for migrant farm workers, the City allows migrant farm worker housing with limitations in the A zone in the Inland area. Such housing is typified by (but not exclusively) dormitory-style structures designed for temporary occupancy by migrant workers. The City amended the Zoning Ordinance in 2018 to comply with the Employee Housing Act, allowing farm worker housing for up to 36 beds by right where agricultural uses are permitted. This provision is not consistent with Employee Housing Act which requires farmworker housing up to 36 beds or 12 units be permitted as an agricultural use. Furthermore, Employee Housing Act also requires that employee housing for six or fewer employees should be treated as a single-family residential use. The City will amend the Zoning Ordinance to address employee housing.

Emergency Shelters and Low Barrier Navigation Centers

California Health and Safety Code (§50801) defines an emergency shelter as "*housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay.*" The 2020 Point-in-Time Count for San Diego County identified 408 people living in homelessness in Oceanside, including 166 people in shelters and 242 unsheltered people.

The passage of SB 2 in 2007 amended the requirements for local government regulations regarding emergency shelters. Unless a city has sufficient existing shelter facilities to accommodate its need, land use regulations must identify at least one zoning district where emergency shelters are a permitted use, thereby avoiding the need for a conditional use permit or other discretionary review.

Emergency shelters are permitted by right with some limitations in the IL zone, and with a CUP in the RM-A, RM-B, RM-C, RH, RH-U, CN, CC, CG, CL CS-HO, CP, IG, IP and PS districts. Specific requirements are:

- Compliance with Zoning standards
- Maximum beds: 50
- Hours of operation: 4:00 pm to 9:00 am
- Maximum stay: 120 days in a 365-day period
- Maximum concentration: No shelter can be sited within 300 feet of another shelter
- Minimum separation from residential districts: facility within 300 feet of a residential district requires a CUP
- Minimum staffing: one staff member per 10 beds
- Minimum parking: one space per staff member and 0.35 space per bed
- Minimum reception area: 15 square feet per bed
- Light: lighting to be provided for security purposes
- Sanitation facilities: one toilet and one sink for every 8 beds per gender

The City's ordinance includes separation requirements are not consistent with SB 2. The City will amend the Zoning Ordinance to require only a maximum 300-foot separation from another shelter only and remove reference to residential districts. Furthermore AB 139 requires that the parking standards for emergency shelters be established based on staffing level.

In order to comply with state law, emergency shelters must be allowed by right in at least one zoning district that has adequate capacity to accommodate at least one shelter. A recent change in State law (AB 2339) requires that the by-right zone for shelters must also permits residential uses. If a nonresidential (such as mixed use) zone is designated as the by-right zone for emergency shelters, the City must demonstrate that the zone has access to services and transportation.

Currently, the City has identified the Light Industrial (IL) zone as the appropriate district where emergency shelters may be established by-right. There are a total of 673 parcels totaling over 3,000 acres in this zone. Approximately 40 acres of land in this zone are currently vacant. Typical parcel size is about 4 acres, and many parcels are located near transit and commercial services. In addition to these vacant parcels, there are several developed parcels with vacant building space that could be converted for use as shelters. The IL zone is intended *"To provide areas appropriate for a wide range of (1) moderate to low-intensity industrial uses capable of being located adjacent to residential areas with minimal buffering and attenuation measures and (2) commercial services and light manufacturing, and to protect these areas, to the extent feasible, from disruption and competition for space from unrelated retail uses or general industrial uses."* (Municipal Code Sec. 1310) No heavy industrial uses with environmental constraints that would be incompatible with emergency shelters are permitted in the IL zone. Based on this, the parcels where emergency shelters are allowed by right are adequate to provide emergency shelters for the unsheltered homeless population in Oceanside.


In June 2021, the City amended the Zoning Code to permit emergency shelters by right on certain City-owned properties in the Commercial, Industrial, and Public/Semi-Public zones, and to remove barriers to emergency shelters in certain industrial districts. The City is in the process of constructing its first Oceanside Navigation Center, partnering with the San Diego Rescue Mission. The City was awarded \$3.3 million from the County of San Diego for assistance with the facility renovations. Another \$2.25 million in federal funding was

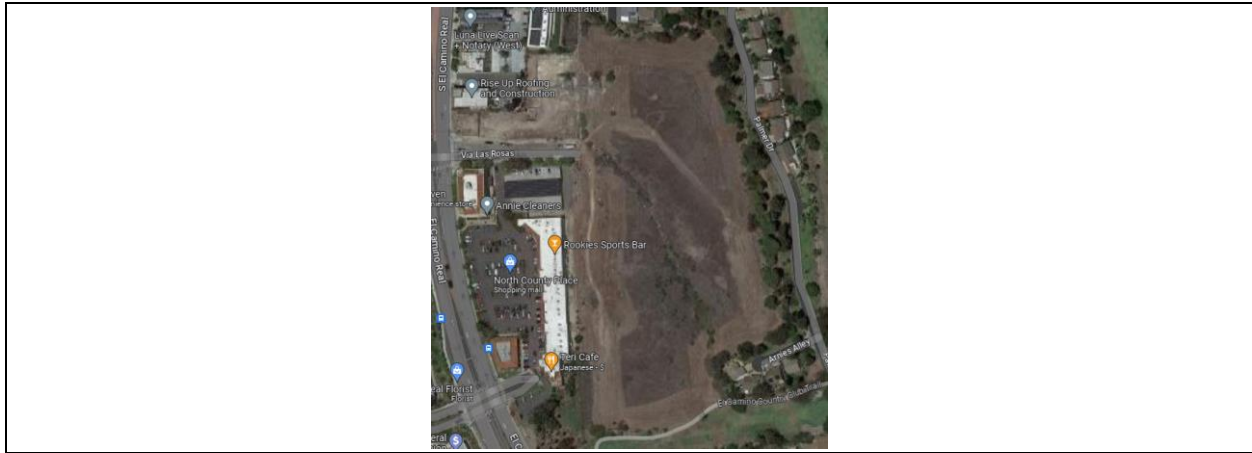
secured for the public improvements. The City also committed \$3.5 million and 59 Section 8 vouchers towards a 60-unit permanent supportive housing complex for homeless residents. The project includes \$6 million in state funds, along with private sector funding. This project broke ground in January 2023.

However, due to AB 2339, the City must identify a different zone to allow emergency shelters by right. As previously mentioned, emergency shelters are also permitted via a CUP in many zones that allow residential uses. These include: RM-A, RM-B, RM-C, RH, RH-U, CN, CC, CG, CL CS-HO, CP, IG, IP and PS districts. As shown in Appendix B: Land Inventory, the City has identified significant capacity for residential development on vacant and underutilized sites, primarily within the Corridors Specific Plan area. The majority of parcels are zoned RM-A, RM-B, RH-U, CG, CP, CL, CS-HO, CN, and CC.

Based on the general guidance of AB 2339, an average of 200 square feet in shelter space is needed per person. With an estimated unsheltered population of 242, approximately 50,000 square feet of building space would be required. The City intends to comply with AB 2339 by designating vacant, commercial zoned sites located within the boundaries of the Smart and Sustainable Corridor Specific Plan. All sites allow residential use as part of mixed-use development. In addition, the City will remove the 50-bed limit for emergency shelters.

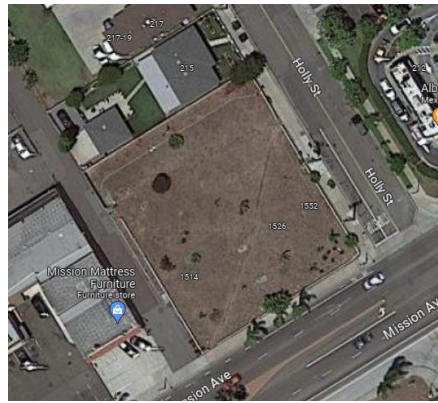
Table 30: Vacant Parcels in SSCP Zoned CP and GC Districts

APN	Address	GP	Zoning	Acres	Existing Use
#1 1650120500	2136 El Camino Real	PC	CP	0.76	vacant
<ul style="list-style-type: none"> • Located on arterial roadway with access to public transit (bus service) and ¼ mile from Sprinter station • Located 600 feet from shopping center with a grocery store, eating establishments, retail, and personal services • El Camino Real corridor has a variety of health care offices and employment opportunities 					
					
#2 1651910500	Via Las Rosas	PC	CP	10.97	vacant
<ul style="list-style-type: none"> • Adjacent to retail center with a variety of eating establishments and personal services • 500 feet from a shopping center with a grocery store, eating establishments, retail, and personal services 					



#3 1481524000	0 Mission Avenue	GC	CG	0.48	vacant
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- Located on arterial roadway with access to public transit (bus service)
- 400 feet from County of San Diego Health and Human Services Agency which provides a variety of social services
- Located directly across street from shopping center with grocery store, retail, and eating establishments
- Within ½ mile of shopping center with a grocery store, retail, personal services, and eating establishments



#4 1600531200	0 Mission Ave	GC	CG	1.82	Vacant
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- Located on arterial roadway with access to public transit (bus service)
- Located 100 ft from commercial center with retail, personal services, and eating establishments
- Mission Avenue corridor has a variety of medical and social services accessible by public transit



#5 1602911200	0 Mission Ave	GC	CG	1.82	vacant
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- Located on arterial roadway with access to public transit (bus service)
- Located within 800 ft from commercial center with grocery store, retail, personal services, and eating establishments
- Mission Avenue corridor has a variety of medical and social services accessible by public transit



AB 101 requires jurisdictions to allow a Low Barrier Navigation Center by right in areas zoned for mixed uses and nonresidential zones permitting multi-family uses, if the development meets specified requirements. The City may also choose to allow larger Low Barrier Navigation Center developments by right in these zones. A "Low Barrier Navigation Center" is defined as "a Housing First, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing homelessness to income, public benefits, health services, shelter, and housing." To comply with this state legislation, The Housing Plan (Chapter V) includes amendments to the coastal, non-coastal, and downtown district Zoning Ordinances to allow Low Barrier Navigation Centers in areas zoned for mixed uses and nonresidential zones that permit multi-family uses.

Transitional and Supportive Housing

Transitional/supportive housing is normally temporary housing (generally six months to two years) for a homeless individual or family who is transitioning to permanent housing. This type of housing can take several forms, including group housing or multi-family units, and often includes a supportive services component (e.g., job training, rehabilitation counseling) to allow individuals to gain necessary life skills in support of independent living.

SB 2 requires that transitional/supportive housing be treated as a residential use subject to the same standards and requirements as other residential uses of the same type in the same zone. Transitional and Supportive Housing is permitted by right in the RE-A, RE-B, RS, RM-A, RM-B, RM-C, RH, RH-U, and RT zoning districts in the Inland area, and in the R-1/CZ, R-3/CZ, and R-T/CZ zones in the coastal zone. In the CN, CG, CL, CS-HO, and CP zones transitional housing is allowed subject to approval of a conditional use permit, but supportive housing is not explicitly included as an allowable use. Beyond permitting requirements, there are no use regulations that apply specifically to transitional or supportive housing as distinct from other residential uses of the same type in the same zone.

AB 2162 requires supportive housing to be permitted by right in zones where multi-family and mixed uses are permitted and prohibits minimum parking requirements for supportive housing within ½ mile of a public transit stop.

To comply with state law, the Housing Plan (Chapter V) includes amendments to the coastal, non-coastal, and downtown district Zoning Ordinances to explicitly allow transitional and supportive housing as a residential use to be permitted as similar uses in the same zone. Furthermore, consistent with AB 2162, supportive housing meeting specific requirements would be permitted by right in zones where multi-family and mixed uses are permitted, and to prohibit minimum parking requirements for such supportive housing within ½ mile of a public transit stop.

Single Room Occupancy (SRO)

Single-room-occupancy (SRO) facilities are small studio-type units intended for one or two persons. SROs can provide an affordable housing option for small households with very low or extremely low incomes. SROs are allowed in the CC, and CG districts subject to approval of a conditional use permit.

d. Development Standards

The City of Oceanside regulates the location, density, and scale of residential development primarily through Zoning Ordinance development standards. Zoning Ordinance development standards are designed to protect and promote the health, safety, and general welfare of residents, as well as preserve the character and integrity of neighborhoods.

A summary of the structural development standards for the residential zoning districts is provided in Table 31 through Table 33.

Table 31: Residential Development Standards – Inland Area

Development Standard	Zoning District								
	RE-A	RE-B	RS	RM-A	RM-B	RM-C	RH	RHU	RT
Base & Max. Density*	0.5 - 1.0	1.0 - 4.3	4.3 - 7.3	7.3 - 12.1	12.1 - 17.4	17.4 - 21.8	21.8 - 29.0	29.0 - 43.6	29.0 - 43.6
Min. Lot Size (sf)	43,560	10,000	6,000	5,000	7,500	7,500	7,500	10,000	6,000
Min. Lot Width (ft.)	125	70	65	50	60	60	60	70	60
Min. Front Yard (ft.)	30	25	20	20	20	15	15	15	15
Min. Side Yard (ft.)	15	7.5	7.5	5;10	5;10	5;10	5;10	5;10	5;10
Min. Rear Yard (ft.)	30	20	15	15	15	15	15	15	10
Max. Lot Coverage (%)	30	35	45	50	60	**	**	**	**
Max Height (ft.)	36	36	36	36	36	36	36	36	36
Max. Non Res. FAR							1.0	1.0	1.0

Source: City of Oceanside Zoning Ordinance

Notes:

*Dwelling units per net acre.

** No maximum lot coverage within required setbacks

Minimum lot sizes for residential districts in the 1992 Zoning Ordinance range from 6,000 square feet to one acre for single-family residential districts and from 5,000 square feet to 10,000 square feet for multi-family residential districts. Each zone has a base density that is achievable "as-of-right" and a maximum density that may be granted for projects that satisfy certain design criteria as described in Section 2.32 of the General Plan Land Use Element. Such design characteristics include:

- 1) High quality architectural design and materials that mitigate the potentially adverse impacts of higher density and increased scale;
- 2) High quality landscape/hardscape design and materials that soften the appearance of associated development and contribute to a sustainable, attractive, and pedestrian-friendly streetscape;
- 3) Functional, sustainable and visually appealing common open space areas;
- 4) Consolidation of existing legal lots to provide unified site design;
- 5) Initiation of residential development in appropriate commercial zones;
- 6) Participation in the City's Housing, Conservation, Public Safety, and/or Historical Preservation programs; or
- 7) Innovative design and/or construction methods which further the goals of the General Plan.

The Zoning Ordinance also regulates the size of residential structures through lot coverage and height limits. The maximum building height is 36 feet for all residential zones, which is adequate to permit the base density of 29 units per acre in the RH-U and RT zones. The maximum height for residential mixed-use projects in the commercial zones is 50 feet, which is more than adequate to permit the maximum residential density of 29 units per

acre. Multi-family coverage requirements are adequate ranging from 50% in the RM-A zone to approximately 100% in the RH zone.

Table 32: Residential Development Standards – Coastal Zone

Development Standard	Zoning District	
	R-1	R-3
Max. Density (du/ac) ¹	7.2	29 (east of I-5)/ 43 (west of I-5)
Min. Lot Size (sf)	6,000	6,000
Min. Lot Width (ft.)	60-125	60
Min. Front Yard (ft.)	20	20
Min. Side Yard (ft.)	3-5	3-5
Min. Rear Yard (ft.)	15	15
Max. Lot Coverage (%)	40	60
Max Height (ft.)	35 or 2 stories	35 or 3 stories

Source: City of Oceanside Coastal Zoning Ordinance
 1. Dwelling units per net acre.

In the Coastal Zoning Ordinance minimum lot sizes are 6,000 square feet for both residential districts. Maximum densities are approximately 7.2 units per acre in the R-1 district and 43 units per acre in the R-3 district. While the height limit of 35 feet and maximum coverage of 60% could act as a constraint to the achievement of the maximum density allowed by the ordinance, modifications to these standards may be approved through the density bonus provisions required under state law.

Table 33: Residential Development Standards – Downtown District

Development Standard	Zoning District	
	Residential	Mixed Use ¹
Base. Density (du/ac)	29	29
Maximum Density	43	43
Min. Lot Size (sf)	5,000	5,000
Min. Lot Width (ft.)	50	50
Min. Front Yard (ft.)	10	10
Min. Side Yard (ft.)	3	0
Min. Rear Yard (ft.)	5	0
Max. Lot Coverage (%)	-	100
Floor Area Ratio	-	2.0
Max Height (ft.)	35	45

Source: City of Oceanside Redevelopment Project Area Zoning Ordinance, 2011
 Notes:

1. Property Development Regulations for Residential and Nonresidential uses shall serve as guidelines for mixed-use development proposals.

In the Downtown District, the minimum lot size for all property is 5,000 square feet. The maximum density is 43 units per acre for residential projects, but mixed-use projects do not have a maximum density. Multi-family residential is a permitted use in 11 sub-districts in the downtown area. A conditional use permit is required for multi-family projects in subdistricts 3, 4B, 8A, 8B, 9, 11, and 13. The standard height limit is 35 feet for residential projects and 45

feet for residential/mixed-use projects. Additional height may be granted through a conditional use permit on a case-by-case basis. Alternative maximum heights pursuant to a conditional use permit range from 65 feet to 100 feet. The 35-foot base height for residential projects and 45-foot base height for mixed-use projects is adequate for the base densities of 29 units per acre.

These development standards are reasonably necessary to protect the public health, safety and welfare and to maintain the quality of life and are not considered to be constraints on the development of housing.

e. Parking Requirements

Regulations for off-street parking are provided in Article 31 of the Oceanside Zoning Ordinance. The City's parking requirements for residential uses vary by residential type. Single-family dwellings require two enclosed spaces per unit and garage space for three cars for new single-family residential units larger than 2,500 square feet.

Multi-family dwellings require 1.5 spaces per unit, including one covered space per unit for studios and one-bedroom units, and two spaces for units with two or more bedrooms including one covered space. Additionally, one guest space is required for the first 10 units with one space plus 20% of the total units for guest parking. These parking requirements are summarized in Table 34.

Table 34: Residential Parking Requirements

Type of Unit	Minimum Parking Space Required
Single-Family Residential	2 enclosed spaces per dwelling unit Garage space for 3 cars is required for all new single family residential units in excess of 2,500 sq. ft. in the Inland area and Downtown District.
Multi-Family Residential	1.5 spaces per unit for studios and one-bedroom units 2 spaces per unit for units with two bedrooms or more
Condominiums (Coastal Zone)	1.5 spaces per DU up to two bedrooms, 2 spaces per DU 3 or more bedrooms
Guest Parking (Inland area and Downtown District)	4-10 units: 1 space More than 10 units: 1 space plus 20% total number of units.
Accessory Dwelling Units	One additional space per unit.
Residential Care (Inland area and Downtown District)	1 per 3 beds, plus additional for General Residential Care as required by permit.
SROs (Inland area and Downtown District)	0.2 spaces per unit

Source: Oceanside Zoning Ordinance,

The required parking is reasonable and does not pose a constraint on the production of housing. Additionally, the Planning Commission has the ability to grant reduced parking for senior housing and other affordable housing projects through the conditional use permit process.

f. Accessory Dwelling Units

Accessory dwelling units are attached or detached units that provide complete independent living facilities for one or more persons including permanent provisions for living, sleeping, cooking, and sanitation, located on the same lot as the primary structure. Accessory dwelling units often provide affordable housing for extremely low, very low and low income households, including seniors. In the City of Oceanside accessory dwelling units are regulated by Section 3006 of the Oceanside Zoning Ordinance.

Several pieces of recent State legislation (including SB 13, AB 68, AB 881, AB 687, AB 670, and AB 671), modified regulations for accessory dwelling units. Some of the key changes included prohibiting standards related to lot coverage standards, lot size, floor-area-ratios, or open space that may impede the development of accessory dwelling units, reducing review time for permit applications, and eliminating regulations related to parking, height, setbacks, and unit size that have the effect of limiting accessory dwelling unit development. In August 2020, The City Council approved amendments to the Zoning Ordinance section 3006 to bring the ADU ordinance in compliance with State law and the establishment of ADUs in single-family and multi-family zone districts.

As codified in Section 3006 of the Oceanside Zoning Ordinance, the maximum and minimum floor areas of an accessory dwelling unit are set forth in Table 35 and range from a minimum of 150 square feet to a maximum of 1,200 square feet.

Table 35: Accessory Dwelling Unit Design Standards

Unit Size if Attached	Minimum 150 sf and shall not exceed 50% of living area of existing or proposed dwelling
Unit Size if Detached	Max. 1,200 sf
Setbacks	By-Right Provision –An attached or detached ADU with a maximum size of 850 sf or 1,000 sf with more than on bedroom shall be permitted subject to four-foot side and rear setbacks
Height and Building Coverage	By-Right Provision – An attached or detached ADU with a maximum size of 850 sf or 1,000 sf with more than on bedroom shall be permitted subject to a maximum height of 16 feet
Parking	One additional space per unit, with exceptions for special circumstances such as proximity to transit or historic buildings.

Source: Oceanside Zoning Ordinance

g. Short-term Rentals

As home-sharing websites have risen in popularity in recent years, there has been a significant increase in the number of homes being offered on a short-term basis to generate rental income. Homes may be offered as “home-shares,” where the primary resident offers one or more rooms to visitors while remaining on site, or whole homes may be rented on a daily or weekly basis. While the impact of short-term rentals on housing availability and affordability is still being evaluated, there is evidence that short-term rentals have a negative effect on housing affordability by changing the way residential properties are used and reducing housing availability for local residents.

San Diego County jurisdictions vary in their approach to short-term rentals. Some, particularly coastal cities where short-term rentals are most popular, explicitly allow short-term rentals in at least some zones, typically requiring permits, and specifying that short-

term rentals must meet various performance standards to be allowed to operate. For example, the cities Chula Vista, Del Mar, and Solana Beach allow short-term rentals in at least some zones. In contrast, cities such as El Cajon, La Mesa, National City, Santee do not address short-term rentals in their adopted regulations.

Currently, the Oceanside Municipal Code allows short-term rentals with a permit. As part of permit requirements, owners must pay transient occupancy taxes and demonstrate compliance with a number of operational requirements intended to minimize the adverse impacts that short-term rental properties may have on surrounding properties. Short-term rentals are not permitted in manufactured home parks or on properties where access to the property does not meet city standards.

As of May 2020, there were 913 short-term rentals in Oceanside. There is currently no cap on the number of short-term rentals that may be allowed in the City, but staff has been directed by the City Council to monitor the number of short-term rentals citywide. The City has added a policy to explore a form of a cap on STRs to preserve long term housing stock for the 2021-2029 planning period.

h. Density Bonus

California Government Code Section 65915 includes requirements for local governments to provide incentives and a density increase over the otherwise maximum allowable residential density under the Municipal Code and the Land Use Element of the General Plan (or bonuses of equivalent financial value) when builders agree to construct housing developments with units affordable to lower or moderate income households.

In recent years, the State has made numerous changes to the Density Bonus law, including but not limited to the following:

- AB 1763 (Density Bonus for 100 Percent Affordable Housing) – Density bonus and increased incentives for 100 percent affordable housing projects for lower income households.
- SB 1227 (Density Bonus for Student Housing) - Density bonus for student housing development for students enrolled at a full-time college, and to establish prioritization for students experiencing homelessness.
- AB 2345 (Increase Maximum Allowable Density) - Revised the requirements for receiving concessions and incentives, and the maximum density bonus provided.

The Housing Plan includes amendments to the coastal, non-coastal, and downtown district Zoning Ordinances to ensure density bonus requirements comply with current state law.

i. Mobile Homes/Manufactured Housing

The manufacturing of homes in a factory is typically less costly than the construction of individual homes on site thereby lowering overall housing costs. State law precludes local governments from prohibiting the installation of mobile homes on permanent foundations on single-family lots. It also declares a mobile home park to be a permitted land use on any land planned and zoned for residential use, and prohibits requiring the average density in a new mobile home park to be less than that permitted by the Municipal Code. A city or county may, however, require use permits for mobile home parks.

Regulations governing manufactured housing are provided in Section 3033 of Oceanside Zoning Ordinance, which states that in the City of Oceanside a mobile home may be located in any A district or in any R district where a conventional single-family detached dwelling is permitted, subject to the same restrictions on density and to the same property development regulations. Mobile homes must meet design and location criteria specified in Section 3033, which generally require that mobile homes be compatible in design and appearance with other residential structures in the vicinity and prohibit mobile homes from being constructed on substandard lots. These development standards are consistent with state regulations and do not present an unreasonable constraint to this type of development.

Mobile home parks are regulated under the Mobile Home Park (MHP) district which requires a Mobile Home Park Development Plan. There are currently 17 mobile home parks in the City of Oceanside with a total of 2,578 spaces. The City also has a Senior Mobile Home Park (SMHP) district. Eight of the City's mobile home parks with a total of 1,188 spaces are designated as senior parks.

The City recognizes mobile home parks for their contribution to affordable housing. The City's Manufactured Home Fair Practices Act protects residents of mobile home parks from unreasonable rent increases while preserving for park owners a "just and reasonable return" on their investment. The ordinance is administered by the Manufactured Home Fair Practices Commission under the supervision of the Neighborhood Services Department. The City also has a Mobile Home Park Conversion Ordinance (Article 34) which requires notification of a pending conversion and a relocation plan for displaced tenants.

j. Condominium Conversions

The conversion of apartments to condominiums is regulated by Article 32 of Oceanside Zoning Ordinance. The ordinance recognizes that conversions may significantly affect the balance between rental and ownership housing within the City, and thereby reduce the variety of individual choices of tenure, type, price, and location of housing; increase overall rents; decrease the supply of rental housing for all income groups; and displace individuals and families. The ordinance is applicable to all conversions of existing residential real property to condominium stock cooperative projects except where a tentative parcel map has been approved by the City Council prior to the effective date of the ordinance. All condominium conversions require a use permit and tentative map.

No condominiums have been converted in the previous housing element period. The City's conversion requirements are consistent with state law and are designed to protect affordable rental housing opportunities in balance with the potential need and demand for lower-cost home ownership opportunities.

k. Inclusionary Housing Ordinance

The City of Oceanside's inclusionary housing program, codified as Chapter 14C of the Oceanside City Code, requires that housing developers of three or more units reserve 10% of the total units in the development for-sale to low- and moderate-income households or for rent to low-income households. The goal of the program is to increase the amount of affordable housing opportunities in the City. As an alternative to reserving units, the developer may pay an in-lieu fee, subject to Council resolution, in an amount sufficient to

subsidize the price of a median sales price home in Oceanside to the extent that it brings the sales price of such a home into the affordable range for a moderate income household. The in-lieu fees collected must be used by the City exclusively to provide housing opportunities for low or moderate households anywhere within the City. The inclusionary housing program is administered by the City's Neighborhood Services Department. On January 22, 2020, the City Council directed staff to prepare amendments to Chapter 14C to facilitate and encourage more developers to construct on or off-site reserved units. Phase 1 was adopted on September 9, 2020 and revised 14C to apply inclusionary housing requirements to new rental housing projects and allow deferral of the in-lieu fee on the same terms as deferral of impact fees. Phase 2 consisted of a comprehensive review and further analysis of the Inclusionary Housing Ordinance.

On December 7, 2022, City Council adopted amendments to Chapter 14C to establish revised Inclusionary Housing regulations and a resolution adopting an update of the inclusionary housing in-lieu fee. The revised regulations allow developers greater flexibility in meeting their affordable housing requirements by utilizing alternative compliance options such as constructing Accessory Dwelling Units (ADUs), preserving existing affordable housing units, providing special needs housing, requiring that affordable units be comparable in design but not substantially the same as market rate units (interpreted as "like for like"), and providing clarity in the process when an applicant seeks to satisfy the requirement through provision of housing versus payment of an in-lieu fee. For the off-site provision of reserved units, the off-site location must be within the city limits of Oceanside but excludes the low-income impacted census tracts (i. e., census tracts 181,182 (excluding block group 3), 184, 186.03). In addition, the off-site location must be suitable for the proposed affordable housing, consistent with any adopted affordable housing guidelines and the City's Housing Element, will not tend to cause residential segregation, and must be located with appropriate infrastructure and services.

The ordinance was revised to allow all projects the option of alternative methods of compliance if findings can be made. Findings were clarified for determination that on-site is not feasible and added findings that the alternative compliance will provide as many or more inclusionary units at the same or lower income levels, will not tend to cause residential segregation, and will otherwise provide greater public benefit than would provision of the inclusionary units on site.

The revisions also established a revised fee based upon an affordability gap analysis to \$15 per square foot, to be phased in over a two-year period, that will result in the collection of additional in-lieu fees if applicable residential developments elect to pay the fee rather than providing the reserved units. With the consistency of revisions to the IHO with State law and providing more alternatives, it is contemplated that residential developers will continue to choose to build new units as opposed to pursuing other compliance options.

I. Smart Growth Planning Initiatives and SB 375

The City of Oceanside, being a major hub for rail and bus transit in northwest San Diego County, has eight smart growth opportunity areas (see Figure 6):

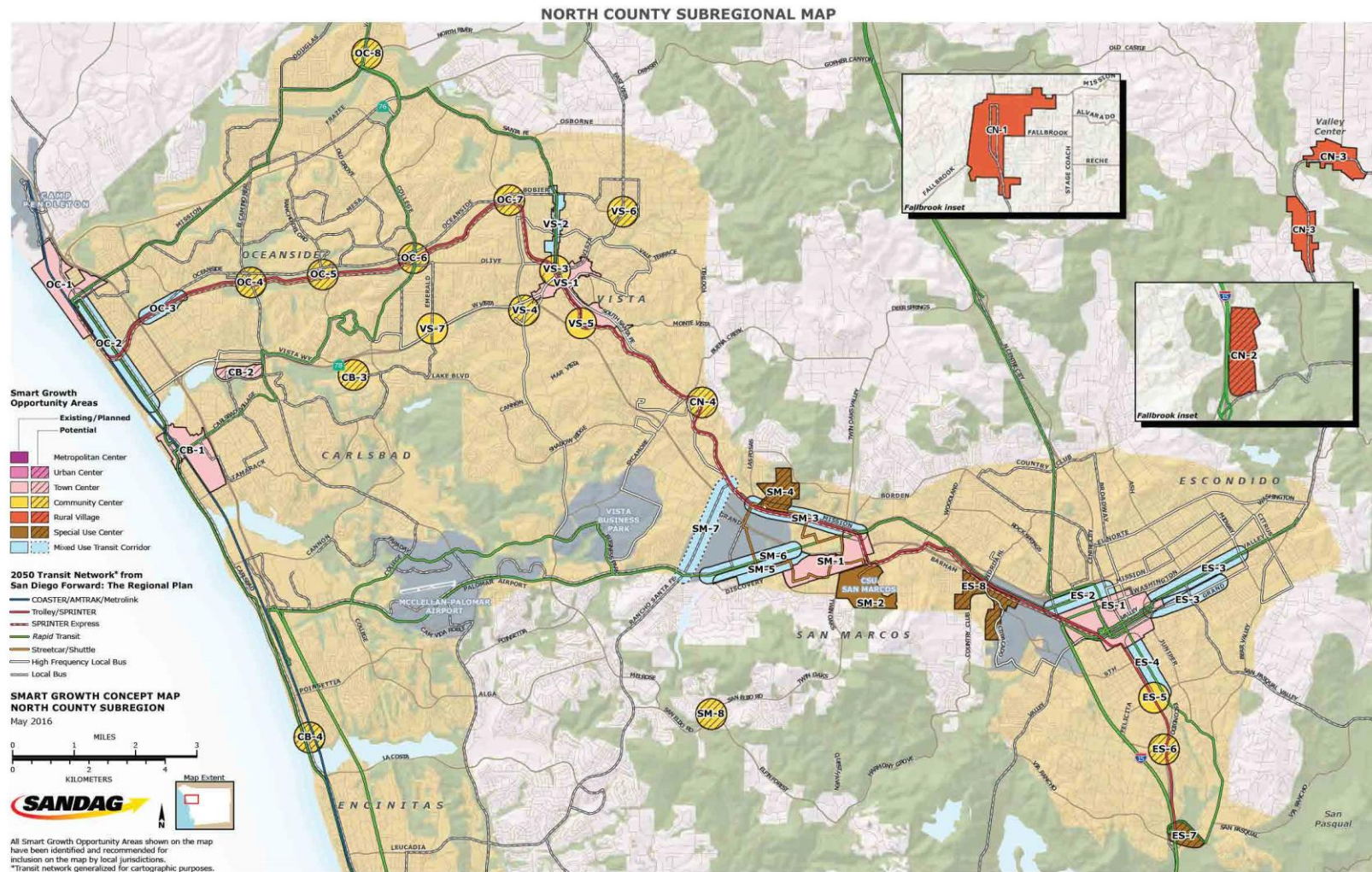
- (OC-1) Downtown Oceanside (includes the Oceanside Transit Center served by Amtrak, Coaster, Metrolink, Sprinter, NCTD bus line, and Greyhound);

- (OC-2) South Coast Highway Sprinter Station;
- (OC-3) Crouch Street Sprinter Station;
- (OC-4) El Camino Real Sprinter Station;
- (OC-5) Rancho Del Oro Sprinter station;
- (OC-6) College Boulevard Sprinter Station;
- (OC-7) Melrose Sprinter station; and
- (OC-8) San Luis Rey Transit Center.

SB 375 requires that the regional land use plan and Regional Housing Needs Assessment (RHNA) be coordinated with the update of Regional Transportation Plan (RTP). The SCS lays out how the region will meet greenhouse gas reduction targets set by the California Air Resources Board (CARB). The SCS incorporates the RCP and the smart growth opportunity area as the land use component upon which the RHNA is based.

According to the SANDAG 2050 Regional Growth Forecast over 80% of new residential unit growth in the region will be multi-family housing. At the same time the SCS requires that much of this growth be directed to existing urban areas that have the potential for transit oriented development. Many of the parcels in these areas (underutilized sites) are inherently constrained by a variety of factors including: existing viable uses, small lot patterns, outdated parking policy, inadequate planning tools and zoning, aging infrastructure, and market risks for “first-in” projects. Yet regional and state policies now place a much greater emphasis on realizing the potential of the underutilized sites in fulfillment of RHNA. The challenge for City of Oceanside and other jurisdictions in the region will be to take steps to “unlock” the residential development potential of these properties and enhance their market readiness during the 2021-2029 Housing Element cycle. The City's Smart and Suitable Corridors Plan seeks to facilitate residential and mixed use development through increased density allowance, streamlined entitlement review, CEQA clearance, tactical infrastructure improvements.

Figure 6: SANDAG Smart Growth Concept Map – North County Subregion



Since its adoption, the RCP and the smart growth concept map have informed General Plan updates and other local planning initiatives for jurisdictions throughout the county. Two smart growth planning initiatives in the City of Oceanside designed specifically to enhance economic performance and increase the market readiness of underutilized properties are the Coast Highway Vision and Strategic Plan and the Oceanside Boulevard Corridor Specific Plan. The objectives and status of these initiatives are summarized below.

Coast Highway Vision and Strategic Plan

The Coast Highway Vision and Strategic Plan (CHVSP) was adopted in 2009 and has since identified Coast Highway as a key area for growth. The CHVSP seeks to transform the Coast Highway corridor and surrounding neighborhoods from a monotonous highway strip of scattered auto-oriented development into a vital transit-, pedestrian-, and bicycle- friendly corridor that can attract new investment. The plan identifies several catalytic actions that are necessary to encourage new development and begin the transformation process. These include implementation of a “complete street” design for Coast Highway, zoning amendments to encourage mixed-use development, a transfer of development rights (TDR) height program, a development incentives program, design guidelines, and implementation of smart parking policies. As noted in the plan *“Restrictive and antiquated parking policies within the planning area make development difficult, if not impossible. Stalled development, in-turn, has contributed to a less than ideal public realm. Smart parking policies would allow development to proceed smoothly, without obstruction from hard to reach quotas.”*

The vision for the Oceanside Transit Center node is for a mixed-use pedestrian-oriented development that becomes an extension of the downtown business area, providing opportunities for additional commerce, employment, and supporting housing. For this area the plan targets a land use intensity of 25-43 units/acre and 30-50 plus employees per acre in accordance with SANDAG's thresholds for smart growth. Small surface parking lots and vacant parcels provide immediate infill opportunities. The proposed parking reforms should improve the economics of redeveloping numerous underutilized and underperforming sites within the area.

The CHVSP envisioned the emergence of a significant residential component within the Coast Highway corridor, particularly within the “Avenue” segments of Coast Highway that lie between the nodes at Las Ramblas, the Oceanside Transit Center, the Coast Highway Sprinter Station, the Loma Alta Creek Resort Area, and South Oceanside Village. The “Avenue” segments are expected to redevelop with medium to high-density housing in conjunction with new urban green space in the form of landscaped medians, parkways, and pocket parks. Some of this new housing will be in vertical mixed-use development, while other projects will be exclusively residential. Both forms of housing will expand the market for neighborhood-serving retail, medical/ professional office and other commercial uses along Coast Highway, where demand for commercial uses has for decades been weakened by expanding commercial services in areas east of Interstate 5.

In 2019, the City Council adopted the Coast Highway Incentive District, which includes a set of standards and incentives for development in the Coast Highway corridor. These standards and incentives are included to support the goals outlined in the Coast Highway Vision and Specific Plan by streamlining development review, and to encourage high-quality new development in the plan area. Three pedestrian-oriented sub-areas are included within the district, each with a distinct set of uses. The Incentive District is currently under review by the California Coastal Commission, which must certify the new standards before they can be codified in the City's Zoning Ordinance. A detailed review of the incentives and development standards is found in Appendix B, Coast Highway Corridor.



Underutilized sites in the Coast Highway corridor

m. Building Codes and Enforcement

State law prohibits the imposition of building standards that are not necessitated by local geographic, climatic or topographic conditions and requires that local governments making changes or modifications in building standards must report such changes to the Department of Housing and Community Development with a finding that the change is needed.

The City's building codes are based upon the 2019 California Building, Plumbing, Mechanical, Electrical and Fire Codes. Local amendments to the state code have been adopted to require fire sprinklers for some residential construction. No other additional regulations have been imposed by the City that would unnecessarily add to housing costs.

Code enforcement programs are implemented through the City's Neighborhood Services Department. Code enforcement staff investigates violations of building code and property maintenance standards as well as other complaints. When violations are identified, eligible property owners are referred to appropriate rehabilitation programs providing grants or low-interest loans for property and building improvements.

2. Development Processing Procedures**a. Residential Permit Processing**

Development review procedures exist to provide a clear path to success and ensure that proposals for new development comply with local regulations and are compatible with adjacent land uses.

Processing times vary by permit type, the size and complexity of the project, and the number of actions or approvals needed to complete the process. Table 36 shows the typical processing times for the various permit types. Where multiple approvals are required, the City allows for concurrent processing, which generally limits the total processing time to that required by the most review intensive permit or approval. The City Development Services Department has also initiated streamline protocols to move projects through the permitting process more quickly.

Table 36: Residential Permit Review Processing

Permit/Approval Type	Typical Processing Time*	Approval Body
Administrative Development Plan	8 - 12 weeks	Planning Department Staff
Administrative Use Permit	6 - 8 weeks	Planning Director
Development Plan	8 - 16 weeks	Planning Commission
Conditional Use Permit	8 - 16 weeks	Planning Commission
Variance	8 - 12 weeks	Planning Commission
Zone Change	12 - 24 weeks	Planning Commission
General Plan Amendment	12 - 24 weeks	City Council
Parcel map	8 - 12 weeks	Planning Director
Tentative Map	10 - 16 weeks	Planning Commission
Final Subdivision Map	6 weeks	Planning Director
Negative Declaration	4 - 6 weeks	Planning Director or Planning Comm.
Environmental Impact Report	4 - 6 months	Planning Commission

Source: Oceanside Community Development Department, 2020

Notes:

*Does not include appeals.

Single family homes and duplexes can generally be built as-of-right unless a parcel map or subdivision map is required. Residential developments with more than two units require approval of a development plan by the Planning Commission. Review of a development plan application consists of confirming that the project is consistent with applicable development standards and would not substantially deteriorate property values, unreasonably interfere with the use and enjoyment of adjacent properties, or endanger the public peace, health, safety or general welfare.

Use Permit

Findings for use permit approval include:

- That the proposed location of the use is in accord with the objectives of the Zoning Ordinance and the purposes of the district in which the site is located.
- That the proposed location of the conditional use and the proposed conditions under which it would be operated or maintained will be consistent with the General Plan; will not be detrimental to the public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use; and will not be detrimental to properties or improvements in the vicinity or to the general welfare of the city.
- That the proposed conditional use will comply with the provisions of the Zoning Ordinance, including any specific condition required for the proposed conditional use in the district in which it would be located.
- For properties located within the coastal zone: That the proposed conditional use will be consistent with all applicable policies of the certified Land Use Plan.

The Planning Commission may impose reasonable conditions necessary to:

- Achieve the general purposes of this ordinance or the specific purposes of the zoning district in which the site is located, or to make it consistent with the General Plan;

- Protect the public health, safety, and general welfare; and
- Ensure operation and maintenance of the use in a manner compatible with existing and potential uses on adjoining properties or in the surrounding area.

Planning commission decision is appealable to the City Council. Processing times for administrative development plan review (8-12 weeks) and, where applicable, conditional use permit (8-16 weeks) are considered reasonable and do not pose a significant constraint to housing development. The ADP and ACP provided for expedited, staff-level project review and approval. Nevertheless, the City will reassess the CUP requirements as part of the comprehensive update to the Zoning Ordinance.

b. Environmental Review

Environmental review is required for all developments meeting the definition of “project” under the California Environmental Quality Act (CEQA). Oceanside has a number of environmental and development constraints due to its sensitive environmental resources and coastal location. Because of these environmental constraints, larger residential projects have typically required the preparation of Environmental Impact Reports (EIRs).

The City has adopted environmental processing guidelines that closely follow the state CEQA guidelines. Under state law, an EIR is required for any development that has the potential of creating significant impacts that cannot be mitigated, which is typical of large projects. Today, most residential projects are either Categorical Exempt or require only an Initial Study and Negative Declaration. A Negative Declaration typically takes four to six weeks to prepare, depending on complexity of the project and required technical studies, followed by a state-mandated public review period. Categorical Exempt developments require a minimal amount of time.

Although CEQA compliance can add complexity to the permitting process, City staff assists developers through the process to cut down on processing time to the extent feasible. The City of Oceanside supports current state efforts to streamline the CEQA process for infill development.

3. Development Fees and Improvement Requirements

State law limits fees charged for development permit processing to the reasonable cost of providing the service for which the fee is charged. Various fees and assessments are charged by the City and other public agencies to cover the costs of processing permit applications and providing services and facilities such as schools, parks and infrastructure. Almost all of these fees are assessed through a pro rata share system based on the magnitude of the project's impact or the extent of the benefit that will be derived. Development fees vary from project to project depending on the specific characteristics.

a. Planning and Development Fees

Housing construction imposes short- and long-term infrastructure costs on communities. Short-term costs include staffing for planning services and inspections. In addition, new residential developments can result in significant long-term costs to maintain and improve infrastructure, public facilities, parks, and streets. In response to the taxing constraints imposed by Proposition 13, many California cities rely on planning and development impact fees to fund facilities necessitated by new housing.

In San Diego County, all jurisdictions collect planning and development fees, as well as impact fees to assist in the construction of new schools and parks, and to help fund infrastructure improvements. Impact fees in Oceanside are assessed for parkland dedication, drainage, public facilities (various), traffic signals, thoroughfares, water systems, and wastewater systems. Fees to other agencies include school facilities mitigation fees, San Diego County Water Authority (SDCWA) capacity fees and water treatment capacity charges.

Table 37 summarizes the development and impact fees for typical single-family and multi-family projects. The City adjusts fees periodically based on the actual cost of services and modifications to land development processes and procedures. City fees are based on the actual cost of providing essential services and are not an unreasonable constraint to housing development. Table 38 provides a comparison of fees charged by San Diego communities. As shown, fees for single-family home development in Oceanside are generally at the high end, due to locational (Coastal) and topological constraints. Fees for multi-family development in the City are lower than most communities in the region.

Table 37: Planning and Development Fees

Fee Category	Fee or Deposit Amount	Typical Single-Family Project ¹	Typical Multi-Family Project ²
Planning and Application Fees³			
Pre-Application Review	\$339	\$339	\$339
Tentative Parcel Map	\$3,000 + \$141/lot		
Tentative Subdivision Map	\$8,000 deposit	\$8,000 deposit	
Development Plan Review < 10 acres	\$7,000 deposit		\$7,000 deposit
Development Plan Review > 10 acres	\$10,000 deposit		
Administrative Dev. Plan Review	\$5,000 deposit		
Conditional Use Permit	\$5,000 deposit		
Impact Fees			
Parkland Dedication Fee	\$4,431/unit	\$44,310	\$44,310
Drainage Fees	\$467-\$6,191 per unit	\$20,540 (\$2,054/unit)	\$4,670 (\$467/unit)
Public Facility Fees	\$2,621 /unit	\$26,210	\$26,210
Traffic Signal & Thoroughfare Fees (SF)	\$2,584-\$4,339/unit	\$36,160 (\$3,616/unit)	
Traffic Signal & Thoroughfare Fees (MF)	\$ \$2,584-\$2,893/unit		\$25,840 (\$2,584/unit)
Water System Buy-in Fees	\$5,680 (5/8") - \$45,440 (2") \$7,794 (SF)	\$45,440	\$45,440
Wastewater System Buy-in Fees	\$7,794 (5/8") - \$194,856 (4") (MF)	\$7,794	\$62,354
School Facilities Mitigation Fee	\$3.48/sq. ft. Oceanside \$3.36/sq. ft. Fallbrook \$3.79/sq. ft. Carlsbad, Vista	\$87,000	\$34,800
San Diego County Water Authority Capacity Fees	5/8"= \$5,301 (5/8") - \$26,151 (2")	\$26,151	\$26,151
Total Fees		\$301,944	\$277,114
Per Unit Fee		\$30,194	\$27,711
Fees as % of Total Development Cost		Approx. 9%	Approx. 11%

Source: City of Oceanside Development Services Department, 2020

Notes:

1. Total project fees based on a 2.5-acre (25,000 sf project size), 10-lot subdivision.
2. Total project fees based on a 10-unit apartment project on a 20,000 sf lot (10,000 sf project size). Additional assumptions include 2" meter size for determining water meter, water system buy-in fees, SDCWA capacity fees, and SDCWA water treatment capacity charge.
3. Items with deposits are based on actual processing costs which may exceed initial deposit amount.
4. Assumes total development costs of \$350,000 per unit (single-family) and \$250,000 (multi-family).

Table 38: Fee Comparisons (2019-2020)

Jurisdictions	Per Unit Permit and Impact Fees			
	Single Family	Townhome (Type V Construction)	Condominium (Type III Construction)	Apartment (Type V Construction)
Carlsbad	\$42,616.78	\$23,012.02	\$17,086.21	\$16,762.04
Chula Vista	\$57,167.97	\$42,481.32	\$38,577.18	\$38,596.86
Encinitas	\$22,932.15	\$15,984.48	---	\$15,233.65
Escondido	\$37,044.15	\$31,185.86	\$29,360.35	\$29,360.35
Imperial Beach	\$15,161.22	\$11,262.71	\$9,832.14	\$21,010.37
La Mesa	\$27,442.49	\$19,242.63	\$14,248.72	\$12,906.75
Lemon Grove	\$13,563.65	\$6,259.63	\$4,870.52	\$5,106.55
National City	\$15,025.99	\$5,655.93	\$4,175.54	\$4,175.54
Oceanside	\$68,235.30	\$25,089.74	\$17,254.33	\$17,178.01
Poway	\$26,528.05	\$21,194.22	\$2,059.13	\$20,898.17
San Diego	\$155,367.00	\$103,121.73	\$95,731.81	\$97,461.70
San Marcos	\$30,761.34	\$25,588.10	\$23,410.80	\$14,184.14
Santee	\$31,313.31	\$3,508.303	\$707.96	\$1,892.94
San Diego County	\$21,797.00	\$12,793.00	\$10,900.00	\$11,156.00
Vista	\$27,546.37	\$20,804.79	\$23,176.90	\$18,608.86

Source: BIA 2019-2020 Fees Study for San Diego County

b. Site Improvement Requirements

The City requires developers to provide on-site and off-site improvements necessary to serve their projects. Such improvements may include water, sewer and other utility extensions, street construction and traffic control device installation that are related to the project. Dedication of land or in-lieu fees may also be required of a project for rights-of-way, transit facilities, recreational facilities, and school sites, consistent with the Subdivision Map Act.

Where roadways are not present developers are required to construct all internal roadways for a subdivision and provide connections to existing roadways in a manner that assures that each new and existing roadway continues to function as it was intended. As provided in the Circulation Element, the City also requires dedication and improvement of necessary rights-of-way along Master Transportation Plan streets. This usually will occur in fulfillment of a condition of approval for a tentative map or as a condition of a building permit.

A typical local street requires a 60-foot right-of-way, with two 12-foot travel lanes. The City's road standards are typical for cities in San Diego County and do not act as a constraint to housing development. Table 39 illustrates the City's street improvement standards.

Table 39: Street Improvement Standards

Roadway Designation	Number of Lanes	Right-of-Way Width	Curb-to-Curb Width
Prime Arterial	6	124'	104'
6-Lane Major Arterial	6	124'	104'
4-Lane Major Arterial	4	100'	80'
Secondary Collector	4	84'	64'
Collector	2-3	60'-70'	40'-50'
Local Street	2	60'	40'

Source: City of Oceanside General Plan Circulation Element

The City's Capital Improvement Program (CIP) contains a schedule of public improvements including streets and other public works projects to facilitate the continued build-out of the City's General Plan. The CIP helps to ensure that construction of public improvements is coordinated with private development.

While site improvement requirements increase housing costs, they are typical for most jurisdictions in San Diego County. Moreover site improvements are necessary to maintain the quality of life desired by residents, and ensure the availability of needed public services and facilities. The City of Oceanside can mitigate the cost of improvement requirements for affordable housing developments by assisting with grant funding applications or providing regulatory and financial incentives. Additionally, future development will occur primarily in already developed areas where roadway and other offsite improvements will be a fraction of what they would be for "greenfield" development.

B. Non-Governmental Constraints

1. Environmental Constraints

Environmental constraints include physical features such as steep slopes, fault zones, floodplains, sensitive biological habitat, and agricultural lands. In many cases, development of these areas is constrained by state and federal laws (e.g., FEMA floodplain regulations, the Clean Water Act and the Endangered Species Act, and the state Fish and Game Code and Alquist-Priolo Act).

The most noteworthy environmental constraints in Oceanside are the San Luis Rey River Floodplain and the agricultural lands in the northeastern portion of the city. These areas are largely protected from incompatible development by open space and agricultural zoning. In collaboration with the City, the U.S. Army Corps of Engineers has implemented an extensive levee system along the San Luis Rey River that has allowed for new housing development and reduced the risk of flooding for hundreds of existing dwelling units.

The Corps, in coordination with the City's Public Works Department, conducts routine brush clearing activities within the San Luis Rey riverbed. The Public Works Department is also responsible for the maintenance and repair of drainage facilities within the City right-of-way which includes the annual inspection and cleaning of over 3,500 City storm drains and catch basins. Other responsibilities include debris removal and clearing drainage systems during and after storm events, vegetation management and removal, silt removal,

detention basin maintenance and erosion control of slopes along open channels and other drainage facilities.

Development in steep hillside areas is also regulated by the City's Hillside Development regulations, which require a Hillside Development Plan to minimize grading and preserve the natural appearance of the hillsides. Density reductions and identification of steep slopes unsuitable for development may result.

The City's land use plans have been designed to protect sensitive areas from development, and also to protect public safety by avoiding development in hazardous areas. While these policies constrain residential development to some extent, they are necessary to support other public policy objectives and priorities. In Southern California, nearly all development projects face potential community-wide environmental constraints such as seismic, traffic, noise and air quality impacts, in addition to site-specific constraints. None of the sites identified in the land inventory (Appendix B) have known site-specific environmental constraints that would preclude the assumed level of development.

2. Infrastructure Constraints

The City of Oceanside has a limited amount of vacant land available for new multi-family development. All currently available sites have necessary infrastructure such as water, wastewater and drainage systems in place. Much of the new multi-family development during the planning period is expected to be infill development in the downtown area, along identified street corridors such as Coast Highway and Oceanside Boulevard, and in transit-oriented development projects along the Sprinter rail line. Some infrastructure upgrades will be needed to serve the new development; however, funding mechanisms will be coordinated with the planning for these areas to ensure that infrastructure requirements do not become a constraint to development.

Additionally, the City's Capital Improvement Program (CIP) contains a schedule of public improvements including streets and other public works projects to facilitate the continued build-out of the City's General Plan. The CIP helps to ensure that construction of public improvements is coordinated with development.

The City of Oceanside is served by the San Luis Rey Wastewater Treatment Plant, which has a capacity of 15.4 MGD. The City is also served by the La Salina Wastewater Treatment Plant, which is currently in the process of being decommissioned. When the La Salina plant closes, the San Luis Rey plant will take on treatment of the additional wastewater flows currently directed to the La Salina plant.

The City's Water Division operates and maintains the City's water treatment, distribution and metering systems. Approximately 77% of the City's water is purchased from the San Diego County Water Authority (SDCWA), which in turn receives much of its water from the Metropolitan Water District of Southern California. This untreated, imported water purchased from the SDCWA is treated at the Robert A. Weese Filtration Plant, which has a capacity of 25 MGD. Additional treated drinking water is purchased from the SDCWA and blended with water from the Carlsbad Desalination Plant to make up about 12% of the City's water supply. The remaining 11% comes from groundwater in the Mission Basin, which has a capacity of 6.4 MGD. Groundwater is purified through a desalting process at the Mission Basin Groundwater Purification facilities.

Although subject to cost increases, Oceanside's reliance on SDCWA water assures that there will be a sufficient water supply to support projected population growth during the planning period, provided no supply deficits from the SDCWA. Should SDCWA project deficits in the future, the City would implement extraordinary conservation or convert additional customers to recycled water in order to meet water supply needs.

3. Land Costs

Land represents one of the most significant components of the cost of new housing. Land values fluctuate with market conditions, and the recent downturn in the housing market has affected land values. Changes in land prices reflect the cyclical nature of the residential real estate market. Even with the real estate downturn, the high price of land throughout San Diego County still poses a significant challenge to the development of lower-income housing. Density affects development feasibility by affecting land cost per unit. As discussed in the Governmental Constraints section of this chapter, allowable multi-family residential densities in Oceanside are sufficient to facilitate development of affordable housing.

4. Construction Costs

Construction cost is affected by the price of materials, labor, development standards and general market conditions.

One indicator of construction costs is Building Valuation Data compiled by the International Code Council (ICC). The unit costs compiled by the ICC include structural, electrical, plumbing, and mechanical work, in addition to interior finish and normal site preparation. The data are national and do not take into account regional differences, nor include the price of the land upon which the building is built. In 2020, according to the latest Building Valuation Data release, the national average for development costs per square foot for apartments and single-family homes in 2020 are as follows:

- Type I or II, R-2 Residential Multifamily: \$148.82 to \$168.94 per sq. ft.
- Type V Wood Frame, R-2 Residential Multifamily: \$113.38 to \$118.57 per sq. ft.
- Type V Wood Frame, R-3 Residential One and Two Family Dwelling: \$123.68 to \$131.34 per sq. ft.
- R-4 Residential Care/Assisted Living Facilities generally range between \$143.75 to \$199.81 per sq. ft.

The City has no influence over materials and labor costs, and the building codes in Oceanside are not substantially different than most other cities in San Diego County. In recent years, construction costs for materials and labor have increased at a slightly higher pace than the general rate of inflation according to the Construction Industry Research Board.

5. Cost and Availability of Financing

The crisis in the mortgage industry between 2007 and 2012 affected the availability and cost of real estate loans. One of the primary factors contributing to real estate recession was the lending policies of "sub-prime" mortgage brokers who approved loans for borrowers without sufficient equity and ability to repay the loans. As a result of these

practices, there were significant foreclosure activities in the housing market. However, the housing market has fully recovered from the housing market implosion and foreclosure rates in recent years have dropped, particularly in Oceanside. In May 2020 there were 92 properties in Oceanside in some stage of foreclosure (default, auction, or bank-owned), a rate of only 0.02 percent. Moreover, the foreclosure rate in Oceanside is lower than San Diego County, which has a foreclosure rate of 0.03 percent, or California overall which has a rate of 0.04 percent.

Moreover, home loan application approvals are high, particularly for conventional and government-backed home purchase loans. At least 80 percent of these loans were approved in 2018 in the City of Oceanside. Nonetheless, changes in mortgage underwriting standards following the mortgage crisis are likely to continue to have greater impacts on low-income families than other segments of the community. In addition, the onset of the COVID-19 pandemic in early 2020 is anticipated to significantly impact the region's economy, and may have significant impacts on the housing market, foreclosure rates, and loan availability.

Table 40: Disposition of Home Purchase and Improvement Loan Applications

Loan Type	Total Applicants	Approved	Denied	Other
Conventional Purchase	3,280	80%	7%	14%
Government-Backed Purchase	1,325	82%	6%	12%
Refinance	922	52%	39%	9%
Home Improvement	4,187	64%	18%	18%
Total	9,714	71%	15%	15%

Notes:

1. "Appr. Not Accepted" are those applications approved by the lenders but not accepted by the applicants.
2. "Other" includes files closed for incompleteness, and applications withdrawn.

Source: www.lendingpatterns.com; 2018.

6. Timing and Density

Market can also constrain the timing between project approval and requests for building permits. In some cases, this may be due to developers' inability to secure financing for construction. In Oceanside, the average time between project approval and request for building permit is typically four to six months.

As described in the Housing Resources section of this Housing Element, projects tend to be proposed and approved below the maximum available density, except for more recent projects in the mixed use areas. As future residential development will likely occur in mixed use areas, the City anticipates average density of development will increase during the 6th cycle Housing Element.

7. Efforts to Address Nongovernmental Constraints

The City has taken into consideration the nongovernmental constraints in the development of the sites inventory by selecting sites that promote pedestrian-friendly, transit oriented mixed-use development. The City identified sites along the Coast Highway Incentive District, which incentivizes development by providing an alternative to existing zoning standards, allowing additional building height and density, standalone residential

use, and expedited permit processing in exchange for public benefits and adherence to form-based development standards. Development in the corridor sites is expected to be incentivized by the Smart and Suitable Corridors Plan (SSCP) through increased density allowance, streamlined entitlement review, CEQA clearance, and tactical infrastructure improvements. The SSCP will play a key role in establishing a growth vision for the next 15 to 20 years by: 1) identifying those areas best suited for future employment and housing growth and 2) ensuring that the resources necessary to accommodate such growth are dedicated to these areas.

By upzoning sites near transit and in areas where density bonuses, incentives, and concessions may also more feasible, the City expects non-governmental constraints to be lessened. Density bonuses, together with the incentives and/or concessions, and location in high resource areas result in a lower average per-unit cost of land and increase opportunity for funding for affordable. The City is also addressing the cost constraints for affordable housing by reducing or waiving permitting fees for ADUs.

V. HOUSING ACTION PLAN

This chapter of the Housing Element contains goals and policies the City will implement to address a number of important housing-related issues during the 2021-2029 planning period. While many of the programs have been carried forward from the previous period, others have been revised or added to reflect the evaluation process (Appendix A) and/or new circumstances.

The primary goal of the City of Oceanside is to ensure that decent, safe housing is available at a cost that is affordable to all current and future residents of this community at a cost which is within the reach of the City. To this end, the City will strive to maintain a reasonable balance between rental and ownership housing opportunities, between senior and family housing, and encourage a variety of individual choices of tenure, type, and location of housing throughout the community.

To achieve this goal, the following sub-goals and policies are addressed in this element: 1) produce opportunities for decent and affordable housing for all citizens; 2) encourage the development of a variety of housing opportunities; 3) protect, encourage, and provide housing opportunities for persons of low and moderate income; and (4) promote equal opportunity for all residents to reside in housing of their choice. Each issue area and the supporting goals and policies are identified and discussed in the following section.

A. Housing Goals and Policies

A sound basis for any plan of action is a set of well-defined goals and policies to express the desires and aspirations of the community. The City has established the following housing goals:

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

- Policy 1.1: Promote a high quality urban environment with stable residential neighborhoods and healthy business districts.
- Policy 1.2: Encourage and assist in neighborhood rehabilitation and beautification activities.
- Policy 1.3: Promote a high, stable rate of homeownership in Oceanside.
- Policy 1.4: Advocate the rehabilitation of substandard residential properties by homeowners and landlords.
- Policy 1.5: Continue to utilize the City's code enforcement program to bring substandard units into compliance with City codes and to improve overall housing quality and conditions in Oceanside.
- 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 1.7: Explore a form of a cap on short-term rentals to preserve long term housing stock.

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.

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 2.2: Encourage both the private and public sectors to produce or assist in the production of housing with particular emphasis on housing affordable and accessible to lower income households, persons with disabilities, elderly, large families, female-headed households, farm workers, and homeless persons.

Policy 2.3: Encourage housing for the elderly and persons with disabilities near public transportation, shopping, medical, and other essential support services and facilities.

Policy 2.4: Encourage developers to employ innovative solutions to meet housing needs, including adaptive reuse of existing non-residential buildings.

Policy 2.5: Consistent with Government Code 65583.2, approve projects by right without discretionary review on sites identified as reuse and rezone sites (see Program 8: By Right Approval of Projects with 20 Percent Affordable Units and Appendix B) if projects include 20 percent of the units as housing affordable to lower income households.

Goal 3: Protect, encourage, and provide housing opportunities for persons of low and moderate income.

Policy 3.1: Continue to utilize federal and state subsidies to the fullest extent in order to meet the needs of lower income residents.

- Policy 3.2: Use the City's regulatory powers to promote affordable housing.
- Policy 3.3: Provide support to nonprofit development corporations for the development of affordable housing.
- Policy 3.4: Ensure that the development of lower income housing meets applicable standards of health, safety, and decency.
- 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 3.6: Attempt to preserve restricted low income housing in Oceanside that is at risk of converting to non-low income use by: a) identifying financial resources available to preserve these units; and b) assisting interested agencies and/or tenant groups in forming partnerships and gaining access to financial and technical resources.
- Policy 3.7: Encourage the disbursement of lower and moderate income housing opportunities throughout all areas of the City.
- Policy 3.8: Encourage inclusionary housing to be built on or off-site for new housing projects rather than pay in-lieu fee.

Goal 4: Promote equal opportunity for all residents to reside in housing of their choice.

- Policy 4.1: Prohibit discrimination in the sale or rental of housing and promote equal access to housing opportunities for all.
- Policy 4.2: Assist in the enforcement of fair housing laws by receiving and investigating fair housing allegations, monitoring compliance with fair housing laws, and referring possible violations to enforcing agencies.
- Policy 4.3: Employ place-based strategies in making neighborhood improvements.

B. Housing Programs

The programs contained in this section of the Housing Element describe specific actions the City of Oceanside will carry out over the 2021-2029 Housing Element cycle to satisfy the community's housing needs and meet the requirements of State law. The City's quantified objectives for the 2021-2029 Housing Element follow the program descriptions.

Program 1: Housing Revenue Bonds (Multi-Family)

This program provides housing revenue bonds for the development of affordable housing multi-family housing for lower income households. The City last issued Private Activity bonds (via an award from CDLAC) in 2016 to assist with the development of Villa Storia, a 38-unit

affordable housing complex. The City will continue using this funding mechanism for future affordable developments if available and appropriate.

Implementing Agency: Neighborhood Services Department/Housing Division

Funding Source: Issuance of bonds by the City

Objectives and Schedule:

- Seek to issue bonds in conjunction with other sources of financing as needed for affordable housing projects.

Program 2: Density Bonus

The State has recently passed several bills that change the State Density Bonus law. The City will review and revise its density bonus ordinance to comply with the recent changes, including:

- AB 1763 (Density Bonus for 100 Percent Affordable Housing) – Density bonus and increased incentives for 100 percent affordable housing projects for lower income households.
- SB 1227 (Density Bonus for Student Housing) - Density bonus for student housing development for students enrolled at a full-time college, and to establish prioritization for students experiencing homelessness.
- AB 2345 (Increase Maximum Allowable Density) - Revised the requirements for receiving concessions and incentives, and the maximum density bonus provided.

Implementing Agency: Development Services Department/Planning Division

Funding Source: General Fund

Objectives and Schedule:

- Revise the Zoning Ordinance to update density bonus provisions consistent with State law within one year of adoption of the Housing Element.

Program 3: Inclusionary Housing Program

The City's inclusionary housing program requires that developers of three or more housing units reserve 10% of the units for lower income households. The program includes the following requirements.

- For-sale residential projects of three or more units must reserve 10 percent of the units as owner-occupied units affordable to low and moderate income households.
- An in-lieu fee option is available at the developer's discretion. The methodology of calculating in-lieu fee has been updated to reflect a fee based upon square footage. In-lieu fees will be used to assist new construction consistent with the goals of the Housing Element.

On January 22, 2020, the City Council directed staff to prepare amendments to Chapter 14C to facilitate and encourage more developers to construct on or off-site reserved units. Phase 1 was adopted on September 9, 2020 and revised 14C to apply inclusionary housing requirements to new rental housing projects and allow deferral of the in-lieu fee on the same terms as deferral of impact fees. Phase 2 would consist of a comprehensive review and further analysis of the Inclusionary Housing Ordinance.

On December 7, 2022, City Council adopted amendments to Chapter 14C to establish revised Inclusionary Housing regulations and a resolution adopting an update of the inclusionary housing in-lieu fee.

The following alternatives when on-site production is not feasible were added: Offsite provision, including a joint venture of multiple parties; Purchasing of credits in another development; Purchase and rehabilitation of existing market rate housing; Preserving existing affordable housing set to expire (new); and, Building of accessory dwelling units (new). Off-site locations cannot be low-income impacted census tracts (i. e., census tracts 181,182 (excluding block group 3), 184, 186.03) for reserved rental units.

Findings were clarified for determination that on-site is not feasible and added findings that the alternative compliance will provide as many or more inclusionary units at the same or lower income levels, will not tend to cause residential segregation, and will otherwise provide greater public benefit than would provision of the inclusionary units on site.

The revisions also established a revised fee based upon an affordability gap analysis to \$15 per square foot, to be phased in over a two-year period, that will result in the collection of additional in—lieu fees if applicable residential developments elect to pay the fee rather than providing the reserved units.

Implementing Agency: Neighborhood Services Department/Housing Division;
Development Services Department/Planning Division

Funding Source: Developer as condition of construction

Objective & Schedule:

- Continue to monitor the Inclusionary Housing program to determine if amendments are necessary in order to ensure that the overall supply and cost of affordable housing is not unduly impacted.
- Meet its AFFH objectives as listed in the AFFH Matrix in Table 41.

Program 4: Affordable Housing Strategy

While it must be recognized that local funding capacity for affordable housing has been severely diminished by the dissolution of redevelopment agencies, the City will continue to facilitate production of affordable housing, including units targeted to extremely low income (ELI) households and persons with special needs (elderly, disabled/developmentally disabled, large households, female-headed households, homeless, and farmworkers), through the following efforts:

1. Provide administrative assistance upon request to developers seeking available state and federal funding and/or tax credits for the construction of low- and moderate-income housing.
2. Facilitate projects that incorporate affordable units by granting modifications to development standards, expediting the review process, and/or providing financial incentives consistent with City regulations and state law.
3. Contact affordable housing developers at least once each year to solicit interest and apprise them of available assistance programs.
4. Whenever feasible, provide targeted assistance for special needs housing and extremely low income (ELI) units will be provided through density bonuses and/or regulatory incentives, modified development standards and fee deferrals, whenever feasible. Establish an objective of 634 ELI units for the planning period, consistent with the City's regional fair share of such units.

In addition to these efforts, in 2020 the City Council approved the Affordable Housing Strategy, which identifies people experiencing homelessness and extremely low income populations (including those with special needs) as priority populations. Staff have worked with the Housing Choice Voucher staff, the HOT staff, and service providers in an effort to integrate the flow of services including unsheltered homeless, rental assistance, affordable housing development and affordable homeownership. The Housing strategy focuses on the full range of individuals in need of services, services currently provided, and available funding sources. This enables staff to take a thoughtful look at where gaps in service and funding occur, and how, if those gaps are filled, we can address larger community issues. The following is a summary solutions for the priority areas/populations to seek services and housing options through a Request for Proposal process:

- Persons experiencing homelessness: Temporary shelters, bridge housing, vouchers, care coordination (before, during and after), permanent supportive housing. Prevention of homelessness is also critical.
- Extremely Low Income Households: Care coordination, permanent supportive housing, senior housing, job training, child care support. Prevention of homelessness is also critical.

On September 9, 2020, the City Council received a presentation of the Housing Strategy and voted 4-1 directing staff to move forward with issuance of an RFP/NOFA for the implementation of the Housing Strategy priorities with a focus on funding programs and activities that address homelessness such as temporary shelters, bridge housing, vouchers, care coordination, permanent supportive housing, and prevention of homelessness.

Funding for the Affordable Housing Strategy include HOME, remaining Housing Asset Funds, Project-Based vouchers, Inclusionary and Permanent Local Housing Allocation (PLHA). The City's plan for PLHA is to use as operating funds for an emergency shelter for persons experiencing homelessness.

Implementing Agency: Neighborhood Services Department/Housing Division and Housing Successor Agency; Development Services Department/Planning Division

Funding Source: HOME, Housing Asset Fund, Project-Based vouchers, Inclusionary and Permanent Local Housing Allocation (PLHA)

Objectives and Schedule:

- As funding becomes available, through the Housing Commission, allocate funding for the Housing Strategy priorities authorized by City Council
- Annually pursue funding available at the State and federal levels, such as Project HomeKey, CalFHA, among others.
- In 2022, pursue the Pro-Housing Designation under the State HCD program in order to improve competitiveness in funding applications.
- At least annually, contact developers in the region to promote housing and mixed use opportunities in the City.
- Continue to implement the Affordable Housing Strategy with the goal of facilitating the development of 1,268 lower income units.
- In 2024, assess the City progress in expanding affordable housing opportunities and by 2025, make adjustments to the City's incentives and strategies for affordable housing.

Program 5: Accessory Dwelling Units

In August 2020, the City amended the Zoning Ordinance to comply with State law on the provision of Accessory Dwelling Units (ADUs). The City Council adopted a revised ADU Ordinance on February 23, 2022 in response to the ADU legislation enacted by the State. The City will continue to encourage accessory dwelling units as a source of affordable housing opportunities, as mandated by California law.

In addition, in 2021, the City established a program to streamline the permitting process for the construction of ADUs:

- Two-week plan check for addition/remodel and three weeks for new detached construction
- Reduced building permit fees based on construction type. ADUs attached or within an primary dwelling assessed as addition/remodel rather than new single-family residence.
- The City has waived all development impact fees for which it has control over, such as traffic and thoroughfare and parks fees.
- For water and sewer, the water buy-in fee is prorated based on the need to upsize the water meter. The sewer buy-in fee is waived for all ADUs as well as any ADU constructed within the footprint of an existing dwelling.

During the Sixth Cycle, the City will:

- Continue to implement the ADU Streamlining Program
- Promote opportunities and requirements for ADU construction through newsletters, City website, and promotional brochures available at various City departments and community locations.

- Allocate CDBG funds for illegal garage conversion to bring the units up to code.
- Apply for CalHOME funds to provide rehabilitation assistance for ADUs.

Implementing Agency: Development Services Department/Planning Division;
Neighborhood Services Department/Housing Division

Funding Source: General Fund, CDBG, CalHOME

Objectives and Schedule:

- Facilitate the development of 32 ADUs per year (256 ADUs over eight years).
- By 2023, develop additional incentives or tools to facilitate ADU construction. Incentives may include pre-approved plans, reduced plan check fees if pre-approved plans are used, and an ADU "handbook" that outlines basic requirements, process, and resources available.
- Develop a monitoring program in 2022 to ensure the City is on track to meeting the construction goals. The City will monitor annually and if by April 2025 the City is not meeting its ADU goal, review and revise policies and efforts to increase ADU construction as necessary within six months.
- Meet its AFFH objectives as listed in the AFFH Matrix in Table 41.

Program 6: Farm Worker and Employee Housing

Oceanside permits farmworker housing in its agricultural district zone A with a maximum of 36 beds. A Use Permit is required for farmworker housing with more than 36 beds. However, Oceanside has not updated its Zoning Ordinance to permit the use in accordance with the California Employee Housing Act, which requires farmworker housing up to 12 units also be considered an agricultural use, and employee housing for six or fewer employees be considered a single-family residential use.

Implementing Agency: Development Services Department/Planning Division;
Neighborhood Services Department/Housing Division

Funding Source: General Fund

Objectives and Schedule:

- Amend zoning regulations in conformance with the Employee Housing Act by the end of 2022.
- Annually investigate options and opportunities for funds and programs available to provide farm worker housing.
- On an ongoing basis, work with service providers, nonprofits, and agricultural employers to identify sites or zones appropriate for the development of housing for farm workers.

Program 7: Adequate Residential Sites to Accommodate the RHNA and No Net Loss

The City of Oceanside has been allocated a RHNA of 5,443 units for the 6th cycle. Accounting for projected ADUs and entitled/pipeline projects, the City has a remaining RHNA of 2,456 units, including 1,797 lower income units. Under the current General Plan and development regulations, the City can potentially accommodate up to 1,370 units, including 837 units feasible for lower income housing, with a shortfall of 1,086 units, including 960 units for lower income housing. Vacant land is available to accommodate more than 50 percent of the remaining lower income RHNA.

The City is in the process of conducting a comprehensive update to the General Plan and the Smart Sustainable Corridors Plan. Through this planning process, the City anticipates expanding its housing capacity substantially. Specifically, areas to be redesignated for increased density (35-43 units per acre) will be more than adequate to accommodate the City's remaining RHNA. The Corridors Specific Plan includes recommendations to incentivize lot assembly.

To ensure that the City monitor its compliance with SB 166 (No Net Loss), the City will develop a procedure to track:

- Unit count and income/affordability assumed on parcels included in the sites inventory.
- Actual units constructed and income/affordability when parcels are developed.
- Net change in capacity and summary of remaining capacity in meeting remaining Regional Housing Needs Allocation (RHNA).

The City is committed to working closely with developers and facilitating approval of entitled/pipeline units during the Planning Period.

Implementing Agency: Development Services Department/Planning Division

Funding Source: General Fund

Objectives and Schedule:

- Within three years of the statutory deadline of the 6th cycle Housing Element, redesignate/rezone at least 33 acres for residential development with a density range of at least 35 to 43 units per acre to accommodate the City's RHNA shortfall of 1,086 units (960 lower income and 126 moderate income units). As part of this rezoning, a minimum of 30 acres will be rezoned to permit multi-family by-right (without discretionary action) and sufficient to accommodate the shortfall of 1,086 units (including 960 lower income units). The rezoned sites will meet the requirements of Government Code 65583.2, including, but not limited to the following conditions:
 - Minimum density of 20 units per acre
 - Minimum site size to permit at least 16 units on site
 - At least 50 percent (480 units) of the lower income shortfall (960 units) to be accommodated in residential zones, unless the mixed use zones and

nonresidential zones for lower income RHNA permit standalone residential use and do not require more than 50 percent of the building area to be nonresidential.

- Allow ownership and rental housing by right in which at least 20 percent of the units are affordable to lower income households.

Rezoning of sites was completed in March 2023 and the adopted ordinance includes the specific required language on by-right approval as outlined above.

- In 2022, develop a procedure to monitor no net loss requirements pursuant to SB 166.
- In 2022, develop a procedure to monitor the replacement requirements pursuant to AB 1397, SB 330, and State Density Bonus law, requiring the replacement of units deed-restricted for or occupied by lower income households when these units are demolished as a result of new housing development. Monitor housing development to ensure compliance with replacement requirements.
- By the end of 2024, develop actions and incentives to encourage lot consolidation, especially within the Corridors Specific Plan area, such as:
 - Maintain a list of parcels with potential for lot consolidation and provide information to property owners and interested developers;
 - Develop appropriate incentives to encourage lot assembly; and
 - Process lot line adjustments ministerially.
- Meet its AFFH objectives as listed in the AFFH Matrix in Table 41.

Program 8: By-Right Approval for Projects with 20 Percent Affordable Units

Pursuant to AB 1397 passed in 2017, the City will amend the Zoning Ordinance to require by-right approval of housing development that includes 20 percent of the units as housing affordable to lower income households, applicable to the following types of sites:

- Sites being used to meet the 6th cycle RHNA that represent a “reuse” of sites previously identified in the 4th and 5th cycles Housing Element. The “reuse” sites are specifically identified in the inventory (see Appendix B).
- Sites being redesignated/rezoned after the statutory deadline of the Housing Element to accommodate the RHNA shortfall (see Program 7: Adequate Sites for RHNA and Appendix B).

Implementing Agency: Development Services Department/Planning Division

Funding Source: General Fund

Objectives and Schedule:

- Amend the Zoning Ordinance within one year of Housing Element adoption to create the by-right approval process. Rezoning of sites was completed in March 2023 and the adopted ordinance includes the specific required language on by-right approval as outlined above.

Program 9: Smart and Sustainable Corridors Plan

As the City of Oceanside has little remaining greenfield available for development, there is a need to identify property within these urbanized corridors that can accommodate growth through infill and redevelopment. To this end, the City recently initiated a comprehensive update to its General Plan. Integrated in this effort is a Smart and Sustainable Corridors Plan (SSCP), funded through a Caltrans' Sustainable Transportation Grant Program. While the SSCP was originally conceived as a policy document outlining the overall vision for the corridors, it is now the City's intent to prepare a regulatory document that will establish new zoning standards that facilitate infill and redevelopment.

While current zoning within the City's major commercial corridors allows for mixed-use development with residential densities up to 29 dwelling units per acre, new policies, standards, and incentives are needed to spur infill and redevelopment in these areas. Sites were identified in the Sites Inventory to accommodate the City's RHNA allocation. These sites will allow residential densities of at least 35 du/ac.

Affordable housing development in these target areas will be enhanced through the City's expedited processing of lot mergers and development applications. Consolidation of adjacent parcels to create unified development sites is a simple administrative review process done concurrently with application review.

Implementing Agency: Development Services Department/Planning Division

Funding Source: General Fund

Objectives and Schedule:

- Seek available grant funding to facilitate TOD and smart growth throughout the planning period.
- Adopt the SSCP within three years of the statutory deadline of the Housing Element to increase minimum allowable residential densities to at least 35 du/ac for corridor sites (see Program 7: Adequate Sites for RHNA).

Program 10: Constraints to Development

Streamlined Review (SB 35)

The City will establish a streamlined, ministerial review process for qualifying multi-family residential projects consistent with SB 35.

Water and Sewer Priority for Affordable Housing (SB 1087)

Consistent with State law, the City will establish a written procedure to provide affordable housing with priority for water and sewer services.

Comprehensive Zoning Ordinance Update

The City has incrementally removed the CUP requirement for mixed use development for properties within the boundaries of Coast Highway Incentive District. The City is embarking on a comprehensive update to the Zoning Ordinance. As part of the update, the City will

be evaluating citywide CUP requirements for residential projects exceeding base density as well as mixed use development.

In addition, the update will address the City's reasonable accommodation procedure, which lists certain approval findings, such as evaluating the reasonable accommodation request for impacts on surrounding uses. This approval finding essentially subjects a request for reasonable accommodation to a use permit finding and acts as a constraint on housing for persons with disabilities. The City will amend the Zoning Ordinance to remove this finding and to ensure all findings for approval are objective and provide certainty in outcomes.

The Zoning Ordinance update is expected to be completed by 2023.

Implementing Agency: Development Services Department/Planning Division

Funding Source: General Fund

Objectives and Schedule:

- In 2022, establish written procedures for SB 35 streamline processing and SB 1087 priority water and sewer services for affordable housing development projects.
- By 2023, complete comprehensive Zoning Ordinance update that removes or mitigates the impacts of CUP requirements for mixed use development and for exceeding the base density. The update will also address Reasonable Accommodation procedure by modifying findings of approval consistent with HCD guidelines for objective criteria and certainty of outcomes.

Program 11: Special Needs Housing

Emergency Shelters and Low Barrier Navigation Centers

AB 2339 also requires that the by-right zone(s) for emergency shelters must be zones that permit residential uses. The City intends to comply with AB 2339 by designating vacant, commercial zoned sites located within the boundaries of the Smart and Sustainable Corridor Specific Plan. All sites allow residential use as part of mixed-use development.

SB 2, the original legislation requiring the provision of emergency shelters, allows a separation requirement of no more than 300 feet between two shelters. No other distance requirements are permitted. AB 139 further specifies that parking for emergency shelters be established based on staffing level only. The City Council adopted an ordinance on August 4, 2021 amending the Zoning Ordinance to allow emergency shelters by right on City-owned properties and to address the requirements of AB 139.

AB 101 requires a Low Barrier Navigation Center (LBNC) be a use by right in areas zoned for mixed use and nonresidential zones permitting multi-family uses if it meets specified requirements, including: access to permanent housing, use of a coordinated entry system (i.e., Homeless Management Information System), and use of Housing First according to Welfare and Institutions Code section 8255. A LBNC is defined as a Housing First, low barrier,

temporary, service-enriched shelter focused on helping homeless individuals and families to quickly obtain permanent housing. Low barrier includes best practices to reduce barriers to entry, such as allowing partners, pets, storage of personal items, and privacy.

Transitional and Supportive Housing

Transitional and supportive housing is permitted by right in the RE-A, RE-B, RS, RM-A, RM-B, RM-C, RH, RH-U, and RT zoning districts in the Inland area, and in the R-1/CZ, R-3/CZ, and R-T/CZ zones in the coastal zone. In the CN, CG, CL, CS-HO, and CP zones. Transitional housing is allowed subject to approval of a conditional use permit, but supportive housing is not explicitly included as an allowable use. Beyond permitting requirements, there are no use regulations that apply specifically to transitional or supportive housing as distinct from other residential uses of the same type in the same zone. However AB 745 of 2013 requires that transitional and supportive housing be considered a regular residential use to be permitted as similar uses in the same zones.

Furthermore, AB 2162 requires supportive housing meeting specific conditions to be permitted by right in zones where multi-family and mixed uses are permitted, and prohibits minimum parking requirements for such supportive housing within ½ mile of a public transit stop.

Group Homes for More than Six Persons

The City currently permits group homes for more than six persons via a Use Permit in RM and RH zones.

Implementing Agency: Development Services Department/Planning Department; Neighborhood Services Department/Housing Division

Funding Source: General Fund

Objectives and Schedule:

Amend zoning regulations in conformance with state law within one year of Housing Element adoption to:

- Designate specific vacant properties in the Smart and Sustainable Corridor Plan zoned CG and CP to allow emergency shelters by right as outlined in the Constraints section of this Housing Element and to remove the 50-bed limit for emergency shelters.
- Revise separation requirement to no more than 300 feet between two shelters only, remove reference to residential districts, and establishing parking standards for shelters based solely on staffing level.
- Allow Low Barrier Navigation Centers in areas zoned for mixed uses and nonresidential zones that permit multi-family uses.
- Explicitly allow transitional and supportive housing as a residential use to be permitted as similar uses in the same zone and to ensure compliance with AB 2162.

- Review and revise the provisions for permitting large group homes to be similarly permitted as small group homes, or develop other mitigating strategies to remove constraints to the development of group homes for more than six persons.

Support housing services and facilities for the homeless (see Program 4: Affordable Housing Strategy).

Program 12: Housing Choice Vouchers

The City will continue to apply to the U.S. Department of Housing and Urban Development (HUD) for local allocations of Section 8 Housing Choice Vouchers, which provide rent subsidies to low income residents. Under the Section 8 program, most tenants pay about 30 percent of their income for rent. The remainder – the difference between what the tenant pays and the actual rent – is paid directly to the landlord by the public housing agency.

California legislature passed SB 329, which redefines source of income as “lawful, verifiable income paid directly to a tenant or to a representative of a tenant, or paid to a housing owner or landlord on behalf of a tenant, including federal, state or local public assistance, and federal, state, or local housing subsidies, including, but not limited to, federal housing assistance vouchers issues under Section 8 of the United States Housing Act of 1937.” SB 222 passed in 2019 also extends the same protection to VASH (Veterans Affairs Supportive Housing) voucher recipients. As a result, the City expects increased units will be available to voucher holders and allow for de-concentration of voucher users. Voucher can also be used for homeownership. The City is using vouchers for people experiencing homelessness and partnering with nonprofits to provide supportive services.

Implementing Agency: Neighborhood Services Department/Housing Division

Funding Source: U.S. Department of Housing and Urban Development (HUD)

Objectives and Schedule:

- Continue to promote the HCV program to residents and property owners through dissemination of brochures at public counters, providing information on the City’s website.
- Work with LASSD to promote acceptance of HCVs through outreach and education to renters, and rental property owners and managers (SB 329 and SB 222).
- Promote the use of Housing Choice Vouchers with the goal of maintaining at least the current level of assistance (1,600 voucher holders) in Oceanside.
- Meet the its AFFH objectives as listed in the AFFH Matrix in Table 41.

Program 13: Manufactured Home Rental Adjustment Program

The City currently administers this program for approximately 17 mobile home parks (a total of 2,578 units.) As of 2020, 2,018 units are covered by the rent control ordinance. The

program provides strict rent control, with the increase set at 75% of the annual CPI if the units passed the inspection.

Implementing Agency: Neighborhood Services Department/Housing Division

Funding Source: Park Registration fees and General Fund

Objectives and Schedule:

- Continue to implement program with participation of 17 mobile home parks.
- Meet its AFFH objectives as listed in the AFFH Matrix in Table 41.

Program 14: Coastal Zone Replacement Housing

The City will continue its existing coastal zone program, which requires the replacement of any units occupied by low- and moderate-income households lost through demolition. The emphasis of this program will be on retention of affordable units with replacement (Government Code 65590) on a unit-by-unit basis when removal cannot be avoided.

Implementing Agency: Neighborhood Services Department/Housing Division; Development Services Department/Planning Division

Funding Source: General Fund

Objectives and Schedule:

- Continue to monitor for development activities within the coastal zone and ensure compliance with the replacement requirements.
- Meet its AFFH objectives as listed in the AFFH Matrix in Table 41.

Program 15: Acquisition/Rehabilitation

In partnership with nonprofit housing providers, the City will continue to pursue acquisition/rehabilitation of housing as affordable housing for lower income households. The City will identify priority areas, provide NOFA and pro forma evaluation and assistance, and enter into development partnerships. Under this program the City will continue to assist nonprofit developers with pre-development loans, pro forma analysis. The City will promote the availability of housing assistance funds to lower income households and, as applicable, the local development community through newsletters, City web site and promotional brochures available at various City departments and community locations. The City reports on a quarterly basis on the availability of funding for new construction as well as all the other housing programs.

Implementing Agency: Neighborhood Services Department/Housing Division

Funding Source: HOME; CDBG; Low income Housing Tax Credits; and Inclusionary Housing funds

Objectives and Schedule:

- Continue to implement the program, potentially increasing in the level of activity using a combination of fund resources. Annually explore additional funding available at the State and federal levels and pursue funding opportunities.
- Pursue the acquisition/rehabilitation of 20 units over eight years.
- Meet its AFFH objectives as listed in the AFFH Matrix in Table 41.

Program 16: Housing Rehabilitation Assistance

The City implements two housing rehabilitation programs:

- **Ownership Housing Rehabilitation Program (HRP):** Assist in rehabilitation of owner-occupied housing by offering below market rate and deferred payment loans to qualified lower income households. There is no loan limit; however, the maximum loan-to-value ratio is 90% (i.e. total encumbrances excluding the rehabilitation loan shall not exceed 90% of the before-rehabilitation value).
- **Mobile Home Improvement Grant:** Provide grants (for very low income households) and matching grants (for low income households) up to \$6,000 for the rehabilitation of mobile homes. This program is available to primarily low income mobile home occupants. This program focuses on improvements necessary to bring the unit into compliance with the City's building code requirements.

Implementing Agency: Neighborhood Services Department/Housing Division

Funding Source: CDBG and revolving fund

Objectives and Schedule:

- Ownership Housing Rehabilitation Program – 40 lower income households over eight years.
- Mobile Home Improvement Grant - 160 lower income over eight years
- Annually, promote the availability of CDBG funds to lower income households and, as applicable through newsletters, City web site and promotional brochures available at various City departments and community locations.
- Annually, sponsor highly publicized community meetings to engage the community, especially in CDBG-targeted neighborhoods.

Program 17: Low Income Homebuyer Assistance

The City continues to provide assistance to low income homebuyers through the following programs, which are used in conjunction with each other:

- **FirstHome Program:** Provide information about the FirstHome program, which assists low-income first-time home buyers with down payment and closing cost assistance up to \$56,000.

- **Mortgage Credit Certificate (MCC):** Assists low- and moderate-income first-time home buyers through a federal income tax credit of up to 20% of the annual mortgage interest. This reduces the total income taxes of qualified home buyers, thus having the effect of subsidizing their payments.
- **Affordable Market Homebuyer Assistance Program:** Pilot program assists low- and moderate-income homebuyers (up to 115% AMI) with loans for down payment and closing costs of up to 20% of the purchase price. Purchase price maximum is \$600,000 for Single Family Homes and \$450,000 for condominium, townhome or twinhome. (Funding source - \$360,000 Inclusionary In-Lieu fees).

Implementing Agency: Neighborhood Services Department/Housing Division

Funding Source: HOME, CalHOME. MCC, Inclusionary In-Lieu fees

Objectives and Schedule:

- Partner with financial institutions and continue to promote the availability of FirstHome funds to lower income households and the local development community.
- Continue to administer the MCC program.
- Promote the FirstHome and MCC programs through newsletters, City web site and promotional brochures available at various City departments and community locations, with the objective of assisting 16 households over eight years.

Program 18: Relocation Assistance

The City adheres to the Federal Uniform Relocation Act and California Uniform Relocation and Real Property Act as required to mitigate impacts upon people displaced as a result of public activities.

Implementing Agency: Neighborhood Services Department/Housing Division

Funding Source: Various program-related funding mechanisms (e.g., HOME funds)

Objectives and Schedule:

- Avoid dislocating households, especially low-income households, if feasible. Otherwise, minimize the dislocation and provide relocation assistance as required.
- Meet its AFFH objectives as listed in the AFFH Matrix in Table 41.

Program 19: Preservation of Affordable Housing Units

According to City and HUD data, the City of Oceanside has four affordable housing developments with 264 assisted units in which the earliest potential date of subsidy termination could occur during the 10-year period 2021 to 2031.

- Mar Vista House - 6 units
- North River Club Apartments - 56 units

- Riverview Springs - 73 units
- Ocean Breeze Senior Villas - 130 units

The City will monitor affordable housing units that are “at risk” of converting to market rates during the Housing Element cycle and consider measures to preserve their affordability prior to expiration of affordability contracts. These measures may include:

- Purchase of affordability covenants, working with property owners and nonprofit housing organizations to preserve affordability.
- Coordinate with the County Department of Housing and Community Development to secure continued subsidies and/or the commitment of available housing funds.
- Identify Federal, State and local financing and subsidy programs that can be used to preserve assisted housing developments at-risk of conversion.
- Notify and education to tenants affected by the expiration of housing assistance subsidies in order to help these tenants find suitable replacement housing, if necessary.

Implementing Agency: Neighborhood Services Department/Housing Division

Funding Source: CDBG; HOME; Inclusionary Housing in-lieu fee

Objectives and Schedule:

- Monitor at-risk units and contact property owners to negotiate extension of affordability covenants if feasible with the objective of preserving the 264 potentially at-risk units.
- Provide notice and education to affected tenants to assist them in finding suitable replacement housing.
- Meet its AFFH objectives as listed in the AFFH Matrix in Table 41.

Program 20: Affirmatively Furthering Fair Housing

The City of Oceanside has only one high resource census tract and one tract identified as high poverty and segregation area. The rest of the City are categorized as moderate and low resource tracts. Overall, the various neighborhoods in the City are diverse and well-integrated. Because the City is generally considered low to moderate resource, the City’s strategy for growth and improvement is to focus its efforts on elevating the quality of life in the low-moderate resource and segregated tracts. Channeling new housing development to the one high resource tract is not a feasible strategy. The low-moderate resource and segregated tracts require significant public improvements and private investments to revitalize these neighborhoods. Without redevelopment funds as catalysts, the City relies on private reinvestments in these neighborhoods. The General Plan and Corridor Specific Plan updates are intended to coordinate efforts to rejuvenate these aging commercial areas, bringing in new uses that are in high demand, such as housing, mixed use development, and new commercial/industrial uses that meet current and projected trends. The ultimate goal is to bring amenities to these areas – jobs, new housing,

shopping, and entertainment, etc. – so that over time, these areas would become higher resource neighborhoods. The Housing Element RHNA sites strategy reflects the City's vision of a better community as outlined in the General Plan and Corridor Specific Plan updates. In addition to this strategy to create higher resource areas to incentivize housing within it, the City will also engage targeted outreach, place-based strategies to improve areas with lower resources, and housing mobility strategies. To affirmatively further fair housing, the City will be engaged in a range of activities:

Implementing Agency: Neighborhood Services Department/Housing Division

Funding Source: CDBG Funds

Objectives and Schedule:

- Implement the City's AFFH activities as outlined in the AFFH Action Matrix below.

Table 41: AFFH Action Matrix

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
Fair Housing Outreach and Enforcement				
Program 20: AFFH (Fair Housing Services)	<p>Conduct two fair housing seminars annually on fair housing laws and updates for private sector, non-profit agencies, government agency, and/or other appropriate audiences.</p> <p>Hold at least one workshop annually and disseminate written information in April of each year during National Fair Housing month.</p>	Annually	Citywide – with emphasis on TCAC Low Resource Tracts, Tracts with communities at risk of displacement	<p>Increase number of persons served by fair housing services by 25 percent from the current level of approximately 400 persons annually to increase Fair Housing rights awareness and resources available.</p> <p>Assist 1,600 households to address discrimination complaints.</p>
	<p>Provide two training sessions annually and technical assistance to City staff and others regarding fair housing issues and laws, such as reasonable accommodation requirements, and referral to resources, and bring awareness of current events and fair housing trends.</p>	Annually		
	<p>Develop, produce, and distribute fair housing brochures, pamphlets, etc., in English and Spanish.</p> <p>Develop and revise written and online information available through the Housing and Neighborhood Services Department by the first quarter 2023</p>	By March 2023		
	<p>Provide an outreach table at annual events: Library Resource Fair, Crown Heights Community Fair, Eastside Neighborhood Fair, and the Libby Lake Resource Fair.</p>	Annually		
	<p>Develop and disseminate two news articles or news releases on fair housing to bring awareness to rights and enforcement outcomes.</p>	Annually		

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	<p>Conduct fair housing testing and investigations to assess the nature and extent of housing discrimination.</p> <p>Include fair housing testing for source of income protection from fair housing provider as part of scope.</p>	<p>Starting 2021</p>		
	<p>At least once a year use the City's newsletter (Oceanside Tide) to promote housing resources and programs including ADUs, HCV mobility (source of income protection), rehabilitation, etc).</p> <p>Explore the potential to increase subscription to the City's newsletter by advertising on the City's utility bill.</p>	<p>Starting 2024</p>	<p>Citywide</p>	<p>Increase subscription by 10%</p>
<p>Program 12: Housing Choice Vouchers</p>	<p>Work with LASSD to develop informational materials to expand outreach and education on SB 329 and SB 229 on Source of Income Protection to promote the use and expand the locational choices for Housing Choice Vouchers.</p> <p>Hold at least one informational workshop targeting multifamily property owners and managers of rental housing in Oceanside to provide updates on State tenant-landlord laws, fair housing, and housing assistance programs, such as the Housing Choice Voucher program.</p>	<p>2022</p>	<p>Citywide but focus outreach to property owners in higher resource areas</p>	<p>Maintaining at least the current level of assistance (1,600 voucher holders) in Oceanside</p> <p>Aim to allocate 25 percent of new HCVs to higher resource areas</p>
	<p>Increase outreach and education to the central tracts of the City (along Mission Avenue and at the intersection of Interstate Highway 5 and Mission Avenue) identified as Low Resource, with disproportionate housing needs and</p>	<p>Annually</p>	<p>TCAC Low Resource Tracts, Tracts with communities at risk of displacement from Chavez Community Center</p>	

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	<p>displacement risks through the Community Resource Centers.</p> <p>Use the Community Resource Centers to disseminate Fair Housing information and workshop dates</p> <p>Continue to distribute monthly calendar of events at Community Resource Centers</p> <p>As described in Appendix D (AFFH- Local Knowledge: Community Resource Centers, pg. D-65), the four Community Resource Centers are distributed throughout the City and combined have Citywide service area). Targeted outreach to communities with a high concentration of poverty and segregation will be done at Chavez Community Center located in this community/tract.</p> <p>Targeted outreach to areas with higher resources (moderate, moderate/rapidly increasing, and high resources) can be done at the other three community resource centers (John Landes, Libby Lake, and Crown Heights) located in these tracts with these resource types.</p>		<p>Outreach to higher resource tracts from John Landes, Libby Lake, and Crown Heights Community Resource Centers.</p>	
Housing Mobility				
<p>Program 12: Housing Choice Vouchers</p>	<p>Outreach to property owners to participate in the Housing Choice Voucher Program. Outreach actions include:</p> <ul style="list-style-type: none"> • Work with LASSD to develop informational materials to expand outreach and education on SB 329 and 	<p>Annually</p>	<p>Citywide but focus outreach to property owners in higher resource areas</p>	<p>Aim to allocate 25 percent of new HCVs to higher resource areas</p>

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	<p>SB 229 on Source of Income Protection to promote the use and expand the locational choices for Housing Choice Vouchers.</p> <ul style="list-style-type: none"> • Hold at least one informational workshop targeting multifamily property owners and managers of rental housing in Oceanside to provide updates on State tenant-landlord laws, fair housing, and housing assistance programs, such as the Housing Choice Voucher program 			
	<p>Continue to provide higher payment standards in higher resource areas. (see pg. Housing Choice Voucher section in Appendix D pg. D-56)</p>	<p>2021-2029</p>	<p>Higher Resource Areas (currently rapidly changing moderate resource and one high resource tract)</p>	
	<p>At least once a year use the City's newsletter (Oceanside Tide) to promote housing resources and programs including HCV</p>	<p>Starting 2024</p>	<p>Citywide</p>	
<p>Program 5: Accessory Dwelling Units</p>	<p>Promote accessory dwelling units through newsletters, City website, and promotional brochures available at various City departments and community locations.</p> <p>The City is taking the following actions to promote ADUs:</p> <ul style="list-style-type: none"> • Continue to implement its ADU streamlining efforts which include two-to-three week plan checks, waiving developmental impact fees under City control, reduced planned check fees if 	<p>Annually</p>	<p>Citywide but focus outreach to property owners in higher resource areas through Community Resource Centers</p>	<p>75 percent of new ADUs in higher resource areas</p>

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	<p>attached ADU (see Program 5: Accessory Dwelling Units)</p> <ul style="list-style-type: none"> • By the end of 2023, developing an ADU “handbook” that outlines basic requirements, process, and resources available • Beginning in 2024, hold annual workshop on ADUs. <p>The City’s proactive outreach to promote the ADU program will include:</p> <ul style="list-style-type: none"> • At least once a year use the City’s newsletter (Oceanside Tide) to promote housing resources and programs including ADUs • Explore the potential to increase subscription to the City’s newsletter by advertising on the City’s utility bill. • Beginning in Fall 2023, promote the ADU program and through social media quarterly and through community resource center that serve higher resource areas (John Landes, Libby Lake, and Crown Heights). <p>By the end of 2023, the City will create an informational factsheet about Source of Income Protection and Fair housing requirements and include it as part of ADU application.</p>			
<p>Program 3: Inclusionary Housing Program</p>	<p>Review and revise Oceanside City Code Chapter 14C-Inclusionary Housing to encourage the production of affordable housing on-site or off-site alternatives, except for those areas of a high concentration of low-income households, rather than the payment of an in-lieu housing fee.</p>	<p>By 2022</p>	<p>Citywide, but allow payment of in-lieu fees in areas of a high concentration of low-income households.</p>	<p>Provide adequate sites for 2,165 units in sites within the SSCSP.</p> <p>Facilitate new construction of 2,165 units, including</p>

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	<p>Promote/support affordable housing in higher resource areas through the Inclusionary housing ordinance. As of December 2022, the City has doubled in-lieu fee and it will increase it again annually to discourage payment of fees to provide units on site. In addition, any off-site alternatives cannot be in low-income tracts or increase residential segregation.</p>		<p>Any off-site alternatives cannot be in low-income tracts and off-site location will not tend to cause residential segregation, therefore prioritizing units in other parts of the City including higher resource, higher income, higher opportunities....</p>	<p>1,231 lower income units within the SSCSP</p>
	<p>Housing projects satisfying Chapter 14C-Inclusionary Housing, utilizing density bonus and/or receiving any other regulatory or financial incentives or assistance are to implement an Affirmative Marketing Plan and/or first right of return for those residents displaced by the development as specified within the executed Regulatory Agreement.</p>	<p>By 2023</p>	<p>Citywide</p>	
<p>Place-Based Strategy for Neighborhood Improvements</p>				
<p>Program 15: Acquisition/ Rehabilitation</p>	<p>Continue to invest CDBG Public Services funds on programs/projects.</p>	<p>Annually</p>	<p>Low and Moderate Income neighborhoods</p>	<p>Acquisition and rehabilitation of 50 units</p>
	<p>Plan and prioritize CDBG, HOME and other federal funding for public improvements to low-resource areas specifically to serve low and moderate-income households in the updated Consolidated Plan FY 2026.</p>	<p>Update CP in FY2026 and prioritize annual budget for public improvements</p>	<p>TCAC Low Resource Tracts</p>	
	<p>Pursue acquisition and rehabilitation of multifamily and single-family housing in areas exhibition deterioration.</p>	<p>Annually</p>	<p>Areas may include the neighborhoods of Eastside, Crown Heights, Libby Lake, and John Landes</p>	
<p>ADA Improvements</p>	<p>As of September 2021, the City has hired a consultant to evaluate facilities for ADA needs. The City also began soliciting feedback on the ADA transition plan on September 2021.</p>	<p>Annually</p>	<p>Prioritize facilities identified in low and moderate income neighborhoods.</p>	<p>Fund at least four ADA/accessibility improvement projects</p>

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	<p>Feedback will assist in addressing and prioritizing current and future accessibility needs.</p> <p>As part of the City's CIP, the City will complete the following ADA improvement projects in LMI neighborhoods:</p> <ul style="list-style-type: none"> • Crown Heights ADA Improvements • Brooks Street ADA Improvements 			
Public Improvement Projects	<p>As part of the City's CIP, the City will complete the following projects in LMI neighborhoods:</p> <ul style="list-style-type: none"> • John Landes Park Improvements: community center building renovation • Brooks Street Swim Center Renovations: replacing the existing pool deck, re-plastering the main and wading pool, replacing the main pool's heater, adding a split system for the main and wading pool, and replacing miscellaneous pool equipment • Libby Lake Improvements • Joe Balderrama Park Restroom Design: renovation of existing bathroom • Coast Highway Corridor Design: proposes a road diet, mid-block crosswalks and roundabouts at select locations, and streetscape features that create space in the public right-of-way for bicycle facilities, improved sidewalks, and additional landscaping. 	Annually	Prioritize facilities identified in low and moderate income neighborhoods.	Complete five improvements
	Implementation of the Smart and Sustainable Corridors Plan (SSCP) includes:	Establish districts beginning in 2025	Prioritize facilities in areas identified as opportunity sites in inventory.	Complete 20 improvement projects

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	<ul style="list-style-type: none"> • Establish Special Assessment Districts as a funding strategy to pursue roads, sidewalks, and water/sewer facility improvements. • Establish Business/Property-Based Improvement Districts to pursue marketing and economic development, security and sanitation improvements. • Pursue external grants and loans to pursue improvements to roads, biking and walking paths, transit access, sidewalks, roundabout, stormwater treatment areas, and water/sewer facilities, as well as environmental mitigation measures 			
Digital Equity Plan	<p>The City has entered into an agreement with SIFI to install fiber optic conduit in all public rights-of-way. This effort includes a dedicated low-income program offering gigabyte speed fiber access at a current cost of \$30 per month. A high-speed internet plan, coupled with the Federal Affordable Connectivity Program, can bring a qualified individual or family's monthly cost to zero.</p>	By the end of 2027	Citywide, including LMI areas	Up to 6,900 qualifying low-income subscribers
<p>Program 7: Adequate Residential Sites to Accommodate RHNA and No Net Loss</p> <p>(Program is a place-based strategy for neighborhood improvements as well as a Housing mobility strategy)</p>	<p>One of the purposes of the SSCSP is to turn the corridors into areas of higher resource. Commercial uses in the corridors are in decline and housing/mixed-uses are an incentive for redevelopment and increased investments. Projects in the Corridors (which include lower resource area) will mixed-income communities, providing opportunities for lower income households in areas that are expected to see</p>	Adoption by early 2024	<p>SSCSP covers mostly Lower Resource Tracts but purpose of plan is to make these areas higher resource tracts.</p> <p>Mission Avenue Corridor of the SSCSP borders CT 186.03 (high seg/high poverty tract)</p>	<p>Provide adequate sites for 2,165 units in sites within the SSCSP.</p> <p>Facilitate new construction of 2,165 units, including 1,231 lower income units within the SSCSP</p>

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	<p>increases in resources with redevelopment. The Mission Avenue corridor covers areas of Tract 186.03, identified as having a high concentration of segregation and poverty. See Sites Inventory in pg. 81 for analysis.</p> <p>Pursue adoption of the General Plan and Sustainable and Smart Corridors Specific Plan (SSCSP) that offer increased opportunities for a range of housing choices within three years of the statutory deadline of the Housing Element.</p> <p>The SSCSP framework was prepared in June 2022 includes recommendations related to Public Realm/Streetscapes, Parks and Public Spaces, Wayfinding, Identity, Signage, and Public Art, and Mobility to improve the corridors as they transition from commercial to housing/mixed-use (See Appendix D-<u>Smart and Sustainable Corridors Plan (SSCP)</u>)</p> <p>Sites in inventory requiring rezone were rezoned March 2023.</p>			
	<p>Continue to offer assistance in the form of property searches and broker connections for displaced businesses. Relocation assistance facilitates redevelopment of sites with existing uses.</p>	<p>Ongoing</p>	<p>Citywide</p>	
<p>New Opportunity in High Resource Areas* <i>There is only one High Resource Area/Tract in the City. Located inland and far from amenities/services. City's strategy instead is to target investment along corridors</i></p>				
<p>Program 5: Accessory Dwelling Units</p>	<p>Promote and encourage existing and future homeowners to build accessory dwelling units on their properties.</p>	<p>Annually</p>	<p>Citywide but focus outreach to property owners in higher resource areas</p>	<p>75 percent of new ADUs in higher resource areas</p>

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	<p>The City is taking the following actions to promote ADUs:</p> <ul style="list-style-type: none"> • Continue to implement its ADU streamlining efforts which include two-to-three week plan checks, waiving developmental impact fees under City control, reduced planned check fees if attached ADU (see Program 5: Accessory Dwelling Units) • By the end of 2023, developing an ADU “handbook” that outlines basic requirements, process, and resources available • Beginning in 2024, hold annual workshop on ADUs. <p>The City’s proactive outreach to promote the ADU program will include:</p> <ul style="list-style-type: none"> - At least once a year use the City’s newsletter (Oceanside Tide) to promote housing resources and programs including ADUs - Explore the potential to increase subscription to the City’s newsletter by advertising on the City’s utility bill. - Beginning in Fall 2023, promote the ADU program and through social media quarterly and through community resource center that serve higher resource areas (John Landes, Libby Lake, and Crown Heights). - By the end of 2023, the City will create an informational factsheet about Source of Income Protection and Fair housing 			

Program	Specific Commitment	Timeline	Geographic Targeting	Eight-Year Metrics
	requirements and include it as part of ADU application.			
Tenant Protection and Anti-Displacement				
Program 7: Adequate Residential Sites to Accommodate the RHNA and Not Net Loss	<p>Develop a procedure to monitor replacement requirements under AB 1397, SB 330, and State Density Bonus.</p> <p>Continue to require the implementation of an Affirmative Marketing Plan and/or first-right of return for residents “displaced by development” when the City provides a loan.</p>	<p>Develop procedure by the end of 2022</p> <p>Ongoing implementation</p>	Citywide	No net loss of affordable units
Program 13: Manufactured Home Rental Adjustment	Continue to implement program with participation of 17 mobile home parks.	Ongoing	17 mobile home parks	Preserve affordability of 2,018 rent-controlled mobile home spaces
Program 14: Coastal Zone Replacement Housing	Continue to monitor for development activities within the coastal zone and ensure compliance with the replacement requirements.	Ongoing	Coastal zone	Assist 100% of displaced households with relocation and other compensation, including first-right of refusal to reoccupy after new construction
Program 18: Relocation Assistance	Continue to adhere to relocation regulations.	Ongoing	Citywide	Relocation assistance to all households displaced due to public activities
Program 19: Preservation of Affordable Housing Units	<p>Purchase of affordability covenants, working with property owners and nonprofit housing organizations to preserve affordability.</p> <p>Coordinate with the County Department of Housing and Community Development to secure continued subsidies and/or the commitment of available housing funds.</p>	Annual monitoring and working with interested nonprofits to preserve at-risk projects at least one year prior to potential conversion	Citywide	Preserve the long-term affordability of 264 assisted housing

C. Quantified Objectives

Housing Element law requires that quantified objectives be established with regard to new construction, rehabilitation, conservation, and preservation activities that will occur during the Housing Element cycle. Table 42 summarizes the City of Oceanside's quantified objectives for the provision of affordable housing opportunities during the 2021-2029 Housing Element cycle.

Table 42: Quantified Objectives (2021-2029)

Program Category	Income Category					Totals
	Extremely Low	Very Low	Low	Moderate	Above Moderate	
RHNA	634	634	718	883	2,574	5,443
New Construction ¹		412	227	389	2,631	3,658
Rehabilitation ²	40	40	80	--	--	160
Conservation ³	800	800	--	--	--	1,600
Preservation ⁴	132	132	--	--	--	264
Homebuyer Assistance	--	--	8	8	--	16

1. Quantified objectives for new construction based on units entitled/under review, projected ADUs, and 25% of the remaining lower income RHNA and 50% of the remaining moderate and above moderate income RHNA (see Table 22)

2. Owner-Occupied Housing Rehabilitation and Mobile Home Improvement Grant

3. Section 8 vouchers

4. Assisted affordable units at-risk

5. Low-Income Homebuyer Assistance Program

APPENDIX A: EVALUATION OF THE PRIOR HOUSING ELEMENT

Section 65588(a) of the *Government Code* requires that jurisdictions evaluate the effectiveness of the existing Housing Element, the appropriateness of goals, objectives and policies, and the progress in implementing programs for the previous planning period. This appendix contains a review of the housing goals, policies, and programs of the previous housing element, and evaluates the degree to which these programs have been implemented during the previous planning period. This analysis also includes an assessment of the appropriateness of goals, objectives and policies. The findings from this evaluation have been instrumental in determining the City's 2021-2029 Housing Implementation Program.

Table A-1 summarizes the programs contained in the previous Housing Element along with the source of funding, program objectives, accomplishments, and implications for future policies and actions.

Table A-2 summarizes new units built during the 2013-2021 Housing Element period.

Table A-3 presents the City's progress in meeting the quantified objectives from the previous Housing Element.

A. Effectiveness in Addressing Special Needs

The City's Manufactured Home Matching Grant program assisted over 70 households during the fifth cycle Housing Element planning period. Most of the households were elderly households. The City also facilitated the development of the 138-unit Mission Cove Senior Apartments, providing gap financing with HOME funds.

To understand the extent of discriminatory housing practices, the City contracted with Legal Aid Society of San Diego to conduct fair housing testing. During the fifth cycle Housing Element period, 47 sites were tested for disparate treatment due to disability and familial status (families with children). Results of the testing were used to tailor the outreach and education efforts for fair housing services.

For the sixth cycle Housing Element, the City has expanded its efforts on affordable housing for special needs populations.

B. Program Review

Table A-1 provides a program-specific review of the City's achievements during the fifth cycle Housing Element planning period.

Table A- 1: 2013-2021 Housing Element Program Evaluation

Goal/Program	Description	Objectives and Schedule	Implementing Agency	Accomplishments	Future Policies and Actions
Program 1: Housing Revenue Bonds (Multi-Family)	This program provides housing revenue bonds for the development of affordable housing multi-family housing for lower-income households.	The City plans to issue bonds in conjunction with other sources of financing as needed for affordable housing projects.	City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division	Multifamily Housing Revenue Bonds were issued in 2016 for the 38 units Villa Storia project.	Multifamily Housing Revenue Bonds will be issued for larger affordable housing projects which typically involve multiple sources of financing.
Program 2: Low Income Housing Tax Credit (LIHTC)	The City will seek to gain funding for the development of affordable housing through the LIHTC program.	The City plans to use LIHTC in conjunction with other sources of financing for affordable housing projects as individual projects are proposed.	City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division	LIHTC have been award for the following affordable housing projects: Mission Cove (288 units) and Villa Storia (38 units).	LIHTC will be utilized for larger affordable housing projects which typically involve multiple sources of financing. However, this is a funding source for housing developers and not a City housing program.
Program 3: Density Bonus	The City’s Density Bonus Ordinance was revised in the spring of 2012 to comply with the provisions of SB 1818, which will facilitate higher-density for developments that provide affordable housing.	Continue to implement the Density Bonus Ordinance throughout the planning period.	City of Oceanside Planning Division	The City encouraged density bonus development as an option for new developments. On May 8, 2019, the City approved updates to zoning regulations to comply with revisions to state Bonus Law.	Continue to implement the Density Bonus Ordinance but updates are necessary to be consistent with more recent changes.
Program 4: Inclusionary Housing Program	<p>The City’s inclusionary housing program requires that developers of three or more housing units reserve 10% of the units for low-income households. The program includes the following requirements.</p> <ul style="list-style-type: none"> • For-sale residential projects of three or more units must reserve 10 percent of the units as owner-occupied units affordable to low- and moderate-income households. • An in-lieu fee option is available at the developer’s discretion. In-lieu fees will be used to assist new construction consistent with the goals of the Housing Element. 	The City will continue to monitor and assess the Inclusionary Program to determine if amendments are necessary in order to ensure that the overall supply and cost of affordable housing is not unduly impacted.	City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division and Planning Division	Most developments opted to pay an in-lieu fee versus building affordable units onsite. One approved development provided 38 units on site to meet its Inclusionary Housing requirements in 2015.	The City will be updating its inclusionary housing ordinance to encourage the construction of more affordable housing rather than accept in-lieu fees.

Table A- 1: 2013-2021 Housing Element Program Evaluation

Goal/Program	Description	Objectives and Schedule	Implementing Agency	Accomplishments	Future Policies and Actions
Program 5: Facilitate New Affordable Housing Construction	<p>While it must be recognized that local funding capacity for affordable housing has been severely diminished by the dissolution of redevelopment agencies, the City will continue to facilitate production of affordable housing, including units targeted to extremely-low-income (ELI) households.</p> <p>To further encourage affordable multi-family development, the following additional zoning amendments will be initiated in 2013:</p> <ul style="list-style-type: none"> • Eliminate the CUP requirement for multi-family projects with 20 units or more in coastal areas, and limit required entitlements for such projects to normal Coastal Permits and Development Plan approvals, which focus on conformance with development standards rather than examining the appropriateness of the use itself. 	<p>Initiate Code amendments in 2013.</p> <p>Strive to meet the City's RHNA objectives as set for the 2010-2020 projection period.</p>	<p>Redevelopment Unallocated Set-Aside Housing Fund</p>	<p>As of 2019, 687 permits were issued for deed-restricted units. These include three new Affordable Housing construction projects totaling 358 units.</p> <p>Zoning Ordinance amendments were not accomplished but will likely take place during a future comprehensive update of the Zoning Ordinance</p>	<p>The City is currently updating its inclusionary housing ordinance to encourage the construction of more affordable housing rather than accept in-lieu fees.</p> <p>The City will continue to facilitate affordable housing construction.</p>
Program 6: Section 202	<p>The City will continue to work with local nonprofits to seek a sponsor and assist them in preparing the application for Section 202 funding from the U.S. Department of Housing and Urban Development (HUD).</p>	<p>While these funds will be difficult to obtain due to pending federal budget cuts and the highly competitive nature of such projects, the City will continue to pursue funding during the 2013 – 2021 Housing Element cycle.</p>	<p>City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division and nonprofit agencies (Presbyterian Homes).</p>	<p>The potential to obtain HUD 202 funding for projects was reviewed as projects were presented..</p>	<p>Section 202 is a HUD funding program for nonprofit developers. This is not a City housing program.</p>
Program 7: Accessory Dwelling Units	<p>The City will continue to encourage accessory dwelling units as a source of affordable housing opportunities, as mandated by California law. Zoning amendments will be processed to ensure compliance with current state law (AB 1866).</p>	<p>Process zoning amendments in 2012-13. The City expects about 3-5 accessory units per year to be developed under this program.</p>	<p>City of Oceanside Planning Division</p>	<p>Zoning amendments were adopted in 2017 in compliance with AB 1866, SB 1069 and AB 2299. An additional amendment to comply with SB 229 and AB 494 was completed in May of 2018. The City</p>	<p>The City will include a program to promote ADU development and monitor its progress.</p>

Table A- 1: 2013-2021 Housing Element Program Evaluation

Goal/Program	Description	Objectives and Schedule	Implementing Agency	Accomplishments	Future Policies and Actions
				adopted a state compliant ADU ordinance in August of 2020	
Program 8: Farm Worker Housing	In conformance with the California Employee Housing Act, the City will amend zoning regulations to allow farmworker housing with up to 36 beds or 12 units by-right in any district where agriculture is a permitted use. The City will also continue to explore and implement methods to facilitate the development of such housing through state farm worker housing programs.	The City will amend zoning regulations in conformance with the Employee Housing Act in 2013 and investigate options and opportunities as funds and programs become available. This activity is reviewed by the City as part of its quarterly housing program updates.	City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division	Ordinance was adopted in 2018, but the ordinance is not entirely consistent with the Employee Housing Act. No proposal for farm worker housing was received.	The City will continue to explore funding opportunities available to provide farmworker housing in conjunction with affordable housing projects and will amend the Farm Worker Housing Ordinance in compliance with Employee Housing Act.
Program 9: Adequate Residential Sites to Accommodate the RHNA	The City will continue to monitor its land inventory, especially residential land available for multi-family development as well as commercial and redevelopment sites that may be suitable for residential development. The City will continue to provide land use data, including the residential component, to SANDAG as part of the regional growth forecast process.	Continue to maintain adequate sites for new housing development commensurate with the RHNA throughout the planning period.	City of Oceanside Planning Department	The City monitored its sites inventory to ensure that adequate sites with appropriate zoning could accommodate housing during the 2013-2021 RHNA planning period.	The City will provide adequate sites through the comprehensive update to the General Plan and Sustainable and Smart Corridors Plan. Current General Plan and development regulations can only accommodate a portion of the City's RHNA.
Program 10: Transit Oriented Districts (TOD) and Smart Growth Focus Areas	The City will continue efforts to pursue smart growth improvement grants, state grants and other funding sources to facilitate residential development in identified smart growth concept areas and other appropriate smart growth areas in the City of Oceanside. As funding and staff resources allow, the City will continue to pursue implementation programs for the Coast Highway Vision and Strategic Plan, which calls for mixed-use housing development within the Coast Highway commercial corridor. Affordable housing development in these target areas will be enhanced through the City's	Seek available grant funding to facilitate TOD and smart growth throughout the planning period.	City of Oceanside Planning Division	During the 2013-2021 planning period, the City applied for grants and continued implementing provisions of the Coast Highway Vision Plan and pursued grant funding to update the Land Use Element of the General Plan with an emphasis on TOD and smart growth within the City's primary transit corridors. The City also engaged in outreach for the Coast Highway project.	The City will continue efforts to pursue smart growth improvement grants, state grants and other funding sources to facilitate residential development in identified smart growth concept areas and other appropriate smart growth areas in the city. As funding and staff resources allow, the City will continue to pursue implementation programs for the Coast Highway Vision and Strategic Plan, which calls for mixed-use housing development within the Coast Highway commercial corridor.

Table A- 1: 2013-2021 Housing Element Program Evaluation

Goal/Program	Description	Objectives and Schedule	Implementing Agency	Accomplishments	Future Policies and Actions
	<p>expedited processing of lot mergers and development applications. Consolidation of adjacent parcels to create unified development sites is a simple administrative review process done concurrently with application review.</p>			<p>In 2019, the City also adopted a Coast Highway Incentive District Overlay to stand alone residential projects in commercial nodal areas on Coast Highway. The City initiated a comprehensive General Plan update in February 2020 which will include policies to facilitate TOD and Smart Growth Plan.</p> <p>The City is preparing a Smart and Sustainable Corridors Specific Plan with an emphasis on TOD and smart growth within the City's primary transit corridors. The City was also awarded SB 2 Grant funding in the amount of \$310k and LEAP Grant funding in the amount of \$500,000 that will focus on CEQA streamlining and smart growth opportunity areas with the goal of promoting housing construction in these areas</p>	
<p>Program 11: Emergency Shelters and Transitional/ Supportive Housing</p>	<p>Permanent Emergency Shelters New state legislation (SB 2) requires local jurisdictions to strengthen provisions for addressing the housing needs of the homeless, including the identification at least one zone where emergency shelters are allowed as a permitted use without a conditional use permit.</p> <p>Temporary Winter Shelters The City will waive the requirement of obtaining a Conditional Use Permit for churches to shelter up to 50 persons during the winter shelter period defined by the Regional Alliance</p>	<p>Amend zoning regulations in conformance with SB 2 within one year of Housing Element adoption</p>	<p>City of Oceanside Neighborhood Services/Housing and Code Enforcement Division and Planning Departments</p>	<p>The City zoning amendments to were adopted in 2014. However, the ordinance included distance requirements that are not consistent with State law.</p>	<p>The Housing Element update will include actions to amend the Zoning Ordinance to be consistent with State law regarding the provision of emergency shelters, transitional housing, and supportive housing.</p>

Table A- 1: 2013-2021 Housing Element Program Evaluation

Goal/Program	Description	Objectives and Schedule	Implementing Agency	Accomplishments	Future Policies and Actions
	<p>for Solutions or the Neighborhood Services Director.</p> <p>Transitional and Supportive Housing SB 2 defines transitional and supportive housing as residential uses that are subject only to the same standards and procedures as apply to other residential uses of the same type in the same zone. To ensure compliance with this requirement, the City will revise its current regulations for transitional/supportive housing as needed to comply with the provisions of SB 2.</p>				
<p>Program 12: Section 8 Housing Choice Vouchers</p>	<p>The City will continue to apply to the U.S. Department of Housing and Urban Development (HUD) for local allocations of Section 8 Housing Choice Vouchers, which provide rent subsidies to low income residents. Although the City will continue to administer its housing vouchers, the City's ability to expand or even maintain this program at its current level is dependent upon the annual Federal budget process. Recent indications from HUD are that Federal support for Section 8 will not be expanded and that program retrenchment is likely over the next several years.</p>	<p>Seek federal funding for Section 8 vouchers as part of ongoing housing program activities throughout the planning period.</p>	<p>City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division</p>	<p>As of 2020, the City administers 1,600 Section 8 vouchers. The open waitlist is approximately eight years. The City also continued to assist 50 households with the Family Self-Sufficiency Program. The City's Section 8 Program consistently received the "high-performer" designation by HUD from 2014-2018.</p>	<p>The City will continue to manage existing Section 8 HCV and 50 Family Unification Program (FUP) Vouchers</p>
<p>Program 13: Manufactured Home Rental Adjustment Program</p>	<p>The City will continue to consider petitions from mobile home park residents regarding rent increases by the Mobile Home Fair Practices Commission as empowered by ordinance. The City currently administers this program for approximately 19 mobile home parks (a total of 3,436 units.)</p>	<p>The City anticipates that it will continue to average about 17 applications per year under this program and make special adjustments in two to three cases per year. This program is an ongoing activity that the City will continue to implement throughout the planning period..</p>	<p>City of Oceanside Neighborhood Services Department/Housing and Code Division</p>	<p>The City continued to administer this program on annual basis for 3,436 units in 19 mobile home parks from 2013-2018. As of 2019, the City administers the program for 17 mobile home parks for a total of 2,578 units.</p>	<p>The City will continue to administer this program on annual basis for 2,578 units in 17 mobile home parks.</p>

Table A- 1: 2013-2021 Housing Element Program Evaluation

Goal/Program	Description	Objectives and Schedule	Implementing Agency	Accomplishments	Future Policies and Actions
Program 14: Coastal Zone Replacement Housing	The City will continue its existing coastal zone program, which requires the replacement of any units occupied by low- and moderate-income households lost through demolition. The emphasis of this program will be on retention of affordable units with replacement (Government Code 65590) on a unit-by-unit basis when removal cannot be avoided.	The City does not anticipate that any units will be lost during both coastal zone and redevelopment agency activities during the 2013-2021 Housing Element cycle.	City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division; Planning Division	There have been no projects during the previous HE period which required Coastal Zone replacement housing.	No projects are in process or are anticipated to be completed during the next HE period which would require Coast Zone replacement housing.
Program 15: Acquisition/Rehabilitation	The City will continue to attempt to acquire, or assist nonprofits in acquiring, buildings in need of rehabilitation. The buildings will be rehabilitated and rented/sold to low-income households.	This program is an ongoing activity that the City will continue to implement throughout the planning period. The City anticipates an increase in the level of activity for this program by using a combination of fund resources and program combinations and has set an objective of 80 units for this program during the 2013-2021 Housing Element cycle.	City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division	Two 4-unit acquisition/rehabilitation projects were completed between 2013 and 2014. No other affordable housing acquisition/rehabilitation projects were completed during the previous HE period.	Additional projects will be considered as existing funding resources are available. It is anticipated that new projects will consist of smaller/in-fill properties.
Program 16: CDBG Funded Owner-Occupied Housing Rehabilitation	The City will continue to implement the Housing Rehabilitation Program (HRP) to assist in rehabilitation of owner-occupied housing by offering below market rate and deferred payment loans to qualified lower-income households.	This program is an ongoing activity that the City will continue to implement throughout the planning period. The City plans to rehabilitate 10 or so units per year under this program.	City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division	The City closed one (1) rehabilitation loan during the previous HE period. Market conditions limited loan underwriting processing for this program.	While the City will continue to offer this program, the scope is reduced due to market conditions.
Program 17: Manufactured Home Matching Grant Program	The City will continue to provide grants (for very-low-income households) and matching grants (for low-income households) up to \$6,000 for the rehabilitation of mobile homes. This program is available to primarily low-income mobile home occupants. This program	This program is an ongoing activity that the City will continue to implement throughout the planning period. It is estimated that about 5-	City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division	The City processed 74 mobile home rehab matching grants during the previous HE period	It is anticipated that an average of 10 mobile home rehab matching grants will be processed annually during the next HE period.

Table A- 1: 2013-2021 Housing Element Program Evaluation

Goal/Program	Description	Objectives and Schedule	Implementing Agency	Accomplishments	Future Policies and Actions
	focuses on improvements necessary to bring the unit into compliance with the City’s building code requirements.	10 lower-income households will be assisted annually during the 2013-2021 Housing Element cycle.			
Program 18: Code Enforcement	Code enforcement activities will continue to be conducted on a citywide basis in response to complaints or observation of blighting and/or unsafe conditions.	Respond to code enforcement issues in a timely manner throughout the planning period.	City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division	The City’s Code Enforcement program has successfully processed an average of 6,000 complaints annually.	The City continues to offer code enforcement services but it is not included in the Housing Element as a specific housing program.
Program 19: Low Income Homebuyer Assistance	<p>The City will continue to provide assistance to low-income home buyers through the following two programs, which are used in conjunction with each other.</p> <p>FirstHome Program The City will continue to provide information about the FirstHome program, which assists low-income first-time home buyers with down payment and closing cost assistance. The City will partner with financial institutions and continue to promote the availability of FirstHome funds to lower-income households and the local development community through newsletters, City web site and promotional brochures available at various City departments and community locations. The City reports on a quarterly basis on the availability of funding for all of its housing programs.</p> <p>Section 8 Home Buyer Program The City will continue to participate in the Section 8 Home Buyer Program.</p>	These programs are ongoing activities that the City will continue to implement throughout the planning period. The City plans to assist about 5 low-income households per year (40 households during the 2013-2021 Housing Element cycle).	City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division	The City provided mortgage assistance as permanent financing to about 13 low income homebuyers during the previous HE period.	The City will continue to provide down payment and closing cost assistance to low-income homebuyers.
Program 20: Mortgage Credit Certificates	The Mortgage Credit Certificate (MCC) program assists low- and moderate-income first-time home buyers through a federal income tax credit of up to 20% of the annual mortgage interest. The City anticipates	This program is an ongoing activity that the City will continue to implement throughout the planning period. The	City of Oceanside Neighborhood Services/Housing and Code Enforcement Division	The City issued 13 MCCs in conjunction with the City’s low-income First Time Homebuyer Program.	The City contracts with AHA to administer the MCC program.

Table A- 1: 2013-2021 Housing Element Program Evaluation

Goal/Program	Description	Objectives and Schedule	Implementing Agency	Accomplishments	Future Policies and Actions
	receiving an annual allocation of new mortgage credit certificates during the 2013-2021 Housing Element cycle.	City plans to assist about six households per year under this program.			
Program 21: Review of Governmental Constraints	<p>The following actions will be taken to ensure that the City’s regulations do not pose unreasonable constraints to the maintenance, improvement, and development of housing, or to housing for persons with special needs.</p> <p>a. Definition of “Family”. The City will review and amend zoning regulations as necessary to comply with state law regarding the definition of “family”.</p> <p>b. Residential Care Facilities. The City will review and amend zoning regulations as necessary to comply with state law regarding licensed residential care facilities for six or fewer persons.</p> <p>c. Single Room Occupancy. The City will amend zoning regulations to establish a definition and development standards that encourage and facilitate SRO housing.</p>	Initiate Code amendments by 2013.	City of Oceanside Planning Department	The City zoning amendments were adopted in 2015.	Additional revisions of the Zoning Ordinance are needed to comply with recent changes to State law.
Program 22: Monitoring of Potential New Housing Funds	The City will continue to monitor and pursue any available new construction and subsidy programs to meet its housing needs.	The City staff continuously monitors funding and program resources and will use its consultants in Sacramento and Washington to keep apprised of potential resources. It will use its quarterly progress report to inform the general public and the development community, especially the nonprofit developers.	City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division	The City continued to monitor and support potential affordable housing funding sources.	The City will continue to pursue funding to support its affordable housing strategy. This is not included in the 2021-2029 Housing Element as a separate program.

Table A- 1: 2013-2021 Housing Element Program Evaluation

Goal/Program	Description	Objectives and Schedule	Implementing Agency	Accomplishments	Future Policies and Actions
Program 23: Rental and Vacancy Surveys	The City will continue to conduct and/or monitor periodic rental housing and vacancy surveys for use ongoing housing planning activities.	Periodic monitoring throughout the planning period.	City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division	Surveys have been conducted as projects requiring the information are proposed. Housing staff also reviewed vacancy levels annually.	Surveys will be conducted as projects requiring the information are proposed. This is not included as a housing program.
Program 24: Land Write Downs	The City will continue to explore providing land write-downs for low-income rental housing projects based on standards and plans for adequate low-income housing sites. Assisted projects must meet the reservation requirements for low- and moderate-income households for a period of 30 years or more.	Evaluate opportunities for assistance as projects are proposed.	City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division	No project involved land write downs during the previous HE period.	It is anticipated that this program will not be utilized for a project within the next HE period due to lack of funding and the high costs of land. The Council has directed staff to review the Inclusionary Housing to encourage on-site construction of affordable housing.
Program 25: Housing Element Monitor/Revision	The City will continue to monitor implementation of the Housing Element annually as part of the General Plan implementation monitoring and reporting activities. As part of the monitoring process, the City will enforce a no net loss policy pursuant to Government Code Sec. 65863 to ensure that the inventory of potential housing development sites maintains sufficient capacity to accommodate the City's remaining share of regional housing need throughout the planning period.	Prepare annual monitoring reports for submittal to the City Council and HCD.	City of Oceanside Development Services/Planning Division and Neighborhood Services Department/Housing and Code Enforcement Division	Housing and Planning Division staff monitored implementation of the Housing Element and monitored the housing sites inventory and RHNA progress on an annual basis in the annual reports (APRs) submitted to HCD.	City staff will be working with the HE consultant to prepare the new HE document. This is not a housing program.
Program 26: Fair Housing Program	The City of Oceanside supports fair housing laws and statutes. To promote equal opportunity, the City contracts annually with Lifeline Community Services to provide fair housing services. The City will continue to refer fair housing questions and housing	The City will continue the documentation of discriminatory practices, education of public and housing industry regarding fair housing, expansion of minority housing opportunities, reduction of discrimination, and testing for discrimination throughout the planning period. Additionally, the City will continue to explore opportunities to enhance fair housing in	City of Oceanside Neighborhood Services Department/Housing and Code Enforcement Division	The City contracted annually with Lifeline Community Services to provide Fair Housing Services. Starting in 2016, the City began contracting annually with Legal Aid Society of San Diego, Inc (LASSD) to provide Fair Housing services. City Housing staff monitored the contract and receives quarterly reports from Lifeline. Between FY 2014 and FY 2018, LASSD served 1,452 Oceanside residents. Oceanside tested for discrimination based on disability, familial status, sexual orientation,	Housing staff will be updating Fair Housing procedures, policies and information during the next HE period.

Table A- 1: 2013-2021 Housing Element Program Evaluation

Goal/Program	Description	Objectives and Schedule	Implementing Agency	Accomplishments	Future Policies and Actions
	<p>discrimination claims to Lifeline and/or HUD as appropriate.</p> <p>Lifeline Community Services will continue to:</p> <ol style="list-style-type: none"> 1. Advocate for fair housing issues; 2. Conduct outreach and education; 3. Provide technical assistance and training for property owners and managers; 4. Coordinate fair housing efforts; 5. Assist in enforcing fair housing rights; 6. Collaborate with other fair housing agencies; 7. Refer and provide information for non-fair housing problems; and 8. Counsel and educate tenants and landlords. 	<p>the City. The City also requires all Community Development Corporations (CDCs) receiving City funds to develop and implement affirmative marketing plans. The City will continue to promote the implementation of fair housing practices throughout the community using newsletters, City web site and promotional brochures available at various City departments and community locations. The City reports on a quarterly basis on the various housing programs, including fair housing.</p>		<p>and race. Of the 47 sites tested, eight sites showed disparate treatment; six due to disability (reasonable accommodation) and two due to familial status.</p> <p>The City of Oceanside also participated in the 2015-2019 and 2020-2024 updates of the San Diego County Regional Analysis of Impediments (AI).</p>	
<p>Program 27: Relocation Assistance</p>	<p>The City will prepare a relocation plan pursuant to the California Uniform Relocation and Real Property Act at such time as required to mitigate impacts upon people displaced as a result of public activities.</p>	<p>The City policies will be to, first, avoid dislocating households, especially low-income households; second, minimize the dislocation if it does occur; and finally, provide relocation assistance in those cases where options to relocation are not feasible.</p>	<p>City of Oceanside Neighborhood Services/Housing and Code Enforcement Division</p>	<p>No project involved relocation during the 2013-2021 planning period.</p>	<p>The Housing Authority will continue to ensure that Relocation Plans conforming to the requirements of the URA are prepared and implemented for any affordable housing projects processed during the next HE period.</p>
<p>Program 28: Preservation of Affordable Housing Units “At Risk” of</p>	<p>The City will monitor affordable housing units that are “at risk” of converting to market rates during the housing element cycle, and consider measures to preserve their affordability prior to</p>	<p>Continuously monitor at-risk units and contact property owners to negotiate extension of</p>	<p>Housing and Code City of Oceanside Neighborhood Services/Housing and Code Enforcement Division and</p>	<p>As of February 2021, the most multi-family projects had extended</p>	<p>The City will continue to explore funding opportunities with the current owners to</p>

Table A- 1: 2013-2021 Housing Element Program Evaluation

Goal/Program	Description	Objectives and Schedule	Implementing Agency	Accomplishments	Future Policies and Actions
<p>Converting to Market Rates</p>	<p>expiration of affordability contracts. In addition, the City will provide notice and education to tenants affected by the expiration of housing assistance subsidies in order to help these tenants find suitable replacement housing, if necessary</p>	<p>affordability covenants if feasible; provide notice and education to affected tenants to assist them in finding suitable replacement housing.</p>	<p>affordable housing developers.</p>	<p>its contract with HUD. 18 units were converted to market rate:</p> <p>Status of Projects at risk as of February 2021:</p> <ul style="list-style-type: none"> • Rental Rehab - 3 units, affordability requirements expired. • Transitional Housing /HOME - 2 units, affordability requirements expired. • HOME - 1 unit, affordability requirements expired. • Casita De Cortez - 12 units, contract ended • El Dorado - 86 units, contract active until 8/21/20 • Mar Vista El Dorado - 73 units, contract active until 2/28/2021 • North River Club Apartments- 56 units, contract expired 4/30/2025 • Silvercrest- 79 units, contract active until 5/16/2033 	<p>assist with preserving the affordability covenants.</p>

Table A- 2: Residential Development by Income Category 2013-2020

Year	Units Constructed	Income Category					Totals
		Extremely Low	Very Low	Low	Moderate	Above Moderate	
2013	Deed-restricted	--	244	55	--	--	299
	Non-deed-restricted	--	23	2	102	362	489
2014	Deed-restricted	--	--	--	--	--	0
	Non-deed-restricted	--	--	--	20	92	112
2015	Deed-restricted	--	--	--	--	--	0
	Non-deed-restricted	--	--	--	27	73	100
2016	Deed-restricted	--	--	--	--	--	0
	Non-deed-restricted	--	--	--	32	24	56
2017	Deed-restricted	--	43	117	--	--	160
	Non-deed-restricted	--	--	--	--	39	39
2018	Deed-restricted	--	--	--	--	--	0
	Non-deed-restricted	--	--	--	27	267	294
2019	Deed-restricted	--	--	--	--	--	0
	Non-deed-restricted	--	--	13	20	247	280
2020	Deed-restricted	--	--	--	--	--	0
	Non-deed-restricted	--	--	--	49	135	184
Total	Deed-restricted	0	287	172	0	0	459
	Non-deed-restricted	0	23	15	277	1,239	1,554
	Combined	0	313	187	277	1,239	2,013

Source: City of Oceanside, March 2021.

Table A- 3: Progress in Achieving Quantified Objectives 2013-2020

Program Category	Quantified Objective	Progress
New Construction¹		
Very Low	1,549	310
Low	1,178	187
Moderate	1,090	277
Above Moderate	2,393	1,239
Total	6,210	2,013
Rehabilitation		
Very Low	120	--
Low	120	7
Moderate	--	--
Above Moderate	--	--
Total	240	7
Conservation²		
Very Low	1,500	1,600
Low	--	--
Moderate	--	--
Above Moderate	--	--
Total	1,500	1,600
Preservation³		
Very Low	312	294
Low		
Moderate	--	--
Above Moderate	--	--
Total	312	294
Homebuyer Assistance		
Very Low	40	13
Low		
Moderate	--	--
Above Moderate	--	--
Total	40	13

Notes:

1. Quantified objectives for new construction are for the 1/1/2013 – 12/31/2020 RHNA period (8 years)
2. Section 8 certificates (varies depending on HUD allocations)
3. Assisted units at risk of conversion

APPENDIX B: LAND INVENTORY

This appendix provides an analysis of potential sites for housing development during the current Regional Housing Needs Assessment (RHNA) projection period (2021-2029).

The RHNA is a key tool for local governments to plan for anticipated growth. The RHNA quantifies the projected need for housing within each jurisdiction in the San Diego region for the eight-year period from June 30, 2020 through April 15, 2029. Communities then determine how they will address this need through the process of updating the Housing Elements of their General Plans.

In accordance with *Government Code* §65584, the final RHNA plan was adopted by SANDAG's governing board on July 10, 2020¹⁹. The RHNA plan distributes total housing need for each jurisdiction among the following four income categories:

- Very low income (50% or less of county median income)
- Low income (51-80% of county median income)
- Moderate income (81-120% of county median income)
- Above moderate income (over 120% of county median income)

The total housing growth need allocated to the City of Oceanside for the 2021-2029 Housing Element planning period from April 15, 2021 to April 15, 2029 is 5,443 units. This total is distributed by income category as shown in Table B- 1. While not explicitly addressed in the RHNA, state law²⁰ now requires the Housing Element to also estimate the future needs of extremely low income (ELI) households. As provided by state law, the ELI need has been estimated to be 50% of the very low income category, or 634 units during this planning period.

Table B- 1: Oceanside Growth Needs 2021-2029

EL/Very Low*	Low	Moderate	Above Moderate	Total
1,268	718	883	2,574	5,443
23%	13%	16%	47%	100%

Source: SANDAG 2020

*Extremely-low households are estimated to be one-half the very-low need (634 units)

A. Credits Toward RHNA

Since the RHNA uses June 30, 2020 as the baseline for growth projections for the Housing Element planning period, jurisdictions may count the number of new units issued building permits or certificates of occupancy since June 30, 2020 toward their RHNA. This section describes the applicability of the credits, while latter sections discuss the availability of land to address the remaining RHNA.

¹⁹ Resolution 2021-02

²⁰ California *Government Code* §65583(a)(1)

Table B-2 summarizes projects that are currently in the review process. With the anticipated ADUs, approved projects, entitled projects, and projects under review, the City has adequate capacity to accommodate 3,044 units. The City must accommodate the remaining RHNA of 2,456 units with vacant and nonvacant sites that are appropriately zoned and have near-term development potential.

Table B-2: Credits Toward 2021-2029 RHNA

Income Categories	ADU	Approved	Entitled	Under Review	Total Credits	RHNA	Remaining Need
EL/ VL	0	26	0	100	126	1,268	1,142
Low	32	11	0	20	63	718	655
Mod	224	0	0	0	224	883	659
Above Mod	0	713	118	1,800	2,631	2,574	0
Total	256	750	118	1,920	3,044	5,443	2,456

Source: City of Oceanside, 2021

1. Potential ADUs

The City has recognized the importance of ADUs both as a source of affordable housing as well as supplemental income for homeowners and has taken steps to streamline the approval process for Oceanside homeowners. These efforts include a dedicated webpage (oceansideadu.com), a fact sheet, reduction and waiver of permitting fees, and a dedicated ADU fee schedule. Following these efforts, the City has seen a substantial increase in the number of ADU building permit applications, with over 200 applications submitted between 2017 and 2020. The City Council adopted a revised ADU Ordinance on August 19, 2020 in response to the ADU legislation enacted by the state on January 1, 2020. The State enacted new ADU legislation (SB 13, AB 68, and AB 881) on January 1, 2020 intended to further reduce the regulatory barriers and costs and streamline approval of ADUs. These revisions further ease regulatory barriers to the establishment of ADUs in both single-family and multi-family zone districts. The City has also more recently adopted an updated ADU Ordinance in February 2022 to meet state requirements. Key revisions to the ordinance include the waiver of certain development impact fees, flexible parking requirements or parking waivers, and a streamlined permit review process.

A City may credit potential ADUs to the RHNA requirements by using the trends in ADU construction to estimate new production. Between 2018 and 2020, the City issued 96 and finalized 95 ADU building permits, for a total 191 ADUs during the three-year period. To credit ADUs towards meeting a portion of the City's RHNA, assumptions should be based on the average building permits issued over three most recent years, equating to 32 ADUs per year. Using this assumption, the City expects to build 256 ADUs over the eight-year planning period.

Table B- 3: ADU Permits Issued 2018-2020

Year	Applications	Issued	Finaled	Issued and Finaled
2018	45	21	32	53
2019	73	30	38	68
2020	106	45	25	70
Total	224	96	95	191
Average	37	32	32	64

Per Government Code Section 65852.2, ADUs cannot be a maximum of less than an 850 square-foot ADU (studio/one bedroom) or a 1,000 square-foot ADU (two bedroom or more). Zillow listings as of October 2020 show range of studio size of up to 400 sq. ft. (242 average) while one-bedroom units ranged from 400 to 950 sq. ft. (629sq. ft. average). Based on size and the rental rates, ADUs less than 400 sq. ft. could be considered an affordable option to lower income households. Range distribution shows 12% of units constructed between 2013 and 2020 are less than 400 sq ft. Assuming an average of 32 units per year and 12 % of them are less than 400 sq. ft, an estimated 4 units would meet low income eligibility per year (32 during the planning period).

2. Approved Projects

Projects that were approved but have not been issued building permits prior to July 1, 2020 are included in the RHNA as credits. The list of approved projects is included in Table B-4. In total, the City has approved 750 units (26 very low units, 11 low units, and 713 above-moderate units) units, which are expected to be constructed during the 6th Cycle planning period. The affordability of the units was determined based on the affordability specified on the project proposal as approved by the City.

Table B-4: Approved Projects

Project	VL	L	M	AM	Total Units	Type	Status as of May 2022
Lemon Street Apartments				3	3	Apartments	Building permit review
Alta Oceanside	26			283	309	Apartments	Under construction
Sunsets Mixed-Use				118	118	Apartments	Approved
Hillcrest Villas				6	6	Condos	Approved
819 S. Tremont Street Condos				3	3	Condos	Approved
Oceanside Vista Village				20	20	Condos	Under construction
Freeman St Homes				5	5	Condos	Under construction
1021 Cleveland Street				16	16	Condos	Under construction
1105 S. Cleveland Street				14	14	Condos	Under construction
Frazer & Old Grove		11		93	104	Townhomes	Under construction
Mission Flats				137	137	Mixed-Use	Building permit review
Barnwell Estates				7	7	SFR	Grading permit review
Ivy Ridge				3	3	SFR	Building permit review
Canyon Cove				4	4	SFR	Approved
Sarkaria/Horne St Parcel Map				1	1	SFR	Completed
Total	26	11	0	713	750		

Note: The status of projects has changed since the first draft of this document. Projects are still presented under the category they were presented in February 2022 but with an update on the status of the project as of May 2022.

Source: City of Oceanside, 2022.

The status of projects has changed since the first draft of the Hou

3. Entitled Projects

As of July 1, 2020, the City entitled a total of 118 units, including condominiums and single-family homes. New construction condominiums and single-family homes are considered affordable only to above moderate income households. The affordability of the units was determined based on the affordability specified on the project proposal as approved by the City.

Table B-5: Entitled Projects

Project	Units	Type	Status as of May 2022
Pacific Gate	5	Apartments	Building Permit Review
833 S. Pacific St Condos	6	Condos	Entitled
South Pacific Shores	9	Condos	Entitled
Emerald Ridge	48	Condos	Building Permit Review
Breeze Luxury Townhomes	34	Townhomes	Entitled
812 N Cleveland	3	Townhomes	Building Permit Review
Mullen Residence	1	SFR	Completed
Willowbrook Breanna Estates II	6	SFR	Entitled
Willowbrook	5	SFR	Entitled
Hensel Parcel Map	1	SFR	Completed
Total	118		

Note: The status of projects has changed since the first draft of this document. Projects are still presented under the category they were presented in February 2022 but with an update on the status of the project as of May 2022.
Source: City of Oceanside, 2022.

4. Projects Under Review

The City is currently processing a total of 1,920 units at various stages of review and approval. In total, the City has 1,920 units under review (100 very low units, 20 low units, and 1,800 above-moderate units). The affordability of the units was determined based on the affordability specified on the project proposal/application. As stated earlier, the City must accommodate the remaining RHNA of 2,456 units with vacant and nonvacant sites that are appropriately zoned and have near-term development potential.

Table B-6: Projects Under Review

Project	VL	L	M	AM	Units	Type	Status as of May 2022	Status as of May 2023
1743 S Tremont St				0	0	Apartments	Withdrawn ¹	Withdrawn ¹
1611 S Tremont St				4	4	Apartments	Under Review	In Plan Check Review
El Corazon Mixed Use				268	268	Apartments	Under Construction	Under Construction
806 Cleveland St				3	3	Apartments	Approved	Under Construction
1930 Broadway				4		Condos	Approved	In Plan Check Review
3 Condos				3	3	Condos	Approved	In Plan Check Review
146 S. Myers St				4	4	Condos	Approved	Under Construction
Condominiums @ 913 S. Pacific St				0	0	Condos	Inactive ¹	Inactive ¹
Ocean Kamp				700	700	Mixed-Use	Under Review	In Plan Check Review
Jefferson Oceanside				295	295	Mixed-Use	Under Review	Approved
Cypress Point		8		46	54	SFR	Approved	In Grading Plan Check
Seagaze Dr. Mixed-Use		12		103	115	Apartments	Approved	In Plan Check Review
Modera Melrose	33			291	324	Apartments	Under Review	Under Review
Whaley Street Residential	1			11	12	SFR	Under Review	Under Construction
1602 S. Coast Hwy Mixed-use	5			49	54	Condos	Approved	In Plan Check Review
Mercantile Lofts	2			18	20	Condos	Approved	Under construction
Greenbrier Village	59			1	60	Apartments	Under Review	Under Construction
Total	100	20	0	1,800	1,920			

Note: The status of projects has changed since the first draft of this document. "Approved" means entitled. Projects are still presented under the category they were presented in February 2022 but with an update on the status of the project as of May 2022 and May 2023.

1. Units from the Withdrawn and Inactive projects were removed from the total credits.

Source: City of Oceanside, 2023.

The City expects that these 1,920 units will be built and available during the planning period. As shown in **Table B-6**, most projects have progressed through the planning and building process in the year between revisions to the Housing Element. Most projects that were approved in May of 2022 are now In Plan Check Review or Grading Plan Review for building permits or under construction. Only one project, Modera Melrose remains officially Under Review pending a City Council though it was approved by the Planning Commission.

An analysis of the projects submitted from 2013 to 2021 shows that the average time it takes for projects receive their permits is 371 days. For multi-family projects with two to four units, the average time is much lower 194 days while multi-family projects with more than

five units take an average of 519 days in plan check. However, even with these larger timelines the projects are expected to be built within the Sixth Cycle planning period as they are in communication with the City and continue to submit revisions (Table B- 8). As shown in Table B- 8, of those projects credit for RHNA still in Plan Check, all are actively pursuing building permits. All but two of the In Plan Check projects have submitted revisions or have had revisions issued in 2023.

Table B- 7: Average Days to Building Permit Issuance (2013-2021)

Unit Type	Num. of Projects	Average of Days to Issuance
2 to 4	57	194
5+	97	519
MH	1	280
SFA	28	301
SFD	11	
Grand Total	194	371

Note: Projects with more than one unit. Projects that applied between 2013 and 2021.

Table B- 8: Status of Projects Under Review

Project	Units	Applied	Entitled	Bld Applied	Bld Issued	As of May 2023	Comments
1743 S Tremont St	0					Withdrawn ¹	
1611 S Tremont St	4	9/30/20	3/14/22	6/3/20		In Plan Check Review	First plan check was completed on 6/25/2020. The applicant did not resubmit for second plan check until 3/24/2022. The applicant failed to address comments and is in 5th plan check as of 2/8/23 and still has outstanding comments.
El Corazon Mixed Use	268	10/29/19	4/19/21	12/13/19	10/5/22	Under Construction	Substantial progress, including grading, retaining walls, and installation of infrastructure
806 Cleveland St	3	6/23/20	8/4/21	5/18/21	10/3/22	Under Construction	Substantial construction onsite. Last building inspection occurred 4/4/2023
1930 Broadway	4	12/16/20	6/21/21	12/16/21		In Plan Check Review	Third plan check on 6/20/2022. On 4/3/2023 the Chief Building Official issued letter that they need to change proposed occupancy classification to comply with code for 4 units
3 Condos/410 Tremont	3	4/3/20	10/7/20	9/2/21		In Plan Check Review	3rd plan check 3/17/2022. Applied for grading permit on 4/12/23
146 S. Myers St	4	6/20/19	1/22/20	2/8/21	7/27/22	Under Construction	Substantial construction . Site is near completion with last inspection on 4/14/23
Condominiums @ 913 S. Pacific St	0	1/8/19				Inactive ¹	
Ocean Kamp	700	7/26/22	3/27/23	1/5/21		In Plan Check Review	CEQA lawsuit filed. Project is in ongoing litigation
Jefferson Oceanside	295	3/9/20	1/11/23	12/16/22		Approved	Submitted for Final Engineering on 3/24/23 and 2nd building permit plan check completed 5/10/23
Cypress Point	54	3/18/21	9/26/22			In Grading Plan Check	Grading permit submitted 3/1/23. First review complete on 4/26/23. Applicant working on EIR mitigation
Seagaze Dr. Mixed-Use	115	4/7/21	1/26/22	11/15/22		In Plan Check Review	2nd plan check completed on 3/7/23. Corrections needed
Modera Melrose	324	8/13/21				Under Review	Approved by Planning Commission 4/12/23. Appeal filed with City Council. Hearing scheduled for June 21, 2023
Whaley Street Residential	12	5/26/21	12/7/20	12/30/22		Under Construction	This data was incorrect applied date 5/26/21, entitled 6/22/2022.
1602 S. Coast Hwy Mixed-use	54	12/16/20	12/15/21	11/29/22		In Plan Check Review	First plan check comments returned on 1/20/23. Waiting for resubmittal
Mercantile Lofts	20	9/25/18	5/20/19	5/31/22	12/14/22	Under construction	Building is under construction. Substantial progress made.
Greenbrier Village	60	11/9/21	11/14/22	5/24/22	3/6/23	Under Construction	Grading in progress

B. Availability of Land to Address the Remaining RHNA

Government Code Section 65583.2(c) requires that local jurisdictions determine their realistic capacity for new housing growth by means of a parcel-level analysis of land resources with the potential to accommodate residential uses. The analysis of potential to accommodate new housing growth considered physical and regulatory constraints, including: lot area and configuration, environmental factors (e.g. slope, sensitive habitat, flood risk), allowable density, and other development standards such as parking requirements and building height limits.

Based on the City's current General Plan and zoning regulations, there is not sufficient capacity to accommodate the remaining RHNA of 2,456 units, the majority of which are very low and low income units. The City anticipates upzoning of sites in the Smart and Sustainable Corridor (SSCP) with the General Plan update to meet its RHNA requirements.

The housing sites inventory includes both vacant and nonvacant (underutilized) land with the potential for additional housing during the 6th Housing Element cycle. The analysis of nonvacant properties included only those properties with realistic potential for additional development or "recycling", in light of: 1) existing uses on the site; 2) prevailing market conditions; 3) recent development trends; 4) expressed interests in housing development from property owners or developers; and 5) regulatory and/or other incentives to encourage recycling or intensification of existing development.

1. Background

The City of Oceanside has little vacant land remaining to accommodate new housing growth. With most of its 43 square miles either developed or precluded from development due to sensitive habitat, steep slopes, and/or significant flood risk, the following factors act to severely limit the City's land resources available for new "greenfield" housing development:

- Majority of the remaining vacant land zoned for estate residential uses is designated as protected habitat.
- Following the development of the Morro Hills Master Plan Area, limited vacant properties remain available for small-lot single-family development. Scattered throughout the City, much of this vacant property is constrained by steep slopes and watersheds.
- Majority of the remaining vacant land zoned for medium-density residential uses is either designated as protected habitat or situated on steep slopes.
- High-density residential zoning is largely confined to the City's coastal areas and commercial corridors.
- Nearly one-quarter of the City's total land area is zoned for agricultural use. Situated in the northeastern quadrant of the City, this agricultural area allows for residential development at a maximum density of one dwelling unit per 2.5 acres. Conversion of these areas to higher-density residential use would not be consistent with smart

growth planning principles because it is not located near transit or significant employment opportunities, and would further reduce the state's shrinking supply of agricultural land.

The City's coastal areas (west of Interstate 5), along with the Capistrano, Loma Alta and Fire Mountain neighborhoods immediately to the east, have been largely developed since the 1950s. The San Luis Rey Valley and the Highway 78 corridor experienced substantial growth in the 1960s and '70s, while farmland in central portions of the City (including Rancho del Oro) was transformed into housing tracts, strip commercial centers and business parks during the 1980s and '90s. In the first decade of the new century, the City saw what will likely be the final example of large-scale greenfield housing development in Oceanside, with several hundred single-family homes built in the Morro Hills Master Plan Area.

The dwindling of greenfield housing opportunities in Oceanside is illustrated by population growth statistics for the past 50 years. Between 1970 and 1980, the City's population grew by nearly 90 percent. During the 1980s, the City's population increased by more than 67 percent. Between 1990 and 2000, population growth in Oceanside slowed significantly, with the City registering only a 25 percent increase. In the first decade of the new century, the City's population grew by less than four percent – with the City adding only 6,000 new residents. By comparison, between 2000 and 2010, the nearby cities of Carlsbad and San Marcos, both of which maintain large inventories of vacant land, experienced population increases of 52 and 34 percent, respectively. The population of San Diego County increased by roughly 10 percent over this same period. Population growth rates have continued to decrease into 2020, with Oceanside experiencing slower than regional and nearby population increases. Between 2010 and 2010, Oceanside's population increased by 6% while Carlsbad and San Marco's population increased by 9% and 16%, respectively. San Diego County's overall population increased by 8% during this time period.

Further constraining greenfield housing growth in Oceanside is the City's need to expand its limited employment base. Evolving over the past half-century as a bedroom community in the far northwestern corner of San Diego County with comparatively affordable housing, the City now finds itself with one of the lowest percentages of jobs to housing units in the San Diego region, furnishing fewer than 0.7 jobs for every dwelling. To address this jobs/housing imbalance, the City has been encouraging manufacturing, assembly, research and development, and other high-employment land uses in its industrial zones and business parks, as well as the growth of its hospitality sector in both the coastal area and near El Corazon – 450 acres of open space in the City's core now being developed as a regional recreational facility. The City's future fiscal health depends upon the growth of its employment base.

2. Focal Points for Future Housing Growth

With no adjacent unincorporated land available for annexation, and with regional planning policies discouraging sprawl and encouraging more efficient use of already-developed areas, the City expects to augment its housing stock primarily through infill and redevelopment both within and adjacent to the commercial corridors of Downtown, Coast Highway, Mission Avenue, Oceanside Boulevard, and Vista Way, where zoning allows for high-density housing in conjunction with mixed-use development.

a. Downtown

In the City's former Downtown Redevelopment Area, centered around the intersection of Mission Avenue and Coast Highway, high-density housing is becoming an increasingly attractive option for property owners and developers looking to capitalize on the area's proximity to the beach and other attractions, including the Oceanside Pier, the Oceanside Small-Craft Harbor, the Oceanside Museum of Art, and the California Surf Museum. With the exception of a limited number of properties reserved for professional office and tourist-serving commercial uses, nearly all of the downtown area allows for high-density housing. Well-served by public transit and increasingly supportive of active transportation due to improvements prioritized in the City's Pedestrian Master Plan and Bicycle Master Plan, the City's downtown area and commercial corridors can accommodate much of the City's future housing growth without major expansion of infrastructure and without compromising the City's agricultural and environmental resources. In turn, the proliferation of residential uses in these commercial areas is expected to enhance the viability of the retail and service sectors and promote greater synergy among commercial uses.

b. Coast Highway Corridor

The Coast Highway has been identified as a key area for growth since the 2009, when City Council adopted the Coast Highway Vision and Strategic Plan (CHVSP). The CHVSP is based on a set of Livable Communities and Smart Growth principles intended to produce vibrant and economically successful communities. Based on the policy direction of the CHVSP that calls for the transformation of the built environment within the Coast Highway corridor through "high quality urban and architectural design, sustainable development synergistic land uses, and enhancement of environmental resources," the City Council identified a set of incentives that promote pedestrian-friendly, transit-oriented mixed use development within the Coast Highway Incentive District.

In 2019, City Council adopted the Coast Highway Incentive District, providing an alternative to existing zoning standards (C-2 zone: 43 dwelling units per acre, up to 45 feet/four stories), allowing additional building height and density, standalone residential use, and expedited permit processing in exchange for public benefits and adherence to form-based development standards.

The Incentive District creates three sub-districts within the Coast Highway corridor, each of which would provide a different range of standards and incentives:

- **Node** subdistricts located close to the Oceanside Transit Center and the Coast Highway Sprinter Station to promote higher density, transit-oriented development by allowing building height up to 65 feet and residential densities up to 63 dwelling units per acre in exchange for public benefits.
- **Avenue** sub-districts encourage a varied skyline along the corridor and support commercial activity with additional consumers by allowing for standalone residential use (up to 43 du/acre and an average building height of 35 feet).
- **Village Commercial** subdistricts revitalize these areas without adding density or height by maintaining the existing underlying C-2 zoning standards (up to 43 du/acre).

The Incentive District is currently under review by the California Coastal Commission, which must certify the new standards before they can be codified in the City's Zoning Ordinance.

c. Smart and Sustainable Corridors Specific Plan (SSCSP) -Vista Way, Oceanside Boulevard, and Mission Avenue Corridors

The other principal housing opportunities in Oceanside over the next two decades exist along key corridors—including Vista Way, Oceanside Boulevard, and Mission Avenue. These corridors are four to six miles in length, extending from the City's coastal zone to its inland boundaries. These corridors bear commercial land use and zoning designations that allow for housing in conjunction with mixed-use development. As the City of Oceanside has little remaining greenfield available for development, there is a need to identify property within these urbanized corridors that can accommodate growth through infill and redevelopment. These corridors are four to six miles in length, extending from the City's coastal zone to its inland boundaries. These corridors bear commercial land use and zoning designations that allow for housing in conjunction with mixed-use development. While it is presently assumed that these corridors have the potential to accommodate as much as 4,000 new housing units, the City has concluded that infrastructure improvements and zoning incentives are necessary to spur housing growth in these areas.

To this end, the City recently initiated a comprehensive update to its General Plan. Integrated in this effort is a Smart and Sustainable Corridors Specific Plan (SSCSP), funded through a Caltrans' Sustainable Transportation Grant Program. While the SSCSP was originally conceived as a policy document outlining the overall vision for the corridors, it is now the City's intent to prepare a regulatory document that will establish new zoning standards that facilitate infill and redevelopment.

The SSCSP will play a key role in establishing a growth vision for the next 15 to 20 years by:

- 1) Identifying those areas best suited for future employment and housing growth; and
- 2) Ensuring that the resources necessary to accommodate such growth are dedicated to these areas.

The SSCSP will promulgate smart growth policies that fulfill a key mandate of the City's recently-adopted Climate Action Plan – i.e., enabling transit-oriented development as the principal means of accommodating future housing and employment growth. While current zoning within the City's major commercial corridors allows for mixed-use development with residential densities up to 29 dwelling units per acre, it is clear that new policies, standards, and incentives are needed to spur infill and redevelopment in these areas. The SSCSP and related planning efforts will identify ways to promote efficient and synergistic land use in these areas, while at the same time protecting the integrity of adjacent single-family neighborhoods.

d. Infrastructure Capacity

The sites were elected along commercial corridors and infill sites where there are no infrastructure deficiencies that would preclude development commensurate with the level of need identified in the RHNA. The City is the water and sewer service provider for most of the City, including all the areas where sites are located. The City expects there is enough capacity for water and sewer for RHNA units. Also, based on the location of sites

along corridors and downtown areas, these sites have access to dry utilities (Wi-Fi and broadband). As part of the ongoing General Plan update, the City expects to incorporate a Smart City concept to expand Wi-Fi/internet access. In addition, the City will establish written procedure to prioritize water and sewer services for affordable housing projects.

3. Land Inventory Summary

Prepared with smart and sustainable growth patterns in mind, the housing sites inventory for the 2021-2029 planning period demonstrates that new housing growth in Oceanside over this eight-year period will largely conform to these patterns, due to the fact that much of the City's vacant and underutilized land lies within transit-served areas where high-density housing is permitted by zoning and encouraged by state, regional, and local policies. The City can no longer rely on greenfield residential development to meet its future housing needs.

a. Current General Plan and Land Use Regulations- "Sites Not Requiring Rezoning"

This inventory identifies a range of vacant and underutilized properties that allow residential uses in high density and commercial zoning that together have a capacity for nearly 1,370 new housing units under current density allowances.

b. Upzoning within SSCSP- "Candidate Rezoning Corridor Sites"

With the anticipated upzoning of sites within the Smart and Sustainable Corridors Specific Plan (within three years of the Housing Element statutory deadline of April 15, 2021), the City estimates an additional 4,845 units can be accommodated along the Vista Way, Oceanside Boulevard, and Mission Avenue Corridors. Together, sites not requiring rezoning and candidate rezoning corridor sites for rezoning can accommodate 6,215 units, including 4,103 lower income units.

Table B-9: Land Inventory Summary

	Income Category				Total
	Very Low	Low	Moderate	Above Moderate	
RNHA	1,268	718	883	2,574	5,443
Credits	126	63	224	2,631	3,044
Net Remaining RHNA 2021-2029	1,142	655	659	0	2,456
Net Remaining RHNA 2021-2029 (combined)	1,797		659		2,456
Sites Not Requiring Rezoning	837		533		1,370
Vacant sites	87		460		547
Underutilized sites	750		73		823
Shortfall without Rezoning	960		126		1,086
Candidate Rezoning Corridor Sites	3,266		1,579		4,845
Vacant sites	824		1,019		1,843
Underutilized sites	2,442		560		3,002
Total sites inventory	4,103		2,112		6,215
Total Vacant Sites	911		1,479		2,390
% of Total Sites Inventory	22.2%		70.0%		38.5%
% Remaining RHNA Units	50.7%		224.4%		97.3%
Total Underutilized Sites	3,192		633		3,825
% of Total Sites Inventory	77.8%		30.0%		61.5%
% Remaining RHNA Units	177.6%		96.0%		155.7%
Shortfall/Surplus	2,306		1,453		3,759
Adequate Sites?	Yes		Yes		

Source: City of Oceanside, 2021

4. Methodology and Guiding Assumptions for Selection of Sites

a. Sites Not Requiring Rezoning

Recognizing that the California Department of Housing and Community Development maintains a high standard of review for candidate sites that are neither vacant nor more than 0.5 acre in size, the City prepared and implemented a rigorous protocol in its assessment of properties considered for inclusion in the housing sites inventory. The sites zoned for residential use are primarily vacant sites, while most of the non-vacant properties in the inventory are situated in commercial zones that allow high-density housing as a component of mixed-use development and/or as a stand-alone use. Although many of the underutilized commercial sites are less than 0.5 acre in size, most are contiguous with other sites with similar redevelopment potential and have opportunity for consolidation. In some cases, these sites collectively comprise entire commercial blocks with marginal land uses and/or development patterns. Along with vacant residential sites, underutilized commercial sites are a key component of the housing sites inventory, consistent with the City's goal of revitalizing its commercial corridors through the introduction of a robust residential component.

Centered on an analysis of development constraints and opportunities, the site assessment process resulted in an inventory of sites with a collective capacity to accommodate 1,370 new housing units. The protocol for site assessment involved the following tasks:

-
- Review of maps and aerial photography
 - Smart Growth Concept Map (SANDAG)
 - Housing capacity maps (SANDAG 2050 Regional Forecast)
 - Zoning and land use maps
 - Aerial photography (City GIS and Google Earth)
 - Coast Highway Incentive District map
 - Airport Land Use Compatibility Plan
 - FEMA flood zone panels
 - Topographic surveys
 - Habitat conservation maps
 - California Water Resources Control Board Geotracker
 - Evaluation of multiple sources of property data
 - SanGIS parcel data
 - RealQuest parcel data
 - City entitlement records
 - Availability of Infrastructure
 - Presence of easements
 - Field assessment
 - Evaluation of existing conditions and physical constraints
 - Calculation of proximity to key amenities
 - Consideration of aggregation potential
 - Evaluation of the City's land use and transportation policies
 - Coast Highway Vision and Strategic Plan
 - Coast Highway Incentive District
 - Land Use Element

Each of the potential housing sites were reviewed on the City's land use and zoning maps to confirm high-density housing as a permitted land use. Sites zoned for high-density residential uses were then viewed on aerial photography and field assessments to verify street access, existing land use, and lot dimensions. Potential development constraints were then identified through analysis of subdivision maps, FEMA flood panels, topographic surveys, the City's draft Subarea Habitat Conservation Plan, and the "Geotracker" mapping application used by the California Water Resources Control Board to identify sites contaminated by hazardous materials. Sites not constrained by restrictive easements, flood risk, extreme slope, sensitive habitat, or hazardous materials contamination were then evaluated in terms of their potential for development (in the case of vacant sites) or recycling (in the case of non-vacant sites).

In its assessment of both the capacity and potential of candidate sites for new housing development, City staff was guided by several key assumptions, which, applied together, reveal the likelihood of each candidate site contributing new units to the City's housing stock during the 2021-2029 planning period. Candidate sites that survived the vetting process conformed to the following key assumptions:

- The bulk of the City's future housing growth over the next decade will occur within and immediately adjacent to its existing commercial corridors (i.e., Coast Highway, Oceanside Boulevard, Mission Avenue, Vista Way).
- In the absence of significant environmental and/or regulatory constraints, virtually all remaining vacant land under residential zoning will be developed within the next decade.
- Non-vacant properties can be categorized as underutilized, and thus prime for redevelopment, when any of the following conditions exist:
 - Existing residential density is less than 50 percent of the maximum allowable density
 - Existing commercial floor area ratio is less than 0.20
 - Commercial structures are more than 30 years old or in disrepair
 - Under performing commercial uses and non-conforming uses
 - Assessed land value is greater than assessed improvement value (improvement to land value (ILV) ratio is less than 1.0).
 - Capacity for at least four or more dwelling units, either on the individual site or in combination with adjacent sites with similar development potential
- Sites with the following environmental, logistic, and/or regulatory constraints were excluded from the inventory:
 - Lack of legal street access
 - Lack of electrical service and natural gas supply
 - Lack of water and sewer service
 - Presence of restrictive access or utility easements
 - Hillside conditions, where portions of the property have a natural gradient in excess of 20 percent with an elevation differential of 25 feet or more
 - High risk of flood hazard (i.e., located within a federally-designated floodway)
 - Soil contamination, as determined by the California Water Resources Control Board
 - Presence of sensitive wildlife habitat, as determined by the North County Multiple Species Habitat Conservation Program
- Presence of significant historic resources, as identified by the California Office of Historic Preservation and/or the National Register of Historic Places.

-
- New high-density housing should be encouraged on sites within a quarter-mile radius of the following amenities:
 - Rail or high-frequency bus service
 - Pedestrian and bicycle facilities, as identified in the City's Pedestrian Master Plan and Bicycle Master Plan
 - Public parks and recreational facilities (including the beach)
 - Grocery stores
 - Public health facilities
 - Elementary schools

The site assessment methodology outlined above – crafted and implemented under conservative assumptions regarding the potential of each candidate site to develop/recycle with high-density housing – has produced an inventory of sites most likely to accommodate new affordable housing over the 2021-2029 planning period. The analysis demonstrated that these inventoried sites are not only ripe for development of high-density housing, but that they collectively represent a smart and sustainable growth pattern for both market-rate and affordable housing – a growth pattern that avoids sprawl, preserves natural resources, encourages efficient use of existing infrastructure, and contributes to transit ridership and active transportation. With its emphasis on high-density infill housing along the City's transit corridors, the sites inventory supports energy conservation and the reduction of greenhouse gas emissions, as called for in the California Global Warming Solutions Act (AB 32) and related state policies and regulations.

b. Candidate Rezoning Corridor Sites²¹

Most of the sites along the Vista Way, Oceanside Boulevard, and Mission Avenue corridors bear commercial land use and zoning designations that allow for housing in conjunction with mixed-use development. The current efforts of the Smart and Sustainable Corridors Specific Plan have identified smart growth opportunity sites based on existing development conditions and expected regulatory changes (incentives), which are based on the Coast Highway Incentive District policies. The City intends to implement the following incentives in the Corridors Plan: Increased density allowance; streamlined entitlement review; CEQA clearance; and tactical infrastructure improvements.

Sites selected for inclusion in the sites inventory are initially based on floor area ratio (FAR) and assessed value ratios. In addition, site selection was focused on shopping centers with the following characteristics:

- Centers with excessive and large expanses of underutilized parking
- Age of development: at least 40 years old
- High vacancy rates or underperforming uses

²¹ The SSCSP has set specific boundaries along the Vista Way, Oceanside Boulevard, and Mission Avenue corridors. Some sites in the sites inventory may be along the Oceanside Boulevard Corridor, but not fall within the SSCP planning area. The analysis has been divided into sites that do not require rezoning and sites that fall within the SSCP and for which upzoning is expected.

c. Suitability of Nonvacant Sites

Local governments with limited vacant land resources or with infill and reuse goals like Oceanside may rely on the potential for new residential development on nonvacant sites, including underutilized sites, to accommodate their RHNA. According to HCD's Housing Element Site Inventory Guidebook, examples of nonvacant sites include:

- Sites with obsolete uses that have the potential for redevelopment, such as a vacant restaurant.
- Nonvacant publicly owned surplus or excess land; portions of blighted areas with abandoned or vacant buildings.
- Existing high opportunity developed areas with mixed-used potential.
- Nonvacant substandard or irregular lots that could be consolidated.
- Any other suitable underutilized land.

Nonvacant underutilized sites in the City of Oceanside selected for the site inventory generally fall under four existing uses: (1) Auto-Oriented Commercial Uses; (2) Surface Parking lot or, (3) Underperforming Uses/High Vacancies. All or most of these sites are located in areas that have been targeted for redevelopment (Downtown, Coast Highway Corridor, Smart and Sustainable Corridor Plan- see **Focal Points for Future Housing Growth**) and also meet at least one other objective criteria used for selection of sites such Improvement to Land Ratio is of less than 1.0,²² age of structure is at least 30 years old, within quarter mile radius from amenities. These characteristics are based on the characteristics of recently redeveloped non-vacant sites.

Table B- 10: Characteristics of Non-Vacant Redeveloped Sites

Project	LU Designation	Zoning	Existing Use	APN	ILV	Building Age	Amenities ¹
T20-00005 1602 S. Coast Hwy Mixed-Use Development	CG	C-2	Auto-shop	1531120100	0.04	1962	¼ mi from transit access, ½ mi from school, ½mi to grocer
RD21-00002 Seagaze Dr. Mixed-Use	Downtown	D-2	Surface parking	1471930800	0.00		¼ mi from transit access, ½ mi from school, ¼ mi to grocer
				1471930900	0.00		
				1471931000	0.00		
RD18-00002 901 Pier View Mixed-Use	Downtown	Subdistrict 2	Office +parking	1471950300	0.44		¼ mi from transit access, ¼ mi from school, ¼ mi to grocer
D21-00012 The Flats/Mercantile Lofts	GC	C-2	Retail strip + parking	1532741900	1.55	52	¼ mi from transit access, ½ mi from school, ¼ mi to grocer
				1532742000	0.45	51	

²² In two projects, the ILV ratio of the parcel exceeded 1.0 but project also included a second parcel where ILV ratio was less than 1.0. This is usually the case in commercial spaces that are redeveloped with adjacent parking areas.

Project	LU Designation	Zoning	Existing Use	APN	ILV	Building Age	Amenities ¹
Ocean Kamp	Commercial	CC	Drive-in theater	16027031,82 16028014,48-51,53-55 1609058,60,63	0.00		¼ mi from transit access, ½ mi from school, ¼ mi from grocer
BLDG19-2200 One 11 S. Tremont	GC	OP	SFD	1472730200	0.12	29	¼ mi from transit access, ½ mi from school, ¼ mi to grocer
RT19-00002 513 Freeman St. Mixed-use/Freeman ST Homes	Downtown	Subdistrict 9	SFD	1470941500	0.15		¼ mi from transit access, ½ mi from school, ¼ mi to grocer
RP17-00003 508 N. Tremont Condos	Downtown	Subdistrict 9	Abandoned SFD	1470810700	0.00		¼ mi from transit access, ½ mi from school, ¼ mi to grocer
RT19-00001 Alta Oceanside Mixed-Use	Downtown	Subdistrict 7B	Night Club	1430402000			½ mi from school ½ mi to grocer; within ¼ mi from transit buffer
153-112-01-00 Maison Moderne Mixed Use	CG	C-2	Commercial building	1500541900	1.51	99	¼ mi from transit access, ½ mi from school, ¼ mi to grocer
				1500540700	0.09	32	
D19-00017 Mission Flats Mixed Use	SC	CS-L-H	Barn and storage buildings	1600205400	0.00		¼ mi from transit access, ¼ mi to grocer, 4 schools nearby but over 1 mile away

1. Proximity to amenities was determined using GIS based on:

- Transit: Public Transit Stops, Transit Routes, and Transit Access in San Diego County GIS layer. A 1/4 mile radius buffer around transit stops belonging to North County Transit District (NCTD) and the San Diego Metropolitan Transit System (MTS). Data acquired from the SanGIS/SANDAG GIS Data Warehouse by the San Diego Association of Governments (SANDAG).

<https://services1.arcgis.com/rvD4Y1nm1VbVDxJv/arcgis/rest/services/Transitlayerfixed/FeatureServer>

- Schools: Oceanside USD Schools SY 2021.

https://services.arcgis.com/obpUicnflYG1DOsR/arcgis/rest/services/Schools_Oceanside_SY2021/FeatureServer

- Grocers: Nearby Grocer Count_WFL1 layer.

https://services1.arcgis.com/SiYkiqjmENweC50g/arcgis/rest/services/Nearby_Grocer_Count_WFL1/FeatureServer

Source: City of Oceanside, May 2021.

The analysis below describes patterns in the existing uses, market conditions and City housing policies that make these uses likely to be redeveloped for residential or mixed-use.

Auto-Oriented Commercial Uses

Through the 1920's, 30's and 40's, the car culture phenomenon encouraged the expansion of auto-related businesses along Coast Highway, lining its frontage with service stations, car dealerships, and auto supply stores, along with hotels and restaurants that served travelers that were making their way through Oceanside. Coast Highway is still lined by a significant number of car-oriented and drive-through uses, many of which retain a mid-20th century aesthetic and are in need of revitalization.

Most of the land in the Coast Highway Incentive District Planning Area along Coast Highway is zoned for commercial use. Today, auto storage, RV storage, repair shops, and dealerships are legal non-conforming uses in the City's C-2 zoning in the Coast Highway Incentive District. As part of the Coast Highway Vision and Strategic Plan, the ubiquitous auto-oriented commercial uses along Coast Highway are to be reduced.

In addition to the incentives from the Coast Highway Incentive District to reduce auto-oriented commercial uses, these uses are also underperforming and do not last long in the City. For example, on Coast Hwy, some of the dealerships have a CUP and others are considered "legal non-conforming." Legal non-conforming uses do not have the same protection as uses with a CUP and do expire if the use ceases for 6 months or longer. Car dealerships appear to be revolving door businesses in the City. Often a dealer will come in with an inventory and a year later they will be gone and vacate the site.

The sites inventory contains 38 sites with existing auto-oriented commercial uses. All 38 sites fall under the "No Rezone" category of the sites inventory. A combination of the Coast Highway Incentive District as well as the underperforming uses of auto-oriented businesses has led to some owner interest in the redevelopment of these sites. A recently approved project (1602 S. Coast Hwy Mixed-Use Development) proposed 54 condos in a four-story building on a site with an existing auto-shop use (Table B-14 and Figure B-1). At least two of the sites in the **sites inventory** with existing auto-oriented commercial use have owner interest in redevelopment.

Surface Parking Lots

There is a large area of surface parking lots covering Coast Highway in conjunction with the auto-oriented commercial uses. The Coast Highway Vision and Strategic Plan analysis identified surface parking lots both as infill opportunities as well as a constraint to walkability and community connectivity. These sites have also been targeted by the City since they fit into the overall vision for Coast Highway to improve the walkability and reduce auto-oriented use. The Coast Highway document includes recommended standards and implementation measures that include removing surface parking lot and providing underground parking or placing parking behind buildings so that there is minimal impact to the public realm.

A recently approved project (Seagaze Dr. Mixed-Use) proposed building 115 units (103 above moderate and 12 low income) on a 0.36 acre consolidated site that was used as surface parking (see Table B-14 and Figure B-1). The sites inventory contains 16 no rezone sites that are currently surface parking lots.

Underperforming Uses

Sites with underperforming uses usually refer to strip retail and commercial or office building blocks that have high vacancies and high business turnover. Sites with underperforming uses also have associated excessive parking and cover large areas with potential for redevelopment. As stated earlier, the identification of sites with underperforming commercial and office use was narrowed to specific locations both within and adjacent

to the commercial corridors of Downtown, Coast Highway, Mission Avenue, Oceanside Boulevard, and Vista Way based on the City's vision for growth and redevelopment.

Along Coast Highway, retail and commercial development include bigger buildings of approximately 10,000 square feet surrounded by parking, drive-through chain restaurants, strip malls, motel and courtyard development, as well as low rise shops with minimal setbacks in a traditional "Main Street" configuration. Most commercial buildings are relatively low, usually only one to two stories with visible parking lots surrounding the buildings.

Strip Malls

Strip malls often include retail and personal services adjacent to the auto-oriented commercial uses (often in the same strip) and include parking that is considered 'excessive' due to the high vacancies or underperforming uses. Many parcels in the strip also have common ownership so they lend themselves to lot consolidation. Recently, the City has approved two redevelopment mixed-use projects on existing retail and commercial sites -The Flats/Mercantile Lofts (old retail building), Alta Oceanside (night club), and Maison Moderene (commercial building).²³ The City has also approved for mixed-use redevelopment of old office buildings (901 Pier View) and has received a proposal for the redevelopment of a drive-in theater (Oceankamp, see Table B-6).

Hotels and Restaurants

Hotels and restaurants that served travelers in that were making their way through Oceanside during development in the 1920s through the 40s remain, though now these buildings are old and underperforming. The Coast Highway Vision and Strategic Plan envisions a Hospitality and Entertainment Node in the North Coast, away from the Coastal Highway areas where mixed-use and residential areas are expected to be concentrated. An example of redevelopment in a hotel site is Marty's Inn. Marty's Inn is a hotel that was included in the first draft of this Housing Element that was selected as a potential site for 92 lower income sites. As of June 2022, there is an application under review for a Single-Room Occupancy Hotel with 118 units in the site.

Gyms

Gyms have been one of the hardest-hit industries during the COVID-19 pandemic. Due to quarantine mandates, these businesses were essentially shut down for months. Even after quarantine mandates have been lifted, customer habits have changed substantially as many people shifted to at-home and virtual workouts. According to the Eisner Advisory Group, "confronting negative cash flow, and an uptick in contractor-filed mechanic liens, these companies [gyms] intend to use Chapter 11 bankruptcy protection to restructure debt, right-size their footprints, reduce workforce, and renegotiate overly burdensome leases, while pursuing the additional financing necessary to fund the post-pandemic re-openings."²⁴ Industry experts described that before the pandemic, investment themes in the fitness industry dealt with how to merge the brick-and-mortar experience with the digital experience and suggest integrating digital and physical aspects of the gym will

²³ More details on Figure B-1 and Table B-14.

²⁴ <https://www.eisneramper.com/covid-19-impact-fitness-industry-0720/>

continue post-pandemic.²⁵ As a result, this may create the need for smaller square-footage.

In addition, value gyms like Planet Fitness, Gold's Gym, 24 Hour Fitness, LA Fitness are not recovering like Luxury/Boutique Gym or Class-Focused Gyms. According to InMarket, "COVID-19 may spell the end to already financially challenged brands. Gold's Gym has filed for bankruptcy, and 24 Hour Fitness is weighing this option as well. These mid-priced fitness studios are already struggling to compete against premium rivals like Equinox and cheaper competitors like Planet Fitness. Knowing that these gyms may close for good may be driving away membership holders to gyms on steadier financial footing with the resources necessary to alleviate their concerns."²⁶

These businesses are usually single tenants occupying large commercial lots with extensive parking lots. In Oceanside, one of the sites in the inventory includes one candidate rezoning sites in the El Camino North Shopping Center that includes a gym and some of the associated parking in the shopping center

Additional analysis to demonstrate the identified lower income non-vacant sites have development potential during the planning period, including why they are good candidates for redevelopment, is included in Table B- 21. The section below provides examples of redevelopment trends.

5. Development Trends and Realistic Capacity

a. Sites Not Requiring Rezoning

As stated above, the City expects to augment its housing stock primarily through infill and redevelopment both within and adjacent to the commercial corridors of Downtown, Coastal Highway Incentive District, and the Mission Avenue, Oceanside Boulevard, Vista Way corridors, where zoning allows for high-density housing in conjunction with mixed-use development. Other areas considered included East Side Capistrano and Inland areas. These planning areas allow for a variety of densities depending site-specific zoning. Table B-11 shows the planning areas and maximum density allowed in these areas.

Table B-11: Planning Area Maximum Allowable Densities ²⁷

Planning Area	Maximum Density (du/ac)
East Side Capistrano	29
Downtown	43 ¹
Coastal	43
Inland	3.5, 5.9, 29, 43
Vista Way Corridor	5.9, 9.9
Oceanside Boulevard Corridor	5.9, 15, 29
Mission Avenue Corridor	29

²⁵ <https://glginsights.com/articles/working-out-the-new-normal-for-the-gym-industry/>

²⁶ https://www.mmaglobal.com/files/577_covid-19_gyms_impact_report.pdf

²⁷ The SSCP has set specific boundaries along the Vista Way, Oceanside Boulevard, and Mission Avenue corridors. Some sites in the sites inventory may be along the Oceanside Boulevard Corridor, but not fall within the SSCP planning area. The analysis has been divided into sites that do not require rezoning and sites that fall within the SSCP and for which upzoning is expected.

El Camino Real Corridor	28.9, 29
Coast Highway Incentive District	43, 63

Source: City of Oceanside, 2021

¹ Mixed-use projects in downtown have no maximum density. Stand-alone residential may achieve 43 du with a CUP.

Government Code Section 65583.2 (c) requires the calculation of projected residential development capacity of the sites identified in the housing element that can be realistically be achieved. The City used adjustment factors based on the realized density of completed projects and projects under review.

Realistic Capacity: Project trends generally indicate that housing throughout the City is being built below maximum allowed density. Table B-12 shows the average density achieved from a sample of 42 projects either under review, entitled, or constructed during the past planning period. Table B-13 shows project examples of densities realized.

Table B-12: Realistic Capacity Estimates

Maximum Density Allowed Range (du/ac)	Average Percent Density Realized	Adjustment Factor
28.9- 63	75%	0.7
15	79%	0.8
9.9	69%	0.7
3.5-5.9	53%	0.5

The sites inventory assumes a realistic density of 70% of the maximum allowable density where the maximum allowable density is 29, 43, or 63 units/acre. This assumption is very conservative in view of the fact that several recent projects have achieved a density at the maximum 43 units/acre (Table B-13). A few projects used density bonus allowances to exceed the maximum allowable density. While 100 percent commercial uses are allowed in the downtown district, there is a growing precedent for mixed-use in both the downtown area and along the commercial corridors. Several mixed-use projects in the downtown area have been built or entitled in recent years, in zones allowing densities between 29 du/ac and 43 du/ac (See Table B-9). Recent conversations with local real estate experts as well as inquiries from developers confirm a strong interest in high-density residential development along the City's commercial corridors.

Table B-13: Density Realized¹

Project	Description	Units	Maximum allowable Density	Density Realized	Percent Density Realized
Sunset Mixed Use	Apartments	76	N/A ¹	162	N/A
Alta Oceanside	Apartments	302	43	58.2 ²	135%
Maison Moderne	Mixed-Use	10	43	43	100%
150 S. Meyers	Condos	4	43	38	88%
405 S Tremont Street	Condos	8	43	34.8	81%
One 11 S Tremont	Condos	12	43	34.3	80%
Cleveland 21	Townhomes	21	43	31.3	72%
Freeman St Homes	Mixed-Use	5	43	29.4	68%
Meyers 12	Townhomes	12	43	29.3	67%
Weitzel ²	Apartments	32	29	33.7	116%
Mission Flats	Mixed-Use	137	29	29	100%
Ocean Kamp	Mixed-Use	700	29	23	79%
Villa Stora ²	Apartments	38	29	20.9	72%
Lemon Street	Apartments	3	29	25	86%
Villa Stora	SFR	124	15	16.4	109%
Melrose Heights	Townhomes	190	15	10	66%
Frazer & Old Grove	Townhomes	104	15	9	60%
Vine Street Connection	Townhomes	58	9.9	9.3	94%
Melrose Heights	SFR	33	9.9	5.3	54%
Ivy Ridge	SFR	3	5.9	2.6	44%
Canyon Cove	SFR	4	3.5	2.7	77%
Barnwell Estates	SFR	7	3.5	2.2	74%
Avocado Highlands	SFR	4	3.5	1.3	37%

1. Sample of projects. Average density realized calculation from a 42 project list.
2. Affordable Housing Project
Source: City of Oceanside, March 2021.

The land inventory summary in Table B-9 above shows that with conservative assumptions, the capacity of sites under current General Plan and land use regulations does not meet the remaining RHNA of 2,692 units.

b. Candidate Rezoning Corridor Sites

Candidate rezoning corridor sites are expected to be rezoned to a density range of 35 du/ac to 43 du/ac. The minimum of 35 du/ac was used to calculate the potential number of units that could be accommodate on these sites. No realistic capacity factor was used on these sites.

Realistic capacity: While it is possible for 100 percent commercial developments to be built in sites that allow mixed uses, the City plans to emulate the guidelines and incentives established in the Coast Highway Incentive District to encourage mixed-use and standalone residential uses. The Coast Highway Corridor is divided into three subareas: urban mixed-use nodal subareas promote higher density; transit-oriented development, avenue subareas provide for standalone residential use; and commercial village subareas would essentially maintain the existing underlying C-2 zoning standards (which allow for mixed-use development). All three areas allow for streamlined permit review for projects conforming to form-based development standards. In addition, the City will allow

standalone (100%) residential development on all sites within the Smart and Sustainable Corridor Specific Plan (SSCP) that are designated as “lower income” candidate rezoning corridor sites. This accounts for over half (51%, or 3,240 units) of the 6,292 units in the sites inventory and 79% of all lower income units. By allowing 100 percent residential in these sites, the City hopes to incentivize this kind of use in the sites rather than mixed-use or 100 percent commercial. No discount was taken on the potential of units in the inventory because there will be other sites within the SSCSP that can accommodate non-residential uses.

c. Redevelopment in Non-Vacant Sites

As shown in Table B-9, 78 percent of lower income RHNA units are located in non-vacant sites. Oceanside is mostly built out and relying on infill and development sites along transit corridors as its primary strategy to meet RHNA needs. The City is confident in the redevelopment potential of these sites since it has seen multiple redevelopment projects in similar sites in both the downtown and commercial zoning (Table B-14). Most of the examples have redeveloped into mixed-use sites with high densities, at which affordable units are more feasible. Not listed in the table are also redevelopment of a pay parking lot to a mixed-use site (Lot 23).

Figure B-1 also shows some examples of recent projects under review or approved that demonstrate the lots of similar size and physical dimensions in the sites inventory have the ability to develop with mixed-use residential uses.

Table B-14: Redevelopment Trends

Project	Existing Use	Affordability	Units	Density Achieved (du/acre)	LU Designation	Zoning
T20-00005 1602 S. Coast Hwy Mixed-Use Development	Auto-shop	AM and VL ₁	49 AM; 5 VL	59.3	CG	C-2
RD21-00002 Seagaze Dr. Mixed- Use	Surface parking	AM and VL ₁	103 AM; 12 L	319.4	Downtown	D-2
RD18-00002 901 Pier View Mixed-Use	Office +parking	AM	12	40.2	Downtown	Subdistrict 2
D21-00012 The Flats/Mercantile Lofts	Retail strip + parking	AM and VL ₁	18 AM; 2 VLI	71.4	GC	C-2
BLDG19-2200 One 11 S. Tremont	SFD	AM	12	34.7	GC	OP
RT19-00002 513 Freeman St. Mixed-use	SFD	AM	5	29.0	Downtown	Subdistrict 9
RP17-00003 508 N. Tremont Condos	Abandoned SFD	AM	3	26.1	Downtown	Subdistrict 9
RT19-00001 Alta Oceanside Mixed-Use	Night Club	AM and VL ₁	309; 26 VL	58.2	Downtown	Subdistrict 7B

Project	Existing Use	Affordability	Units	Density Achieved (du/acre)	LU Designation	Zoning
T17-00010 Maison Moderne Mixed Use	Commercial building	AM	10	43.5	CG	C-2
D19-00017 Mission Flats Mixed Use	Barn and storage buildings	Moderate	137	29.0	SC	CS-L-H

1. Affordability based on project proposals.
Source: City of Oceanside, May 2021.

Figure B-1: Mixed-Use Redevelopment Project Examples

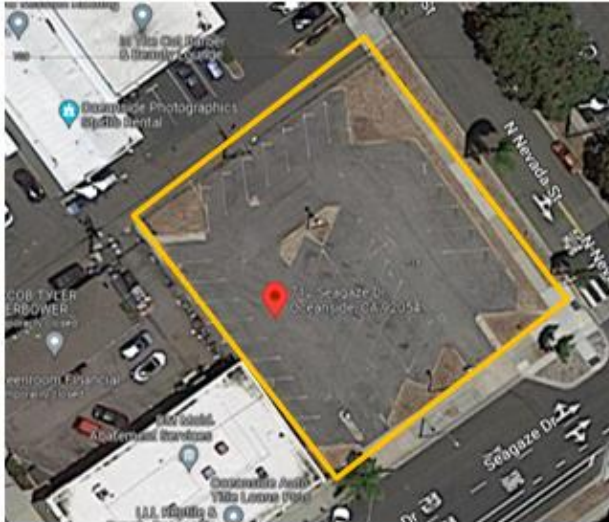
1. 1602 S. Coast Hwy Mixed-Use Development (T20-00005)- (NON-VACANT Site - Auto Shop)

- Address: 1602 S. Coast Highway
- Zoning: C-2 General Commercial
- Lot Size: 0.91 acre
- Project Type: Mixed-Use. 4-story building
- Unit Count: 54 condos
- Status: Approved



2. Seagaze Mixed-Use Project (RD21-00002) Density Bonus (**NON-VACANT SITE – existing parking lot**)

- Address: 712 Seagaze Drive
- Zoning: Downtown District
- Lot Size: .36 acres (15,589 sf). Requires consolidation of 5 lots of record
- Project Type: Mixed-use
- Unit Count: 115 studio apartments with 12 LI units (10%)



3. 901 Pier View Way Mixed-Use Project (RD18-00002)- (**NON-VACANT SITE – old offices**)

- Address: 901 Pier View Way
- Zoning: Downtown District
- Lot Size: 0.41 acre
- Project Type: Mixed-use
- Unit Count: 12 residential units
- Status: Approved



4. The Flats/ Mercantile Lofts (D21-00012) Density Bonus (**NON-VACANT SITE – old retail buildings**)

- Address: 1931 S COAST HWY
- Zoning: C-2 General Commercial (Coastal Zone)
- Lot Size: .28 acres (11,988 sf). Requires **consolidation** of two lots of record
- Project Type: Mixed-use
- Unit Count: 18 apartments with 2 of the units VLI
- Status: Approved 4-25-22



5. One 11 S. Tremont (D18-00007)- (**NON-VACANT SITE – old single-family homes**)

- Address: 111 S. Tremont Street
- Zoning: OP Office Professional (Coastal Zone)
- Lot Size: 15,016 (0.35 acre)
- Project Type: Mixed-use. 5-story building
- Unit Count: 12 condos
- Status: Approved



6. Sunsets (RD20-00002)- (VACANT SITE)

- Address: 0 N. Horne Street
- Zoning: Downtown District
- Lot Size: 30,609 (0.70 acre)
- Project Type: Mixed-use. 213,569 sf, 6-story building
- Unit Count: 118 apartments
- Status: Approved



d. Lot Consolidation Trends

As explained in the Methodology and Guiding Assumptions for Selection of Sites section, although many of the underutilized commercial sites are less than 0.5 acre in size, most are contiguous with other sites with similar redevelopment potential and have opportunity for consolidation. In some cases, these sites collectively comprise entire commercial blocks with marginal land uses and/or development patterns. Sites were considered to have lot consolidation potential if they were contiguous and in many cases, had the same owner. In addition, while there's no specific lot consolidation incentives, increased density and height in the Incentive District in exchange for community benefits incentivizes lot consolidation.

Table B-15 shows recent examples projects that used lot consolidation. Projects ranged in consolidated size from 0.22 to 2.66 acres. Projects developed in consolidated lots also varied in type of housing (apartments, condos, and townhomes) as well as the density achieved.

The City's Fifth Cycle Element identified the consolidation of adjacent parcels to create unified development sites as a simple administrative review process that facilitates residential development in smart growth concept areas. This strategy has been extended to the Sixth Cycle Element as part of Program 9 - Smart and Sustainable Corridor Plan. Recent developments have used lot consolidation to achieve a range of densities is shown in Table B-15.

Table B-15: Lot Consolidation Examples

Project	Lots Consolidated	Consolidated Size	Units	Density Achieved (du/acre)	LU Designation	Zoning	Affordability	Date Approved/Submitted	Site Char.
RD19-00004 Sunsets Mixed-Use	6	0.70	116	165.7	DT	Subdistrict 3	Moderate/Above Moderate. Apartment units would range in size from 600 to 875 sf and would provide workforce housing	5/20/2020 & 9/9/20 (revised)	Vacant sloped infill site with existing infrastructure and access to utilities
T17-00001 506, 516 S. Cleveland Condos	2	0.22	7	31.4	UHD/C-RH	R-3	Above Moderate	3/25/2019	Flat vacant parcels with existing infrastructure
T18-00009 Breeze Townhomes	4	2.66	34	12.8	C-RH	R-3	Above Moderate	12/4/2019	Irregular shaped site with a flat bluff top area and steep slope extending to the south towards the NCTD Sprinter line

Source: City of Oceanside, May 2021.

Lower Income Units in Small Sites

Sites smaller than 0.5 acres may be deemed inadequate to accommodate housing for lower-income housing. The Sites Inventory includes lower income units in sites smaller than 0.5 acres but they were considered to have lot consolidation potential as they were contiguous with other sites with similar redevelopment potential and in many cases, had the same owner. However, these small sites are not necessary for the City to meet its remaining RHNA of 1,797 lower income units. The Sites Inventory has a capacity for 4,102 lower income units (911 in vacant sites and 3,192 in underutilized sites). Small sites only account for 866 lower income units in the sites inventory. The City does not need units in small sites to meet its remaining RHNA need. Lower income units in small sites can be considered part of the City's RHNA buffer.

Table B- 16: Lower Income Units in Small Sites

	Vacant	Underutilized	Total Lower Income Units
No Rezone Sites	24	229	253
Rezone Sites	14	599	613
Total Lower income Units in Small Sites	38	828	866
Total Lower income Sites Capacity	911	3,192	4,103
Lower Income Sites Capacity - Without small sites	873	2,364	3,237
Remaining RHNA Need			1,797

6. Density and Affordability Assumptions

State law (Assembly Bill 2342/Government Code 65583.2) uses allowed density as a proxy for income/affordability for the sites inventory. Table B-17 shows the site conditions used to determine affordability for the sites inventory. Generally, lower density zones are presumed to be affordable to moderate and above moderate households. Under state law, the “default density” for most jurisdictions in urban counties is 30 units/acre. Default density refers to the density considered suitable to encourage and facilitate the development of affordable housing. State law also provides that an alternate density may be deemed suitable depending on local circumstances. According to HCD, parcels need to be appropriately sized (between 0.5 to 10 acres) to achieve financial feasibility of lower income units.

The sites inventory assumes that sites with densities of at least 28.9 du/acre are affordable to lower income households, as explained below. Since the range density allowed in the corridors is expected to be 35 du/ac (minimum) to 43 du/ac (maximum), all corridor sites are assumed to be suitable for lower density (unless they do not meet the size requirements of 0.5 to 10 acres).

Table B-17: Affordability by Density and Size

Income Level	Site Conditions
Lower	Maximum density allowed: 28.9 – 63 du/ac AND 0.5-10 acres Minimum density allowed: 35 du/ac AND 0.5-10 acre Maximum density allowed: 3.5-15 du/ac, any parcel size Maximum density allowed: 28.9 – 63 du/ac and less than 0.5 or more than 10 acres
Moderate/ Above Moderate	Minimum density allowed 35 du/ac AND less than 0.5 acres or more than 10 acres 3.5-15 du/ac

a. Lower Income Affordability Density

A recent study by Keyser Marston Associates (KMA)²⁸ examined the relative cost and financial feasibility of affordable housing development at different densities in San Diego County. The study reviewed recently completed affordable housing developments and also compared three prototype multi-family development types at densities of 20, 24 and

²⁸ Keyser Marston Associates, 2016

30 units/acre in order to compare development feasibility at different densities. KMA found that most recent affordable housing developments built from 2009 to the present in San Diego County had densities between 15 and 29 units/acre.

7. Vacant and Underutilized Sites to Accommodate RHNA

Tables B-11 and Table B-12 summarize the inventory of vacant and underutilized sites, organized by neighborhood. A parcel-specific listing of sites is provided in Tables B-13 and B-14. Figure B-1 shows the locations of these potential sites.

Table B-18: Vacant Sites Summary

Neighborhood	Lower	Moderate/ Above Mod	Total Units
Sites Not Requiring Rezoning	87	460	547
Coast Highway Incentive District	12	35	47
Coastal	12	0	12
Downtown	15	6	21
East Side Capistrano	0	219	219
El Camino Real	0	2	2
Hwy 76	0	15	15
Inland	0	32	32
North River Road	48	0	48
Oceanside Blvd	0	26	26
Rancho Del Oro Dr	0	111	111
Scattered Sites	0	14	14
Candidate Rezoning Corridor Sites	824	1,019	1,843
Totals	911	1,479	2,390

Source: City of Oceanside, March 2021.

Table B-19: Underutilized Sites Summary

Neighborhood	Lower	Moderate Above Mod	Total Units
Sites Not Requiring Rezoning	750	73	823
Coast Highway Incentive District	601	57	658
Coastal	33	12	45
Inland	0	4	4
Oceanside Blvd	116	0	116
Candidate Rezoning Corridor Sites	2,442	560	3,002
Totals	3,192	633	3,825

Source: City of Oceanside, March 2021.

The City does not rely on non-vacant sites to meet its remaining lower income RHNA. The City has identified vacant sites with a capacity for 911 lower income units. Based on a remaining need of 1,797 lower income units, 50.7% of lower income units are on vacant sites.

8. Conclusion

Overall, the City has the ability to accommodate at least 1,370 units on vacant and underutilized sites across the City under the current General Plan and development regulations. The City has identified 56 candidate sites along its corridors that are anticipated to be rezoned to increase the minimum density to 35 du/ac through its Smart Sustainable Corridors Plan. These corridor sites could accommodate an additional 4,845 units. Table B-9 presented earlier summarizes the City's land inventory for the 2021-2029 planning period.

9. Sites Inventory Parcel-by-Parcel Analysis

According to HCD, the inventory must include all of the following:

- A parcel-specific listing of sites, using assessor parcel number(s) (APN).
- The general plan and zoning designations of sites.
- A description of parcel size. This is important as parcel size can be a key factor in determining development viability, capacity and affordability.
- A description of existing uses of any non-vacant sites.
- A description of whether the parcel has available or planned and accessible infrastructure.
- The income category (above moderate-, moderate-, or lower- income) that the site is expected accommodate (see below).
- If the parcel was identified in a previous planning period site inventory

As part of the site selection methodology, all sites have access to electrical service, natural gas supply, water and sewer service. Table B-21 and Table B-23 show these required characteristics in addition to the estimated capacity.

Table B- 22 and Table B- 24 show the details of the selection characteristics for non-vacant sites. The selection characteristics used to determine the suitability of non-vacant sites include:

1. Property owner or developer interest.
2. Existing uses are the similar types of uses being recycled in Oceanside
 - a. Auto-related commercial uses
 - b. Parking lot
 - c. Underperforming commercial uses (restaurants/hotels/gyms, strip malls.)
3. Improvement to Land Ratio is of less than 1.0, indicating the land is worth more than the structures on site.
4. Building age is at least 30 years
5. Property is located within ¼ mile of Sprinter Station and therefore conducive to transit-oriented development.
6. Property is located within ¼ mile of a recent residential or mixed-use project. Projects include both redevelopment projects and projects on vacant lots.
7. Located within areas targeted for infill development (Downtown, Coast Highway Corridor, Smart and Sustainable Corridor Specific Plan)

The general trend is that non-vacant sites suitable for redevelopment that do not need rezoning are generally: auto-related commercial uses, ILV is less than 1.0, building age is at least 30 years, and site is located within ¼ mile of a recent project. These trends are likely due to the location of the no rezone sites. No rezone sites are concentrated along the Downtown and Coast Highway focus areas. Since the Coast Highway Incentive District has already been in place since 2019 (and was preceded by 2009's Coast Highway Vision and Strategic Plan (CHVSP), there are more examples of redevelopment and the characteristics of properties that redevelop.

By contrast, Candidate Rezone sites all fall within the Smart and Sustainable Corridors Plan (SSCSP) which is being integrated to the City's General Plan Update. City has identified

housing opportunities along key corridors—including Vista Way, Oceanside Boulevard, and Mission Avenue. The SSCSP will promulgate smart growth policies that fulfill a key mandate of the City’s recently-adopted Climate Action Plan – i.e., enabling transit-oriented development as the principal means of accommodating future housing and employment growth. While current zoning within the City’s major commercial corridors allows for mixed-use development with residential densities up to 29 dwelling units per acre, new policies, standards, and incentives needed to spur infill and redevelopment in these areas will be addressed in the SSCSP. The SSCSP will play a key role in establishing a growth vision for the next 15 to 20 years by:

- 1) Identifying those areas best suited for future employment and housing growth; and
- 2) Ensuring that the resources necessary to accommodate such growth are dedicated to these areas

Because the plan is in its early stages and the resources and incentives to promote development are not in place, there are few examples of recent development within the proposed SSCSP. Three recent projects at different stages of development that fall within the SSCSP are shown in Table below.

Table B- 20: Characteristics of Redevelopment Projects within the SSCP

Project Name	Status	LU Designation	Zoning	Existing Use	ILV	Age	Amenities
901 Pier View MU	Approved	Downtown	Subdistrict 2	Office +parking	0.44	N/A	¼ mi from transit access, ¼ mi from school, ¼ mi to grocery
Mission Flats Mixed Use	Building Permit Review	SC	CS-L-H	Barn and storage buildings	0.00		¼ mi from transit access, ¼ mi to grocer, 4 schools nearby but over 1 mile away
Ocean Kamp	Under Review	Commercial	CC	Drive-in theater	0.00		¼ mi from transit access, ½ mi from school, ¼ mi from grocer

Most of the Candidate Rezone sites have ILV greater than one. However, the age of the structure as well as underperforming uses make them suitable for redevelopment. The City gauged the possibility of redevelopment of these sites based on the property owners and developers that have approached the City. For the candidate rezone sites where owners have already expressed interest, ILV is greater than 1.0. These are sites with large structures such as older shopping centers, office building with large parking areas. Often these high improvement values may serve as financial liability to property owners if the uses are not generating adequate revenues but are still subject to high property taxes. These sites are also included due to other factors such as age of structure and underperforming uses as well as the expected incentivized development with the adoption of the SSCSP.

Section c. **Suitability of Nonvacant Sites** describes in detail how the City determined underperforming uses and the feasibility of these uses being redeveloped.

Table B- 21: Sites Inventory- Not Requiring Rezoning

Site #	APN	Address	Planning Area	GP	Zoning	Size (Acre)	Min Den (du/ac)	Max Den (du/ac)	Capacity (adj.)	Consol. Potential ?	Owner ID	Existing Use	Previous Cycle?
Lower Income													
1	1520222700	1034 S Coast Hwy	CHID ¹	C-GC	C-2	0.42	0	43	12	K	1	Vacant	PC
2	1503711000	0 S Cleveland Street	Coastal	C-RH	R-3	0.11	15	43	3	T	2	Vacant	PC
3	1520131100	1005 S Cleveland Street	Coastal	C-RH	R-3	0.31	15	43	9	T	2	Vacant	PC
4	1470203100	0 Neptune Way	Downtown	DT	D-13	0.50	29	43	15		3	Vacant	PC
5	1570403300	0 North River Road	North River Road	NC	CN	2.37	0	29	48		4	Vacant	N
									<i>Subtotal (Vacant)</i>	<i>87</i>			
6	1501830100	402 S Tremont	CHID	C-GC	C-2	0.11	0	43	3	A	5	Parking lot	PC
7	1501830200	404 S Tremont	CHID	C-GC	C-2	0.11	0	43	3	A	5	Parking lot	PC
8	1501830300	408 S Tremont	CHID	C-GC	C-2	0.11	0	43	3	A	5	Parking lot / storage	PC
9	1501830900	425 S Coast Hwy	CHID	C-GC	C-2	0.23	0	43	6	A	6	Retail and personal services	N
10	1501831000	417 S Coast Hwy	CHID	C-GC	C-2	0.23	0	43	6	A	6	Retail and personal services	N
11	1501831100	405 S Coast Hwy	CHID	C-GC	C-2	0.11	0	43	3	A	6	Parking lot	N
12	1501831200	405 S Coast Hwy	CHID	C-GC	C-2	0.11	0	43	3	A	5	American Import - used cars	N
13	1501831300	409 S Coast Hwy	CHID	C-GC	C-2	0.23	0	43	6	A	5	American Import - used cars	N
14	1501840100	504 S Tremont	CHID	C-GC	C-2	0.23	0	43	6	B	6	Coast Auto Care - vehicle storage	PC
15	1501840200	512 S Tremont	CHID	C-GC	C-2	0.11	0	43	3	B	6	Coast Auto Care	N
16	1501840300	520 S Tremont	CHID	C-GC	C-2	0.23	0	43	6	B	7	Auto body shop	N
17	1501840400	0 S Tremont St	CHID	C-GC	C-2	0.11	0	43	3	B	8	Bagby parking lot	PC
18	1501840500	0 S Tremont St	CHID	C-GC	C-2	0.11	0	43	3	B	8	Bagby parking lot	PC
19	1501840600	0 S Tremont St	CHID	C-GC	C-2	0.11	0	43	3	B	8	Bagby parking lot	PC
20	1501840800	515 S Coast Hwy	CHID	C-GC	C-2	0.23	0	43	6	C	9	PCH Car Co. - used cars	N

21	1501840900	501 S Coast Hwy	CHID	C-GC	C-2	0.34	0	43	10	C	9	PCH Car Co. - used cars	N
22	1530302000	1555 S Coast Hwy	CHID	C-GC	C-2	2.54	0	43	76		10	Seahive Marketplace	PC
23	1503030500	820 S Coast Hwy	CHID	C-GC	C-2	0.35	0	43	10		11	Auto repair shop and storage	N
24	1503040100	902 S Coast Hwy	CHID	C-GC	C-2	0.32	0	43	9	F	6	RV dealership	PC
25	1503040200	511 LEONARD AVE	CHID		CG	0.11	0	29	2	F	6	RV dealership	PC
26	1503040300	511 LEONARD AVE	CHID		CG	0.11	0	29	2	F	6	RV dealership	PC
27	1503041900	928 S Coast Hwy	CHID	C-GC	C-2	0.52	0	43	15	F	6	RV dealership	PC
28	1503730100	816 S Tremont	CHID	C-GC	C-2	0.46	0	43	13	G	12	Parking lot	PC
29	1503730200	0 S Tremont St	CHID	C-GC	C-2	0.11	0	43	3	G	12	Parking lot	PC
30	1503730300	0 S Tremont St	CHID	C-GC	C-2	0.11	0	43	3	G	12	Parking lot	PC
31	1503730400	865-875 S Coast Hwy	CHID	C-GC	C-2	0.10	0	43	3	G	12	Strip retail building	N
32	1503730500	815-845 S Coast Hwy	CHID	C-GC	C-2	0.46	0	43	13	G	12	Strip retail building	N
33	1503730600	805 S Coast Hwy	CHID	C-GC	C-2	0.14	0	43	4	G	12	Alan's Bike Shop	N
34	1520211000	1002 S Coast Hwy	CHID	C-GC	C-2	0.14	0	43	4	J	12	Grace Church	N
35	1520212500	1012 S Coast Hwy	CHID	C-GC	C-2	0.41	0	43	12	J	12	Vacant Office space	N
36	1520212600	1024 S Coast Hwy	CHID	C-GC	C-2	0.54	0	43	16	J	12	Commercial building	PC
37	1520222600	1030 S Coast Hwy	CHID	C-GC	C-2	0.52	0	43	15	K	1	Diego's Mexican & Start Fresh Café	N
38	1520231000	1126 S Coast Hwy	CHID	C-GC	C-2	0.80	0	43	24		13	Strip mall	N
39	1503721200	305 Wisconsin Ave	CHID	C-GC	C-2	0.51	0	43	15		6	Vacant building - former auto repair	N
40	1520141200	1132 S Tremont St	CHID	C-GC	C-2	0.11	0	43	3	N	14	Coast Collision Center	N
41	1520141600	1112 S Tremont St	CHID	C-GC	C-2	0.34	0	43	10	N	14	Coast Collision Center	N
42	1520141800	1112 S Tremont St	CHID	C-GC	C-2	0.34	0	43	10	N	14	Coast Collision Center	N
43	1522001000	1434 S Coast Hwy	CHID	C-GC	C-2	0.52	0	63	22		15	Westcoast Auto Service	N

44	1522001300	1520 S Coast Hwy	CHID	C-GC	C-2	2.18	0	63	96		16	North County Auto Body & used car sales	N
45	1530300400	1523 S Coast Hwy	CHID	C-GC	C-2	0.57	0	63	25	P	17	Commercial building	PC
46	1530302600	1515 S Coast Hwy	CHID	C-GC	C-2	0.86	0	63	37	P	18	Oceanside Self Service Car Wash	PC
47	1530303000	1517 S Coast Hwy	CHID	C-GC	C-2	0.86	0	63	37	P	12	Former boat repair and storage	PC
48	1472830400	116 S Coast Hwy	CHID	C-GC	C-2	0.23	0	63	10	Q	19	Auto dealership	N
49	1472830500	114 S Coast Hwy	CHID	C-GC	C-2	0.11	0	63	4	Q	19	Auto dealership	N
50	1472830800	102 S Coast Hwy	CHID	C-GC	C-2	0.34	0	63	14	Q	19	Auto dealership	PC
51	1500450100	407 Topeka St	CHID	C-GC	C-2	0.23	0	63	10	R	20	Auto service shop	N
52	1500450200	0 S Tremont St	CHID	C-GC	C-2	0.11	0	63	4	R	20	Auto service shop	N
53	1500450300	216 S Tremont St	CHID	C-GC	C-2	0.17	0	63	7	R	20	Office space	N
54	1503711500	923 S Cleveland Street	Coastal	C-RH	R-3	0.23	15	43	6	T	2	SFR and storage	N
55	1531120100	1602 S Coast Hwy	Coastal	C-CG	C-2	0.92	0	43	27		21	Motorcycle service shop	PC
56	1493401300	0 Crouch St	Oceanside Blvd	PC	CP	5.73	0	29	116		22	Coast Collision Center	N
									<i>Subtotal (underutilized)</i>	750			
									Total (Lower- Sites w/o rezone)	837			
Moderate/Above Moderate													
57	1520110200	1009 S Coast Hwy	CHID	C-GC	C-2	0.09	0	43	2	H	23	Vacant	PC
58	1520110300	1009 S Coast Hwy	CHID	C-GC	C-2	0.09	0	43	2	H	23	Vacant	PC
59	1503510100	802 S Pacific St	CHID	C-GC	C-1	0.23	0	43	6		24	Vacant	PC
60	1520140700	0 S Tremont St	CHID	C-GC	C-2	0.09	0	43	2	M	25	Vacant	PC
61	1520140800	0 S Tremont St	CHID	C-GC	C-2	0.11	0	43	3	M	25	Vacant	PC
62	1520140900	1142 S Tremont St	CHID	C-GC	C-2	0.11	0	43	3	M	25	Vacant	N
63	1521750200	0 S Cleveland St	CHID	C-RH	R-3	0.11	15	63	4	O	26	Vacant	N
64	1521750300	0 S Cleveland St	CHID	C-RH	R-3	0.11	15	63	4	O	26	Vacant	N
65	1521750400	0 S Cleveland St	CHID	C-RH	R-3	0.10	15	63	4	O	26	Vacant	N
66	1521750500	0 S Cleveland St	CHID	C-RH	R-3	0.08	15	63	3	O	26	Vacant	N
67	1521750600	0 S Cleveland St	CHID	C-RH	R-3	0.05	15	63	2	O	26	Vacant	N

68	1432050600	Freeman Street	Downtown	DT	D-9	0.11	29	43	3	W	27	Vacant	N
69	1432050700	701 Freeman Street	Downtown	DT	D-9	0.11	29	43	3	W	27	Vacant	N
70	1442401900	McNeil Street	East Side Capistrano	RH	PRD (R-3)	1.06	15	29	21	X	28	Vacant	N
71	1442510300	McNeil Street	East Side Capistrano	RH	PRD (R-3)	0.82	15	29	16	X	28	Vacant	N
72	1442510400	McNeil Street	East Side Capistrano	RH/OS	PRD (R-3)	3.47	15	29	70	X	28	Vacant	N
73	1442600100	McNeil Street	East Side Capistrano	RH/OS	PRD (R-3)	1.51	15	29	30	X	28	Vacant	N
74	1442600200	McNeil Street	East Side Capistrano	RH/OS	PRD (R-3)	3.88	15	29	78	X	28	Vacant	N
75	1480120500	Shoshone Street	East Side Capistrano	RH	R-3	0.11	15	29	2	Y	29	Vacant	N
76	1480120600	Shoshone Street	East Side Capistrano	RH	R-3	0.11	15	29	2	Y	29	Vacant	N
77	1650611500	3020 Skyline Drive	El Camino Real	EB-R	RE-B	1.63	1	3.5	2		30	Vacant	N
78	1571506500	Singh Way	Hwy 76	EB-R	RE-B-EQ	8.78	1	3.5	15		31	Vacant	N
79	1500621300	217 S Clementine St	Inland	UHD-R	RH-U	0.11	29	43	3	Z	32	Vacant	
80	1500621400	211 S Clementine St	Inland	UHD-R	RH-U	0.11	29	43	3	Z	32	Vacant	PC
81	1502350300	509 S Horne St	Inland	SFD-R	RS	0.11	4	5.9	0		33	Vacant	N
82	1503340900	0 Vine Street	Inland	UHD-R	RH-U	0.18	29	43	5	AA	34	Vacant	N
83	1503342000	0 Vine Street	Inland	UHD-R	RH-U	0.23	29	43	6	AA	34	Vacant	N
84	1511604600	0 Hunsaker Street	Inland	EB-R	RE-B	0.75	1	3.5	1		35	Vacant	N
85	1511605500	0 California Street	Inland		RE-B	0.28	1	3.5	0	AB	36	Vacant	N
86	1511605600	0 California Street	Inland	EB-R	RE-B	0.46	1	3.5	0	AB	36	Vacant	N
87	1511605700	0 California Street	Inland	EB-R	RE-B	0.44	1	3.5	0	AB	36	Vacant	N
88	1531405100	1117 Morse St	Inland	SFD-R	RS	0.30	4	5.9	0		37	Vacant	N
89	1531415100	0 Lucky St	Inland	SFD-R	RS	0.17	4	5.9	0	AC	38	Vacant	N
90	1531415200	0 Lucky St	Inland	SFD-R	RS	0.17	4	5.9	0	AC	38	Vacant	N
91	1531415300	0 Lucky St	Inland	SFD-R	RS	0.17	4	5.9	0	AC	38	Vacant	N
92	1540406800	0 California Street	Inland	EB-R	RE-B	2.40	1	3.5	4		39	Vacant	N

93	1541707800	0 Kelly Street	Inland	EB-R	RE-B	4.06	1	3.5	7		40	Vacant	N
94	1541904300	Fire Mountain Drive	Inland	EB-R	RE-B	0.44	1	3.5	0	AD	41	Vacant	N
95	1541904400	Fire Mountain Drive	Inland	EB-R	RE-B	0.39	1	3.5	0	AD	41	Vacant	N
96	1542200700	0 Avocado Road	Inland	EB-R	RE-B	0.92	1	3.5	1	AE	42	Vacant	N
97	1542200800	1886 Ivy Road	Inland	EB-R	RE-B	1.02	1	3.5	1	AE	42	Vacant	N
98	1542203000	1852 Ivy Road	Inland	EB-R	RE-B	0.35	1	3.5	0		43	Vacant	N
99	1542203200	0 Ivy Road	Inland	EB-R	RE-B	0.35	1	3.5	0		43	Vacant	N
100	1650211600	0 Yucca Road	Inland	EB-R	RE-B	0.74	1	3.5	1		44	Vacant	N
101	1491603200	0 Corto St	Oceanside Blvd	SFD-R	RS	1.71	4	5.9	5	AF	45	Vacant	N
102	1491603300	0 Corto St	Oceanside Blvd	SFD-R	RS	0.98	4	5.9	2	AF	45	Vacant	N
103	1493504800	Canyon Drive	Oceanside Blvd	MDB-R	RM-B	0.22	10	15	2	AG	46	Vacant	N
104	1493504900	Canyon Drive	Oceanside Blvd	MDB-R	RM-B	0.16	10	15	1	AG	46	Vacant	N
105	1493505000	Canyon Drive	Oceanside Blvd	MDB-R	RM-B	1.37	10	15	16	AG	46	Vacant	N
106	1585910600	Rancho Del Oro & 76	Rancho Del Oro Dr	MDA-R	RM-A-H	0.93	6	9.9	6	AH	47	Vacant	N
107	1600205200	Rancho Del Oro & 76	Rancho Del Oro Dr	MDA-R/OS	RM-A-H / OS	15.21	6	9.9	105	AH	47	Vacant	N
108	1451611900	0 Hillcrest Pl		HD-R	RH	0.30	21	28.9	6		48	Vacant	N
109	1451620800	0 Poplar Rd		HD-R	RH	0.43	21	28.9	8		48	Vacant	N
										<i>Subtotal (vacant)</i>	460		
110	1502031200	508 S Coast Hwy	CHID	C-GC	C-2	0.11	0	43	3	D	49	Vacant building - former auto sales	N
111	1502031300	502 S Coast Hwy	CHID	C-GC	C-2	0.23	0	43	6	D	49	Vacant - former car lot	PC
112	1503760800	624 S Tremont St	CHID	C-GC	C-2	0.11	0	43	3	E	50	Auto repair shop	N
113	1503760900	620 S Tremont	CHID	C-GC	C-2	0.11	0	43	3	E	50	Auto repair shop	N
114	1520111100	1026 S Tremont St	CHID	C-GC	C-2	0.11	0	43	3	I	5	Vehicle storage	N
115	1520111200	1032 S Tremont St	CHID	C-GC	C-2	0.11	0	43	3	I	5	Vehicle storage	PC
116	1520140300	1111 S Coast Hwy	CHID	C-GC	C-2	0.18	0	43	5	L	51	Used auto sales	N
117	1520140400	1123 S Coast Hwy	CHID	C-GC	C-2	0.18	0	43	5	L	51	Used auto sales	N

118	1520161100	220 Oceanside Blvd	CHID	C-RH	R-3	0.23	15	43	6		52	Commercial building	N
119	1472720600	121 S Coast Hwy	CHID	C-GC	C-2	0.11	0	43	3		53	Parking lot	N
120	1500470100	401 Michigan Ave	CHID	C-GC	C-2	0.23	0	43	6		54	All Pro Custom - auto shop	PC
121	1500470300	0 S Tremont St	CHID	C-GC	C-2	0.23	0	43	6		55	Vehicle storage	PC
122	1500510400	222 S Coast Hwy	CHID	C-GC	C-2	0.09	0	43	2	S	56	Parking Lot	PC
123	1500510500	222 S Coast Hwy	CHID	C-GC	C-2	0.11	0	43	3	S	56	Parking Lot	PC
126	1550320600	0 S Coast Hwy	Coastal	C-CG	C-2	0.15	0	43	4	V	57	Parking	N
127	1550320700	2028 S Coast Hwy	Coastal	C-CG	C-2	0.15	0	43	4	V	57	Retail building	PC
128	1550320800	0 S Coast Hwy	Coastal	C-CG	C-2	0.15	0	43	4	V	57	Parking	N
129	1500511900	515 Topeka Street	Inland	GC	CG	0.23	0	29	4		19	Parking Lot	PC
										<i>Subtotal (underutilized)</i>		73	
										Total Moderate/Above Moderate (Sites w/o rezone)		533	

Table B- 22: Selection Factors for Non-vacant No Rezone Sites

Site #	APN	Address	Planning Area	GP	Zoning	Consol. Potential?	Owner ID	Existing Use	ILV	Year	FAR	Notes	Selection Factors
6	1501830100	402 S Tremont	CHID	C-GC	C-2	A	4	Parking lot	0.06		0.00	TOD site located 500 feet from Oceanside Transit Center. Under same ownership as 404 and 408 S Tremont. Lot consolidation possible	2,3,5,6,7
7	1501830200	404 S Tremont	CHID	C-GC	C-2	A	4	Parking lot	0.06		0.00	TOD site located 500 feet from Oceanside Transit Center	2,3,5,6,7
8	1501830300	408 S Tremont	CHID	C-GC	C-2	A	4	Parking lot / storage	0.06		0.00	TOD site located 500 feet from Oceanside Transit Center	2,3,5,6,7
9	1501830900	425 S Coast Hwy	CHID	C-GC	C-2	A	5	Retail and personal services	0.58	1959	0.60	Consolidation possible. Age of building and high vacancy rate of uses	2,3,4,6,7
10	1501831000	417 S Coast Hwy	CHID	C-GC	C-2	A	5	Retail and personal services	0.58	1959	0.60	Consolidation possible, age of building and high vacancy rate. Same owner as 425 S Coast Hwy	2,3,4,6,7
11	1501831100	405 S Coast Hwy	CHID	C-GC	C-2	A	5	Parking lot	0.00		0.00	Consolidation possible	2,6,7

12	1501831200	405 S Coast Hwy	CHID	C-GC	C-2	A	5	American Import - used cars	0.89	1927	0.94	405 and 409 S Coast same owner, consolidation possible	2,3,4,6,7
13	1501831300	409 S Coast Hwy	CHID	C-GC	C-2	A	5	American Import - used cars	0.04		0.00	405 and 409 S Coast same owner, consolidation possible. Used car sales with high transition rate. Recent trend shows used car sales being phased out on Coast Hwy.	2,3,6,7
14	1501840100	504 S Tremont	CHID	C-GC	C-2	B	6	Coast Auto Care - vehicle storage	0.01		0.00	Underutilized lot used for vehicle storage. Storage is a non-conforming use in the C-2 zone and will likely redevelop based on recent development trends	2,3,6,7
15	1501840200	512 S Tremont	CHID	C-GC	C-2	B	6	Coast Auto Care	0.40	1964	0.64	Underutilized lot used for auto repair business and vehicle storage. The building is over 40 years old. Recent trends show auto repair and light industrial uses being phased out of coastal area	2,3,6,7
16	1501840300	520 S Tremont	CHID	C-GC	C-2	B	7	Auto body shop	0.12	1950	0.25	Underutilized lot used for body shop business and vehicle storage. Building and site are in disrepair. Auto body repair is not a permitted use in the C-2 district and the current use is legal, non-conforming. Recent trends show light industrial uses being phased out of coastal area	2,3,4,6,7
17	1501840400	0 S Tremont St	CHID	C-GC	C-2	B	8	Bagby parking lot	0.00		0.00	Lot is used as parking lot for restaurant/brewery across the street. Site is zoned C-2 and located adjacent to residential. Mixed-use development is ideal based on location and recent development trends. Opportunity for parking to be retained	2,3,6,7
18	1501840500	0 S Tremont St	CHID	C-GC	C-2	B	8	Bagby parking lot	0.00		0.00	Lot is used as parking lot for restaurant/brewery across the street. Site is zoned C-2 and located adjacent to residential. Mixed-use development is ideal	2,3,6,7

												based on location and recent development trends.	
19	1501840600	0 S Tremont St	CHID	C-GC	C-2	B	8	Bagby parking lot	0.00		0.00	Lot is used as parking lot for restaurant/brewery across the street. Site is zoned C-2 and located adjacent to residential. Mixed-use development is ideal based on location and recent development trends.	2,3,6,7
20	1501840800	515 S Coast Hwy	CHID	C-GC	C-2	C	9	PCH Car Co. - used cars	0.08	1965	0.02	Used car sales with high turnover rate. Used car sales on Coast Hwy are being phased out	2,3,4,6,7
21	1501840900	501 S Coast Hwy	CHID	C-GC	C-2	C	9	PCH Car Co. - used cars	0.83	1950	0.49	Used car sales with high turnover rate. Used car sales on Coast Hwy are being phased out	2,3,4,6,7
22	1530302000	1555 S Coast Hwy	CHID	C-GC	C-2		10	Seahive Marketplace	0.05	1966	0.11	Underutilized site with over 65% land used for vehicle storage and parking. The location, lot size, age of existing building, and recent residential development trends on Morse Street make it an ideal redevelopment site	2,3,4,6,7
23	1503030500	820 S Coast Hwy	CHID	C-GC	C-2		11	Auto repair shop and storage	0.44	1954	0.19	Underutilized site with former auto repair business and non conforming storage yard. Storage is not a permitted use in C-2. Age of building and low FAR make it a good site	2,3,4,6,7
24	1503040100	902 S Coast Hwy	CHID	C-GC	C-2	F	6	RV dealership	0.08		0.05	Used car sales with high turnover rate. Used car sales on Coast Hwy are disappearing	2,3,6,7
25	1503040200	511 LEONARD AVE	CHID		CG	F	6	RV dealership	0.00		0.00	Lot has historically been used for used car sales and recently for vehicle storage and has high turnover. Opportunity to consolidate with adjacent parcel	2,3,6,7
26	1503040300	511 LEONARD AVE	CHID		CG	F	6	RV dealership	0.06		0.05	Lot has historically been used for used car sales and recently for vehicle storage and has high turnover. Opportunity to consolidate with adjacent parcel	2,3,6,7
27	1503041900	928 S Coast Hwy	CHID	C-GC	C-2	F	6	RV dealership	0.40	1966	0.25	Underutilized site currently occupied for trailer sales. Site has high turn over rate. Site has the	2,3,4,6,7

												ability to be consolidated with adjacent used car lots.	
28	1503730100	816 S Tremont	CHID	C-GC	C-2	G	12	Parking lot	0.08		0.00	Site is an underutilized parking lot for adjacent businesses on Coast Hwy. There is relatively low demand for parking at this location which would make it ideal to redevelop as mixed-use	2,3,6,7
29	1503730200	0 S Tremont St	CHID	C-GC	C-2	G	12	Parking lot	0.08		0.00	Site is an underutilized parking lot for adjacent businesses on Coast Hwy. There is relatively low demand for parking at this location which would make it ideal to redevelop as mixed-use	2,3,6,7
30	1503730300	0 S Tremont St	CHID	C-GC	C-2	G	12	Parking lot	0.08		0.00	Site is an underutilized parking lot for adjacent businesses on Coast Hwy. There is relatively low demand for parking at this location which would make it ideal to redevelop as mixed-use	2,3,6,7
31	1503730400	865-875 S Coast Hwy	CHID	C-GC	C-2	G	12	Strip retail building	1.35	1974	0.80	Entire block is developed with an aging, single-story multi-tenant commercial building. Business license records indicate a high turnover rate with common vacancies. Opportunity for vertical mixed-use	2,3,4,6,7
32	1503730500	815-845 S Coast Hwy	CHID	C-GC	C-2	G	12	Strip retail building	1.56	1974	0.69	Entire block is developed with an aging, single-story multi-tenant commercial building. Business license records indicate a high turnover rate with common vacancies.	2,3,4,6,7
33	1503730600	805 S Coast Hwy	CHID	C-GC	C-2	G	12	Alan's Bike Shop	0.90	1974	0.57	Entire block is developed with an aging, single-story multi-tenant commercial building. Business license records indicate a high turnover rate with common vacancies.	2,3,4,6,7
34	1520211000	1002 S Coast Hwy	CHID	C-GC	C-2	J	12	Grace Church	1.48	1950	0.26	Consolidation possible. Low FAR and aging structure	2,3,4,6,7
35	1520212500	1012 S Coast Hwy	CHID	C-GC	C-2	J	12	Vacant Office space	0.70	1970	0.55	Consolidation possible with adjacent lots very possible. The	2,3,4,6,7

												commercial building has high turnover of tenants	
36	1520212600	1024 S Coast Hwy	CHID	C-GC	C-2	J	12	Commercial building	0.23	1974	0.17	Consolidation possible with adjacent lots very possible. The commercial building has high turnover of tenants. Very low FAR	2,3,4,6,7
37	1520222600	1030 S Coast Hwy	CHID	C-GC	C-2	K	1	Diego's Mexican & Start Fresh Café	0.44	1965	0.18	Consolidation for vacant lot at 1034 S. Coast Hwy very possible since same ownership. Low FAR	2,3,4,6,7
38	1520231000	1126 S Coast Hwy	CHID	C-GC	C-2		13	Strip mall	1.05		0.29	Outdated shopping center with history of turnover and vacancies. Inefficient building and parking design	2,3,6,7
39	1503721200	305 Wisconsin Ave	CHID	C-GC	C-2		6	Vacant building - former auto repair	0.52		0.29	Property has split zoning of C-2/R-3 and has vacant R-3 that is ideal for residential	2,3,6,7
40	1520141200	1132 S Tremont St	CHID	C-GC	C-2	N	14	Coast Collision Center	0.00		0.00	Contiguous parcels used for an autobody shop and vehicle storage. The use has occupied the site for decades. As a non-conforming use (Autobody requires M-1 zoning), recent trends show these types of uses redeveloping with C-2 permitted ,7uses. A similar property in the 600 block of S. Tremont developed with light industrial uses recently sold and converted to commercial uses.	2,3,6,7
41	1520141600	1112 S Tremont St	CHID	C-GC	C-2	N	14	Coast Collision Center	0.40	1960	0.44	Contiguous parcels used for an autobody shop and vehicle storage. The use has occupied the site for decades. As a non-conforming use (Autobody requires M-1 zoning), recent trends show these types of uses redeveloping with C-2 permitted uses. A similar property in the 600 block of S. Tremont developed with light industrial uses recently sold and converted to commercial uses.	2,3,4,6,7
42	1520141800	1112 S Tremont St	CHID	C-GC	C-2	N	14	Coast Collision Center	1.41		0.00	Contiguous parcels used for an autobody shop and vehicle	2,3,7

												storage. The use has occupied the site for decades. As a non-conforming use (Autobody requires M-1 zoning), recent trends show these types of uses redeveloping with C-2 permitted uses. A similar property in the 600 block of S. Tremont developed with light industrial uses recently sold and converted to commercial uses.	
43	1522001000	1434 S Coast Hwy	CHID	C-GC	C-2		15	Westcoast Auto Service	0.54	1985	0.16	Property has historically been used for auto repair. The extremely low FAR and underutilization of the site primarily for vehicle storage make it a strong candidate. The proximity to the beach and access to Buccanner Beach via a pedestrian trail as well as recent development trends of residential on Morse Street make it ideal site for residential mixed use.	2,3,4,6,7
44	1522001300	1520 S Coast Hwy	CHID	C-GC	C-2		16	North County Auto Body & used car sales	0.58	1965	0.17	Property has historically been used for auto repair. The extremely low FAR and underutilization of the site primarily for vehicle storage make it a strong candidate. The proximity to the beach and access to Buccanner Beach via a pedestrian trail as well as recent development trends of residential on Morse Street make it ideal site for residential mixed use.	2,3,4,6,7
45	1530300400	1523 S Coast Hwy	CHID	C-GC	C-2	P	17	Commercial building	0.58	1958	0.18	Site has history of auto repair. The auto repair ceased in 2009 with subsequent auto sales use and a fitness use. Site is currently vacant. City has received inquiries on this site for potential mixed use, combined with adjacent parcels. The proximity to Loma Alta Creek beach trail and	2,3,4,6,7

												the beach makes it a strong candidate for mixed use.	
46	1530302600	1515 S Coast Hwy	CHID	C-GC	C-2	P	18	Oceanside Self Service Car Wash	0.03	1965	0.08	The site is occupied by a carwash that only utilizes a small portion of the site. The parcel size and high land value and location make it an ideal candidate for redevelopment	2,3,4,7
47	1530303000	1517 S Coast Hwy	CHID	C-GC	C-2	P	12	Former boat repair and storage	0.19		0.00	Site is occupied by a boat repair business and primarily used for storage. The low FAR and high land value make it a strong candidate for redevelopment. Recent trends show storage and repair-oriented businesses on Coast Hwy being reduced.	2,3,7
48	1472830400	116 S Coast Hwy	CHID	C-GC	C-2	Q	19	Auto dealership	1.21		1.00	City has been informed that the existing used car sale business on all three lots (116,114, and 102) is going out of business. The site is centrally located and of ideal size for a mixed-use project. Low FAR with existing building having potential for repurposing or total redevelopment of site	2,3,6,7
49	1472830500	114 S Coast Hwy	CHID	C-GC	C-2	Q	19	Auto dealership	1.13		1.04	see 116 S Coast	2,3,6,7
50	1472830800	102 S Coast Hwy	CHID	C-GC	C-2	Q	19	Auto dealership	0.06		0.03	see 116 S Coast	2,3,6,7
51	1500450100	407 Topeka St	CHID	C-GC	C-2	R	20	Auto service shop	0.31	1948	0.66	The site is occupied by an auto repair shop with outdoor storage. Recent trends show auto repair declining in the area. The site is adjacent to the Oceanside Transit Center and is ideal for TOD. Much redevelopment is occurring in the surrounding area.	2,3,4,6,7
52	1500450200	0 S Tremont St	CHID	C-GC	C-2	R	20	Auto service shop	0.00		0.00	Parcel is used for vehicle storage for adjacent auto repair business. TOD site.	2,3,6,7
53	1500450300	216 S Tremont St	CHID	C-GC	C-2	R	20	Office space	0.29	1935	0.47	Site developed with an office that was converted from a single-family home. TOD site	2,3,4,6,7

54	1503711500	923 S Cleveland Street	Coastal	C-RH	R-3	T	2	SFR and storage	0.31	1970	0.22	Site has dilapidated building with potential to redevelop into multi-family, including consolidation with adjacent vacant lot under same ownership. Similar residential development has occurred on Cleveland Street	2,3,4,6
55	1531120100	1602 S Coast Hwy	Coastal	C-CG	C-2		21	Motorcycle service shop	0.04	1964	0.33	Site had developer's conference for a mixed-use development proposal.	2,3,4,6
56	1493401300	0 Crouch St	Oceanside Blvd	PC	CP			Coast Collision Center	0.00		0.00	The vacant site has high development potential given proximity to the Crouch Street Sprinter Station. While there are some habitat considerations (grassland that grew on site over time), there is considerable development potential on a majority of parcel.	2,3,6,7
110	1502031200	508 S Coast Hwy	CHID	C-GC	C-2	D	36	Vacant building - former auto sales	0.48	1954	0.75	Auto-oriented uses being phased out in coastal area under the direction of the Coast Highway Incentive District.	2,3,4,6,7
111	1502031300	502 S Coast Hwy	CHID	C-GC	C-2	D	36	Vacant - former car lot	0.00		0.00	Auto-oriented uses being phased out in coastal area under the direction of the Coast Highway Incentive District	2,3,6,7
112	1503760800	624 S Tremont St	CHID	C-GC	C-2	E	37	Auto repair shop	0.00		0.00	Auto body repair is not a permitted use in the C-2 district and the current use is legal, non-conforming. Recent trends show light industrial uses being phased out of coastal area	2,3,6,7
113	1503760900	620 S Tremont	CHID	C-GC	C-2	E	37	Auto repair shop	0.47	1950	0.30	Auto body repair is not a permitted use in the C-2 district and the current use is legal, non-conforming. Recent trends show light industrial uses being phased out of coastal area	2,3,4,6,7
114	1520111100	1026 S Tremont St	CHID	C-GC	C-2	I	4	Vehicle storage	0.03		0.00	Underutilized lot used for vehicle storage. Storage is a non-conforming use in the C-2 zone and will likely redevelop based on recent development trends	2,3,6,7

115	1520111200	1032 S Tremont St	CHID	C-GC	C-2	I	4	Vehicle storage	0.03		0.00	Underutilized lot used for vehicle storage. Storage is a non-conforming use in the C-2 zone and will likely redevelop based on recent development trends	2,3,6,7
116	1520140300	1111 S Coast Hwy	CHID	C-GC	C-2	L	38	Used auto sales	0.82	1960	0.26	Used car sales with high transition rate. Recent trend shows used car sales being phased out on Coast Hwy.	2,3,4,6,7
117	1520140400	1123 S Coast Hwy	CHID	C-GC	C-2	L	38	Used auto sales	0.08		0.00	Used car sales with high transition rate. Recent trend shows used car sales being phased out on Coast Hwy.	2,3,6,7
118	1520161100	220 Oceanside Blvd	CHID	C-RH	R-3		39	Commercial building	0.62	1964	0.32	Old building with ILV >1.0. Commercial buildings have been redeveloped to mixed-use buildings with housing.	2,3,4,6,7
119	1472720600	121 S Coast Hwy	CHID	C-GC	C-2		40	Parking lot	0.00		0.00	Excess parking lot on strip mall areas have been redeveloped into mixed-use buildings with housing.	2,3,7
120	1500470100	401 Michigan Ave	CHID	C-GC	C-2		41	All Pro Custom - auto shop	0.08	1964	0.17	Auto body repair is not a permitted use in the C-2 district and the current use is legal, non-conforming. Recent trends show light industrial uses being phased out of coastal area	2,3,4,6,7
121	1500470300	0 S Tremont St	CHID	C-GC	C-2		42	Vehicle storage	0.00		0.00	Underutilized lot used for vehicle storage. Storage is a non-conforming use in the C-2 zone and will likely redevelop based on recent development trends	2,3,6,7
122	1500510400	222 S Coast Hwy	CHID	C-GC	C-2	S	43	Parking Lot	0.06		0.00	Excess parking lot on strip mall areas have been redeveloped into mixed-use buildings with housing.	2,3,6,7
123	1500510500	222 S Coast Hwy	CHID	C-GC	C-2	S	43	Parking Lot	0.18		0.00	Excess parking lot on strip mall areas have been redeveloped into mixed-use buildings with housing	2,3,6,7
126	1550320600	0 S Coast Hwy	Coastal	C-CG	C-2	V	44	Parking	0.00		0.00	Parking lot contiguous with more parking and a retail building that is over 40 years old.	2,3,6

127	1550320700	2028 S Coast Hwy	Coastal	C-CG	C-2	V	44	Retail building	2.07	1978	0.33	Retail building continuous with two parcels of excess parking lot. Strip malls in coastal areas seeing underperforming uses.	2,3,4,6
128	1550320800	0 S Coast Hwy	Coastal	C-CG	C-2	V	44	Parking	0.00		0.00	Parking lot contiguous with more parking and a retail building that is over 40 years old.	2,3,6
129	1500511900	515 Topeka Street	Inland	GC	CG			Parking Lot	0.01		0.00	Excess parking lot on strip mall areas have been redeveloped into mixed-use buildings with housing.	2,3,6

Table B-23: Sites Inventory- Candidate Rezone Sites

Site #	APN	Address	GP	Zoning	Size (Acre)	Min Den (du/ac)	Max Den (du/ac)	Capacity (adj.)	Consol. Pot?	Owner ID	Existing Use	Previous Cycle
Lower												
130	1650120700	2136 El Camino Real	PC	CP	0.5	35	43	17	AP	58	Vacant	N
131	1650120600	2136 El Camino Real	PC	CP	0.78	35	43	27	AP	58	Vacant	N
132	1650120500	2136 El Camino Real	PC	CP	0.76	35	43	26	AP	58	vacant	N
133	1600531200	0 Mission Ave	GC	CG	1.82	35	43	63		59	Vacant	N
134	1602911200	0 Mission Ave	GC	CG	1.82	35	43	63		60	Vacant	N
135	1602906800	0 Hacienda Drive	GC	CL	3.14	35	43	109		61	Vacant	N
136	1483402500	1435 Mission Avenue	SC	CS-HO	0.43	35	43	14	AR	62	Vacant	N
137	1510104400	Greenbrier Drive	GC	CL	0.71	35	43	24		40	Vacant	N
138	1653605900	3698 Vista Way	SFD-R	RS	4.31	35	43	150		64	Vacant	N
139	1654934700	0 Vista Way	MDA-R	RM-A	2.08	35	43	72		65	Vacant	N
140	1610302300	0 Oceanside Blvd	NC	CN	5.28	35	43	184	AT	66	Vacant	PC
141	1610302400	0 Oceanside Blvd	NC	CN	2.15	35	43	75	AT	66	Vacant	PC
<i>Subtotal (Vacant)</i>								824				
142	1510111200	1702 Oceanside Blvd	SC	CS-HO	6.3	35	43	220		67	Best Plaza- Big Lots	N
143	1510104000	1906 Oceanside Blvd.	GC	CL	2.87	35	43	100		68	Oceanside Village Square- variety of shops	N
144	1622414000	4161 Oceanside Blvd.	Rancho Del Oro SP-1-84	PD-1 Commercial	1.52	35	43	53	AJ	69	Rancho Del Oro Plaza Shopping Center- Dollar tree.	N
145	1622414100	4171 Oceanside Blvd.	GC	CG	1.8	35	43	63	AJ	69	Rancho Del Oro Plaza Shopping Center- office/medical (Dentistry)	N
146	1622412300	4211 Oceanside Blvd.	GC	CG - PBD-2	4.01	35	43	140	AL	70	Gateway Center- auto parts (AutoZone)	N
147	1622411000	4201 Oceanside Blvd.	GC	CG-PBD-2	2.59	35	43	90	AL	71	Gateway Center- Baskin Robbins	N

Table B-23: Sites Inventory- Candidate Rezone Sites

Site #	APN	Address	GP	Zoning	Size (Acre)	Min Den (du/ac)	Max Den (du/ac)	Capacity (adj.)	Consol. Pot?	Owner ID	Existing Use	Previous Cycle
148	1605601300	3855 Mission Avenue	SC	CS-L-H	4.71	35	43	164		72	OPD ON MISSION- Police Dept Office- PD plans to relocate facility	N
149	1651205900	0 Highway 78	SC	CS-HO	3.5	35	43	122			Westfield Mall-parking	N
150	1680121100	3805 Plaza Drive	CC	CC	0.69	35	43	24	AM	73	Tri City Crossroad- Sizzler	N
151	1680120300	3817 Plaza Drive	CC	CC	3.8	35	43	133	AM	74	Tri City Crossroad- retail TJ Maxx	N
152	1513102600	1729 S. Oceanside Blvd	SC	CS-HO	3.37	35	43	117	AN	75	Town n Country-office/retail- UPS	N
153	1513102200	1767 S. Oceanside Blvd	SC	CS-HO	0.65	35	43	22	AN	76	Town n Country-Crunch Fitness	N
154	1513102700	Oceanside Blvd	SC	CS-HO	1.56	35	43	54	AN	75	Town n Country-Parking Lot	N
155	1620312400	1401 El Camino Real	GI	IG-MP	4.11	35	43	143		77	Loma Alta Station-retail variety	N
156	1602713700	3240 Mission Avenue	GC	CG	0.35	35	43	59 ¹	AQ	78	Marty's Valley Inn	N
157	1602713800	3240 Mission Avenue	GC	CG	2.3	35	43	59 ¹	AQ	79	Marty's Valley Inn	N
158	1482602500	1527 Mission Avenue	NC	CN	9.45	35	43	330		80	Mission Promenade- retail variety	PC
159	1481700600	2005 Mission Avenue	NC	CN	9.53	35	43	333		81	Oceanside Plaza-retail	PC
160	1483402400	105 Brooks Street	SC	CS-HO	0.26	35	43	8	AR	62	Commercial/Liquor Store	N
161	1513103500	1320 Union Plaza Ct	PC	CP	1.9	35	43	66	AS	83	Former county offices	N
162	1513103700	1315 Union Plaza Ct	PC	CP	1.91	35	43	66	AS	83	Former county offices	N
163	1513103600	1305 Union Plaza Ct	PC	CP	1.3	35	43	45	AS	83	Former county offices	N
164	1513103400	1310 Union Plaza Ct	PC	CP	0.9	35	43	31	AS	83	Former county offices	N
Subtotal (Underutilized)								2,442				

Table B-23: Sites Inventory- Candidate Rezone Sites

Site #	APN	Address	GP	Zoning	Size (Acre)	Min Den (du/ac)	Max Den (du/ac)	Capacity (adj.)	Consol. Pot?	Owner ID	Existing Use	Previous Cycle
Total Lower (Corridor Sites):								3,266				
Moderate/Above Moderate												
165	1481430400	Olive Street	SC	CS-HO	0.13	35	43	4	AO	84	Vacant	N
166	1481430500	Olive Street	SC	CS-HO	0.13	35	43	4	AO	84	Vacant, paved	N
167	1654303000	0 El Camino Real	PC	CP	0.47	35	43	16		85	Vacant	N
168	1651910500		PC	CP	10.97	35	43	383		86	Vacant	N
169	1481524000	0 Mission Avenue	GC	CG	0.48	35	43	16		87	Vacant	PC
170	1460621200	0 Mission Ave	SFD-R	RE-B	0.63	35	43	22	AU	72	Vacant	N
171	1461402200	0 Mission Ave	EB-R	RE-B	16.41	35	43	574	AU	88	Vacant	N
<i>Subtotal (Vacant)</i>								1,019				
172	1651202400	2335 Vista Way	CC	CC	6.41	35	43	224	AI	89	El Camino North Shopping Center; LA Fitness	N
173	1651206500	Vista Way	CC	CC	2.95	35	43	103	AI	90	El Camino North Shopping Center	N
174	1651204700	2405 Vista Way	CC	CC	0.19	35	43	6	AI	90	El Camino North Shopping Center	N
175	1651204600	2415 Vista Way	CC	CC	0.19	35	43	6	AI	90	El Camino North Shopping Center	N
176	1651206400	2471 Vista Way	CC	CC	0.37	35	43	12	AI	90	El Camino North Shopping Center	N
177	1651204400	2481 Vista Way	CC	CC	0.31	35	43	10	AI	90	El Camino North Shopping Center	N
178	1651203800	2485 Vista Way	CC	CC	0.26	35	43	9	AI	90	El Camino North Shopping Center	N
179	1625022200	4150 Oceanside Blvd.	Rancho Del Oro SP-1-84	PD-1 Commercial	4.01	17.8	43	71	AK	91	Plaza Rancho Del Oro - Albertson's	N
180	1625022400	4140 Oceanside Blvd.	Rancho Del Oro SP-1-84	PD-1 Commercial	1.54	17.8	43	27	AK	92	Plaza Rancho Del Oro Shopping Center-	N
181	1625022300	4130 Oceanside Blvd.	Rancho Del Oro SP-1-84	PD-1 Commercial	2.37	17.8	43	42	AK	93	Plaza Rancho Del Oro - Planet Fitness	N

Table B-23: Sites Inventory- Candidate Rezone Sites

Site #	APN	Address	GP	Zoning	Size (Acre)	Min Den (du/ac)	Max Den (du/ac)	Capacity (adj.)	Consol. Pot?	Owner ID	Existing Use	Previous Cycle
182	1625022600	4136 Oceanside Blvd.	Rancho Del Oro SP-1-84	PD-1 Commercial	0.77	17.8	43	13	AK	94	Plaza Rancho Del Oro Shopping Center	"N
183	1625022900	4120 Oceanside Blvd.	Rancho Del Oro SP-1-84	PD-1 Commercial	0.69	17.8	43	12	AK	92	Plaza Rancho Del Oro Shopping Center	"N
184	1481600400	1806 Mission Ave	GC	CG	0.38	35	43	13		95	Communication Facility	N
185	1471950500	212 N Clementine	DT	D-2	0.34	35	43	12		96	Commercial Building-office;retail	N
<i>Subtotal (underutilized)</i>								560				
<i>Total Moderate/Above Moderate (Corridor Sites)</i>								1,579				
<p>Site 156 and 157 had an estimated capacity of 12 and 80 units in previous drafts of this Housing Element. Since the adoption of the Housing Element, the former hotel site is going through entitlement for a 118 room Single-room occupancy hotel. The capacity has been adjusted to reflect these changes. The proposed unit count is higher than the 92 units estimated in previous drafts.</p>												

Table B- 24: Selection Factors for Non-Vacant Candidate Rezone Site

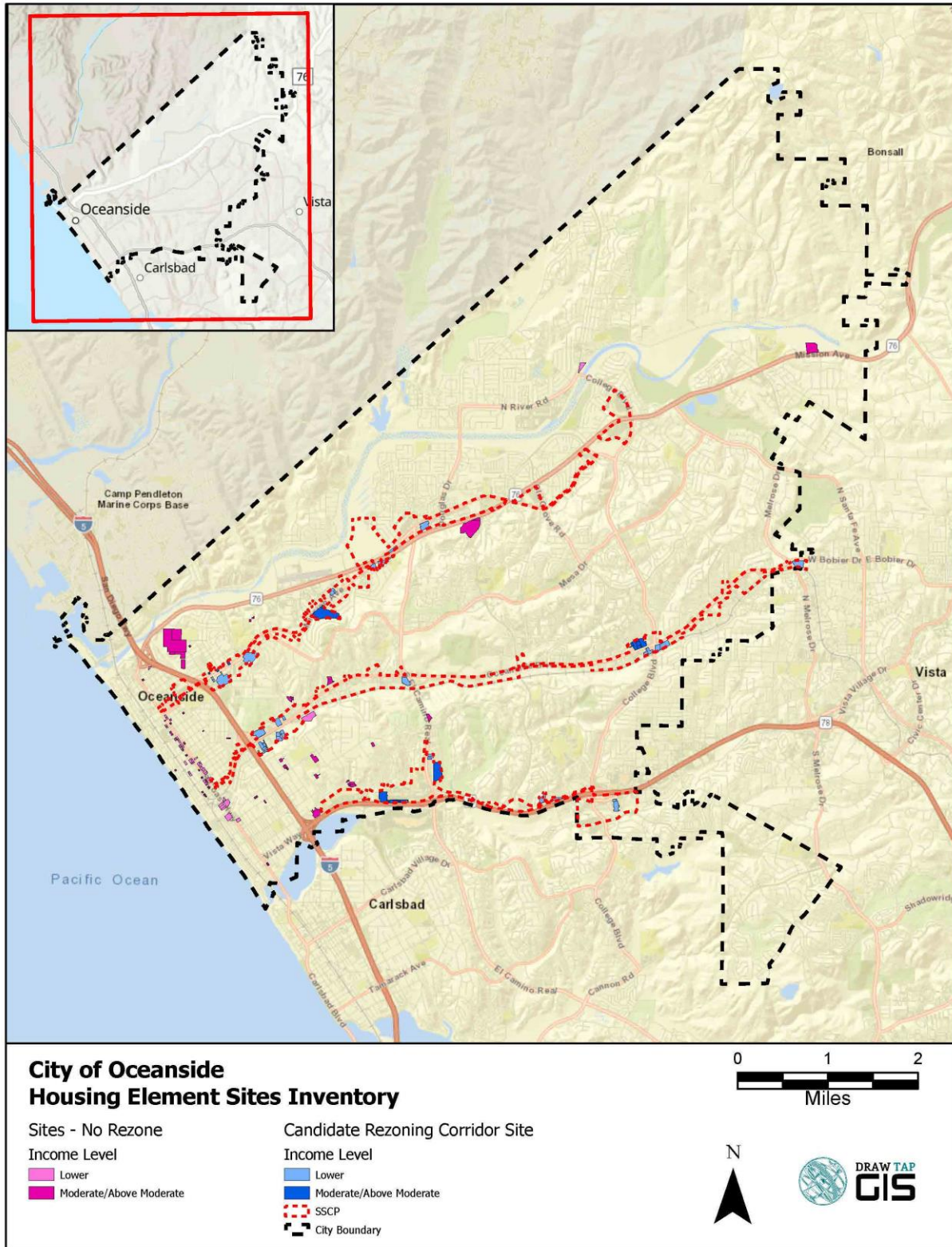
Site #	APN	Address	Corridor	GP	Zoning	Consol. Pot?	Owner ID	Existing Use	ILV	Year	FAR	Notes	Reason for Selection
142	1510111200	1702 Oceanside Blvd	Oceanside Blvd	SC	CS-HO		67	Best Plaza- Big Lots	1.05	1987	0.24	Owner expressed interest in mixed-use. Low FAR and within .5 mile of Crouch Sprinter station	1,4,5,7
143	1510104000	1906 Oceanside Blvd.	Oceanside Blvd	GC	CL		68	Oceanside Village Square- variety of shops	1.89	1977	0.32	Aging center, within 1/4 mile Crouch Street Sprinter	2,4,5,6,7
144	1622414000	4161 Oceanside Blvd.	Oceanside Blvd	Rancho Del Oro SP-1-84	PD-1 Commercial	AJ	69	Rancho Del Oro Plaza Shopping Center-Dollar tree.	1.73	1903	0.32	Near Sprinter station, high turnover commercial spaces	4,5,7
145	1622414100	4171 Oceanside Blvd.	Oceanside Blvd	GC	CG	AJ	69	Rancho Del Oro Plaza Shopping Center-office/medical (Dentistry)	1.52	1989	0.29	Near Sprinter station, high turnover commercial spaces.	2,4,5,7

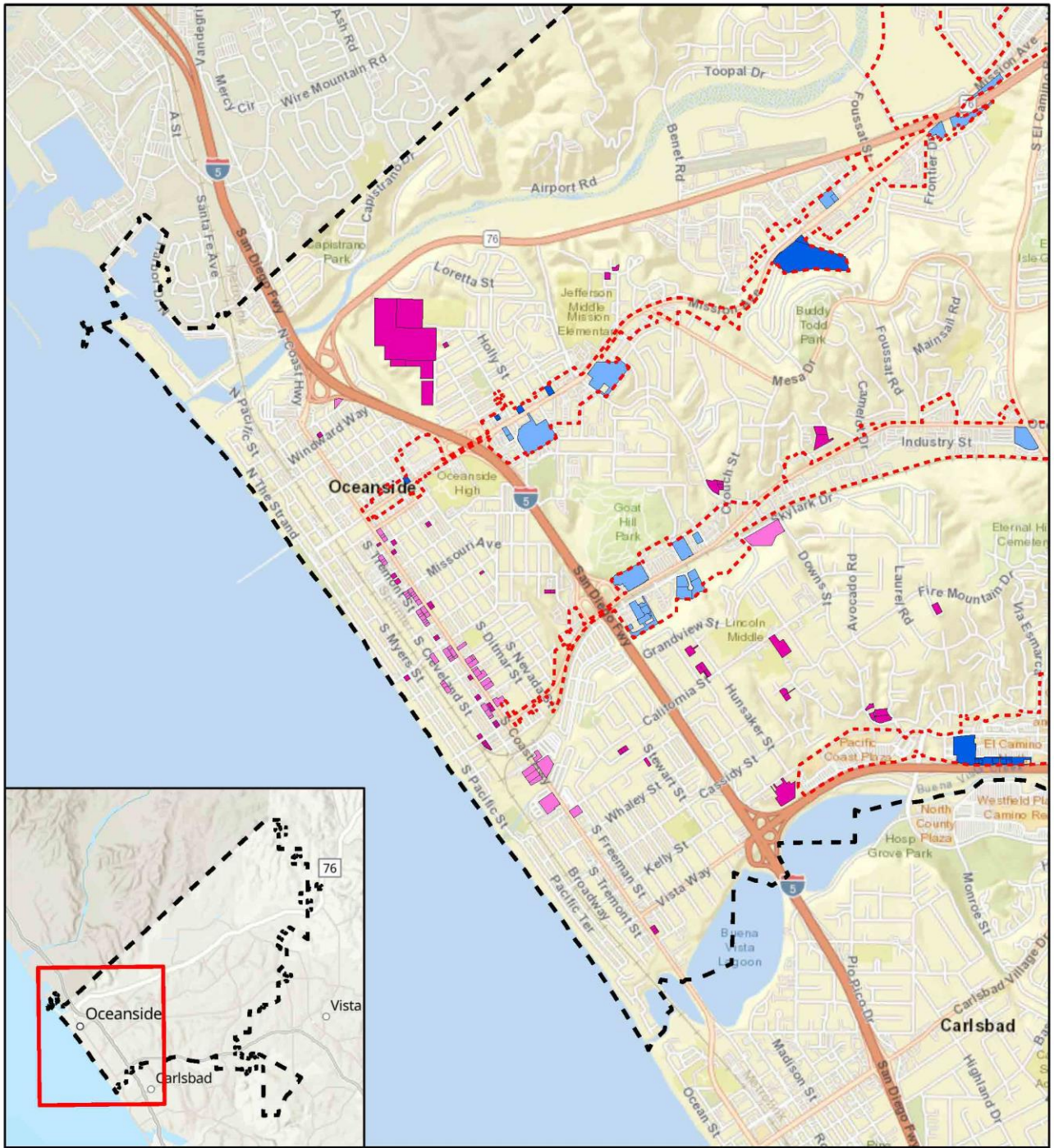
146	1622412300	4211 Oceanside Blvd.	Oceanside Blvd	GC	CG - PBD-2	AL	70	Gateway Center- auto parts (AutoZone)	3.37		0.17	Site within 1/4 mile of College Sprinter	2, 5,7,7
147	1622411000	4201 Oceanside Blvd.	Oceanside Blvd	GC	CG- PBD-2	AL	71	Gateway Center-Baskin Robbins	2.17		0.21	Site within 1/4 mile of College Sprinter	3,5,7
148	1605601300	3855 Mission Avenue	Mission Ave	SC	CS-L-H		72	OPD ON MISSION- Police Dept Office- PD plans to relocate facility		1988	0.32	Police Dept Office- PD plans to relocate facility	4,6,7
149	1651205900	0 Highway 78		SC	CS-HO			Westfield Mall- parking	0.00		0.00	Westfield Mall parking. Expressed interest in building residential onsite	1,2,3,4,6,7
150	1680121100	3805 Plaza Drive	Vista Way	CC	CC	AM	73	Tri City Crossroad-Sizzler	1.08	1989	0.19	Low FAR, excessive parking, and high turnover of retail uses	2,4,7
151	1680120300	3817 Plaza Drive	Vista Way	CC	CC	AM	74	Tri City Crossroad-retail TJ Maxx	1.22	1987	0.27	Low FAR, excessive parking, and high turnover of retail uses	2, 4,7
152	1513102600	1729 S. Oceanside Blvd	Oceanside Blvd	SC	CS-HO	AN	75	Town n Country-office/retail- UPS	1.54	1973	0.16	Low FAR, excessive parking, and high turnover of retail uses	2, 4,7
153	1513102200	1767 S. Oceanside Blvd	Oceanside Blvd	SC	CS-HO	AN	76	Town n Country-Crunch Fitness	3.39	1973	0.86	Low FAR, excessive parking, and high turnover of retail uses	2,4,7
154	1513102700	Oceanside Blvd	Oceanside Blvd	SC	CS-HO	AN	75	Town n Country-Parking Lot	0.00		0.00	Low FAR, excessive parking, and high turnover of retail uses	2,3,7
155	1620312400	1401 El Camino Real	Oceanside Blvd	GI	IG-MP		77	Loma Alta Station-retail variety	1.27		0.19	TOD potential adjacent to El Camino Real Sprinter station	2,5,7
156	1602713700	3240 Mission Avenue	Mission Ave	GC	CG	AQ	78	Marty's Valley Inn	0.01		0.00	Owner has expressed interest in converting to residential; site is under review for an Single-Room Occupancy Hotel with 118 units. Hearing is June 27	1,2,3,7
157	1602713800	3240 Mission Avenue	Mission Ave	GC	CG	AQ	79	Marty's Valley Inn	1.76		0.49	Owner has expressed interest in converting to residential; site is under review for an Single-Room Occupancy Hotel with 118 units. Hearing is June 28	1,2,7
158	1482602500	1527 Mission Avenue	Mission Ave	NC	CN		80	Mission Promenade	1.20	1972	0.24	Low FAR, excessive parking, and high turnover of retail uses	2,4,7
159	1481700600	2005 Mission Avenue	Mission Ave	NC	CN		81	Oceanside Plaza	1.08	1970	0.22	Low FAR, excessive parking, and high turnover of retail uses	2,4,6,7
160	1483402400	105 Brooks Street	Mission Ave	SC	CS-HO	AR	62	Commercial/Liquor Store	0.96	1966	0.32	Age of building. Consolidation possible. Same owner as vacant parcel at 1435 Mission Avenue (site 136- vacant)	2,3,4,7
161	1513103500	1320 Union Plaza Ct	Oceanside Blvd	PC	CP	AS	83	Former county offices	2.14	1983	0.30	TOD potential adjacent to Crouch Street Sprinter	4,5,6,7

162	1513103700	1315 Union Plaza Ct	Oceanside Blvd	PC	CP	AS	83	Former county offices	2.14	1983	0.30	TOD potential adjacent to Crouch Street Sprinter	4,5,6,7
163	1513103600	1305 Union Plaza Ct	Oceanside Blvd	PC	CP	AS	83	Former county offices	2.38	1983	0.40	TOD potential adjacent to Crouch Street Sprinter	4,5,6,7
164	1513103400	1310 Union Plaza Ct	Oceanside Blvd	PC	CP	AS	83	Former county offices	2.41	1983	0.57	TOD potential adjacent to Crouch Street Sprinter	4,5,6,7
172	1651202400	2335 Vista Way	Vista Way	CC	CC	AI	89	El Camino North Shopping Center; LA Fitness	2.91	1983	0.27	Gyms struggling after COVID. In shopping center with retail with excess parking and underperforming uses.	2,4,6,7
173	1651206500	Vista Way	Vista Way	CC	CC	AI	90	El Camino North Shopping Center	2.08	1983	0.08	Gyms struggling after COVID. In shopping center with retail with excess parking and underperforming uses.	2,4,6,7
174	1651204700	2405 Vista Way	Vista Way	CC	CC	AI	90	El Camino North Shopping Center	1.47	1985	0.47	Gyms struggling after COVID. In shopping center with retail with excess parking and underperforming uses.	2,4,6,7
175	1651204600	2415 Vista Way	Vista Way	CC	CC	AI	90	El Camino North Shopping Center	3.81	1992	0.59	Gyms struggling after COVID. In shopping center with retail with excess parking and underperforming uses.	2,4,6,7
176	1651206400	2471 Vista Way	Vista Way	CC	CC	AI	90	El Camino North Shopping Center	1.74	1911	0.48	underperforming use - post 2020 reduced use; general Southern Ca trends	2,4,6,7
177	1651204400	2481 Vista Way	Vista Way	CC	CC	AI	90	El Camino North Shopping Center	2.08	1983	0.73	Gyms struggling after COVID. In shopping center with retail with excess parking and underperforming uses.	2,4,6,7
178	1651203800	2485 Vista Way	Vista Way	CC	CC	AI	90	El Camino North Shopping Center	2.74	1985	0.54	Gyms struggling after COVID. In shopping center with retail with excess parking and underperforming uses.	2,4,6,7
179	1625022200	4150 Oceanside Blvd.	Oceanside Blvd	Rancho Del Oro SP-1-84	PD-1 Commercial	AK	91	Plaza Rancho Del Oro - Albertson's	1.21	1990	0.26	Property owner expressed interest to build residential	1,4,7
180	1625022400	4140 Oceanside Blvd.	Oceanside Blvd	Rancho Del Oro SP-1-84	PD-1 Commercial	AK	92	Plaza Rancho Del Oro Shopping Center-	1.45	1990	0.23	Property owner expressed interest to build residential	1,4,7
181	1625022300	4130 Oceanside Blvd.	Oceanside Blvd	Rancho Del Oro SP-1-84	PD-1 Commercial	AK	93	Plaza Rancho Del Oro - Planet Fitness	1.20	1990	0.25	Property owner expressed interest to build residential	1,4,7

182	1625022600	4136 Oceanside Blvd.	Oceanside Blvd	Rancho Del Oro SP-1-84	PD-1 Commercial	AK	94	Plaza Rancho Del Oro Shopping Center	0.72	1992	0.13	Property owner expressed interest to build residential	1,4,7
183	1625022900	4120 Oceanside Blvd.	Oceanside Blvd	Rancho Del Oro SP-1-84	PD-1 Commercial	AK	92	Plaza Rancho Del Oro Shopping Center	1.28	1993	0.21	Property owner expressed interest to build residential	1,4,7
184	1481600400	1806 Mission Ave	Mission Ave	GC	CG		95	Communication Facility			0.00	Property has large surface parking and building is vacant and available for lease.	2,4,7
185	1471950500	212 N Clementine	Mission Ave	DT	D-2		96	Commercial Building-office; retail	0.11	1960	0.14	Old office/retail building with ILR >1 and small; site was previously contemplated for a 60-unit development and a 90-unit live/work has been approved across the street	2,3,4,6,7

Figure B- 2: Sites Inventory Map





**City of Oceanside
Housing Element Sites Inventory - Inset 1**

Sites - No Rezone

Income Level

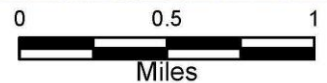
- Lower
- Moderate/Above Moderate

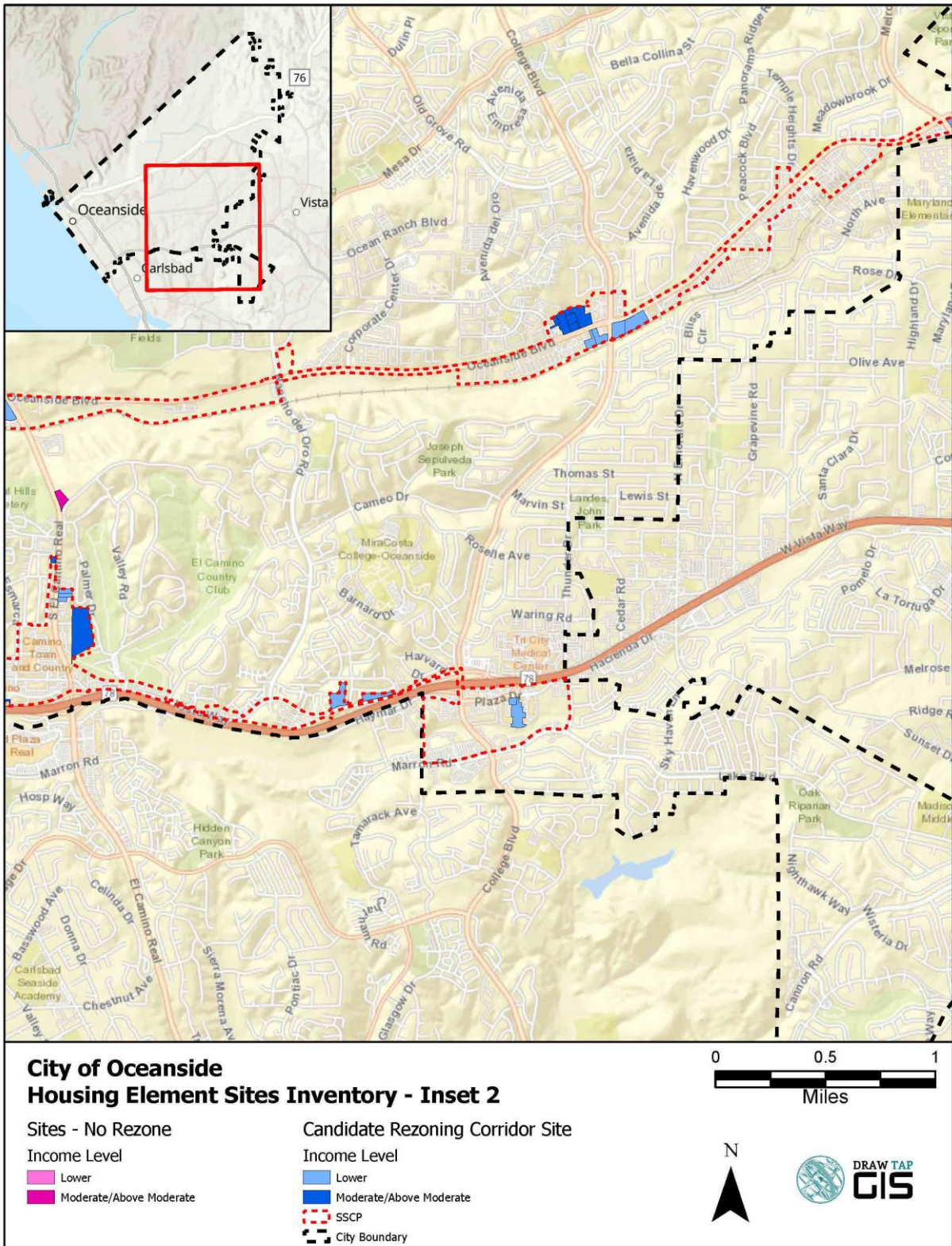
Candidate Rezoning Corridor Site

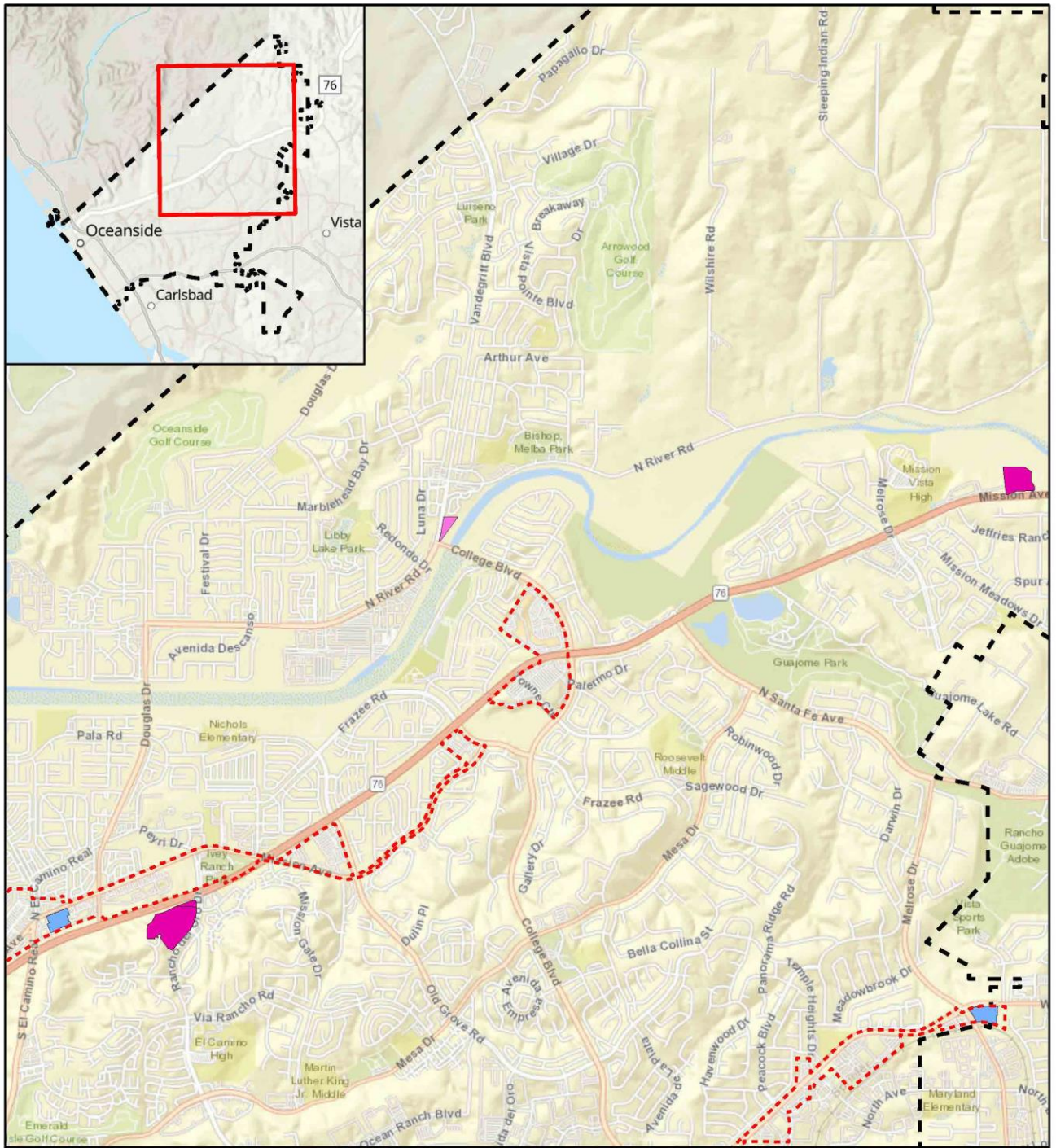
Income Level

- Lower
- Moderate/Above Moderate

- SSCP
- City Boundary







**City of Oceanside
Housing Element Sites Inventory - Inset 3**

Sites - No Rezone

Income Level

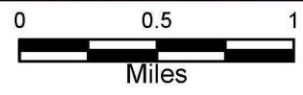
- Lower
- Moderate/Above Moderate

Candidate Rezoning Corridor Site

Income Level

- Lower
- Moderate/Above Moderate

- SSCP
- City Boundary



APPENDIX C: PUBLIC PARTICIPATION SUMMARY

Section 65583(c)(5) of the *Government Code* states that "The local government shall make diligent effort to achieve public participation of all the economic segments of the community in the development of the housing element, and the program shall describe this effort." Public participation played an important role in the formulation and refinement of the City's housing goals and policies and in the development of a Land Use Plan which determines the extent and density of future residential development in the community."

The Housing Element is one part of a broader planning effort, Onward Oceanside, which encompasses an update to the General Plan, the Housing Element, a Community Plan and a Specific Plan. While the Housing Element deals with housing issues most directly, all of the other planning efforts significantly intertwined with the City's long-range housing production objectives. City residents and other interested stakeholders had many opportunities to recommend strategies, review, and comment on the Housing Element update. While the COVID-19 pandemic has quelled in-person outreach activities, the City conducted extensive and inclusive community engagement in support of the Onward Oceanside planning efforts, which include Housing Element Update. The City leveraged the City's webpage, the Oceanside Tide newsletter, social media, local television stations, local print media, the Oceanside Unified School District, relationships with community-based organizations (e.g., Chamber of Commerce and various neighborhood groups), the City's libraries and resource centers, interested parties lists for various City projects, and other resources to thus far engage approximately 1,500 community members in the GPU effort. Below is a summary of the engagement opportunities in this planning effort:

1. Housing Element Webpage
 - The project website, www.onwardoceanside.com, was launched in April 2020, and served as a one-stop shop for interested parties to learn about the different plans, read project documents and resources, sign up for the project mailing list or upcoming opportunities for participation, and contact appropriate City staff at any point in the planning process.
 - <https://onwardoceanside.com/>
2. Onward Oceanside Newsletter
 - A quarterly email update to an audience of more than 1,500 subscribers which often promoted websites, surveys, and new documents, and gave updates on the project status.
3. Planner Office Hours
 - Staff held regular office hours that community members could sign up for, in which they were able to discuss their ideas for housing and development as well as voice concerns.
4. Focus Group Discussions
 - **9/23/2020 10 am Housing, Development, and Real Estate Industry Stakeholders**– Meeting with home builders, including affordable home builders, to better understand key housing issues, priorities, challenges, and opportunities that should be addressed as part of the Housing Element Update
 - **9/23/2020 2 pm Housing, Development, and Real Estate Industry Stakeholders** – Meeting with affordable housing advocates to better

understand key housing issues, priorities, challenges, and opportunities that should be addressed as part of the Housing Element Update

- **10/28/2020; 10/29/2020 – Non Residential Property Owner Forum** – Meeting with non-residential property owners along each of the three corridors being targeted for mixed use and residential development in the Smart and Sustainable Corridors Specific Plan. This discussion focused on understanding the realistic capacity and timeline for new housing within the corridors, as well as barriers and opportunities to improve current zoning and permitting processes in order to improve the feasibility of housing and mixed-use development projects.
 - Interviews were scheduled via email and the property owner forum was advertised via mailed invitations, City press release and social media accounts, and advertised on GPU webpage and City website
 - Stakeholder Interview Summary
<https://static1.squarespace.com/static/5e793179d41a22445c4efa55/t/5fac1840311c85357f41ff78/1605113924407/Onward+Oceanside+Discussion+Panel+Summary.pdf>
5. Online Surveys
- Two citywide online surveys, available in English and Spanish were conducted as part of the City's concurrent efforts to update the Oceanside General Plan and valuable input was provided by the community for how the City can develop in the coming years. An additional survey was available exclusively in Spanish.
 - **11/21/20-12/31/20 – Citywide Visioning Survey.** Received 655 responses and included multiple housing questions.
 - <https://static1.squarespace.com/static/5e793179d41a22445c4efa55/t/6036c2a4381be57411253e82/1614201522123/CommunityVisioningSurvey022421.pdf>
6. Community Workshops
- Four online workshops were conducted to receive community feedback on the spectrum of Oceanside, including land use, transportation, community facilities, and the SSCSP. Live Spanish translation was available.
 - 1/12/21 – Land Use (including agricultural use), Mobility, and Noise
 - 1/13/21- Community Facilities, Conservation/Open Space (including agricultural use), and Safety
 - 1/19/21 – Housing
 - 3/13/21 – Smart and Sustainable Corridor
 - Summary Report:
https://static1.squarespace.com/static/5e793179d41a22445c4efa55/t/6036c21809d86e2933f0e57c/1614201395182/Oceanside_WorkshopReport022421.pdf
 - Workshops were advertised through email blasts to the GPU interested parties list, posted on the GPU website and the City of Oceanside website, and the Oceanside tide monthly city newsletter. A press release was also issued by the City and posted to all social media accounts as well as local news outlets.
7. Interested Parties List

- The Onward Oceanside interested parties list include 2,000 contacts. This list includes residents and stakeholders who have expressed interest in the GPU. Most signed up through the GPU website.
8. Spanish Outreach
 - Online surveys were both advertised and available in a Spanish version
 - Workshops were advertised in Spanish and the City had a translator available during all workshops if needed.
 9. Adhoc Outreach
 - City staff documented engagement with residents and stakeholders who have contacted staff about the GPU. 47 contacts are included on this list.
 10. Housing Commission Presentation
 - 1/26/21 – City staff gave a presentation on the Housing Element at the 1/26/21 Housing Commission meeting. Commissioners asked questions about efforts for affordable housing and preserving at risk housing stock. The meeting was open to the public via Zoom. No members of the public commented during the meeting.
 - 5/25/21- City staff gave a presentation on the draft Housing Element. The Housing Commission did not conduct a formal vote or recommendation but individual commissions provided questions and comments.
 11. Planning Commission Presentation
 - 6/7/21- City staff gave a presentation on the draft Housing Element and the Planning Commission recommended its adoption.
 12. City Council Meeting
 - 6/16/2021-The draft Housing Element was presented at the City Council meeting. City Council and the public made comments on the draft. City Council adopted draft Housing Element.
 13. Revised Housing Element (October 2022) Public Review Period
 - 10/25/2022- The City revised the Adopted Housing Element to address HCD's revisions required on the compliance letter received on April 22, 2022 and made the Revised HE available for public comment on October 25, 2022. The comment period is open-ended and the City will continue to receive comment during HCD's 60-day review period.

Public Comments at Meetings

Public comments at the Planning Commission and City Council Meetings followed the same themes as the comments received during the public review (and incorporated in to the Housing Element as of May 20, 2021 in). Comments included:

- Focus on smart growth along corridors;
- Need to ensure Housing Plan's consistency with the South Morro Hills Community Plan;
- Short-term rentals need to be restricted in the transit corridor;

School fee for ADUs should be eliminated (beyond control of City).

Table C- 1: Summary of Comments

Theme	Comment/Response
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Comments:

Affordable Housing/
Low Income Housing

- State Laws:
 - Consider identifying unused City-owned sites for housing that can help to ensure the City is compliant with the State Surplus Land Act and support the development of affordable housing.
 - Implement AB 1763 which provides a density bonus for developments that are 100 percent affordable
 - Implement AB 2345, Affordable Homes Bonus Program (AHBP)
- ADUs
 - Facilitate ADU production to increase supply of lower-income housing and extra income for cost-burdened homeowners
 - Provide incentives to ADUs such as first-time” buyer programs for their “first” ADU
- Farmers in S. Morro Hills should be encouraged to implement farmworker housing to retain labor and to support low income housing goals
- Consider a combination of a higher percentage of affordable units required and higher in lieu fees in a way that incentivizes more units to be built
- Prioritize funds made available through the Permanent Local Housing Allocation (PLHA), former redevelopment funds, and in-lieu fees for the development of deed-restricted affordable housing
- Need to make affordable housing available for young residents and young families
- Short-term Rentals: Modify the City’s short-term-vacation rental ordinance and include language that any “residential” project requesting density bonus must deed restrict the units against being used as short-term-vacation rentals, especially in a transit corridor
- Strengthen programs that protect the at-risk low income units

Table C- 1: Summary of Comments

Theme	Comment/Response
	<p><u>Housing Element Response:</u></p> <p>Program 3: The City has been in the process of reviewing the Inclusionary Program to incentivize development rather than payment of an in-lieu fee within one year of the Housing Element adoption. In 2021, the City. An RFP has been issued to hire a consultant to assist with the revision.</p> <p>Program 4: The City’s Affordable Housing Strategy focuses funds on housing for persons experiencing homelessness and for extremely low income housing. The City’s plan for PLHA is to use as operating funds for an emergency shelter for persons experiencing homelessness.</p> <p>Program 5: The City will continue to encourage accessory dwelling units by promoting opportunities and requirements for ADU construction through newsletters, City website, and promotional brochures available, allocating CDBG funds for illegal garage conversion to bring the units up to code, and applying for CalHOME funds to provide rehabilitation assistance for ADUs.</p> <p>Program 6: The City will amend zoning regulations in conformance with the Employee Housing Act and continue to investigate options and opportunities as funds and programs become available to provide farm worker housing.</p> <p>Program 18: The City will monitor at-risk units and contact property owners to negotiate extension of affordability covenants if feasible with the objective of preserving the 264 potentially at-risk units.</p> <p>The City will evaluate its short-term rental policy and its impact on housing in 2021 and subsequent years.</p>
AFFH	<p><u>Comments:</u></p> <ul style="list-style-type: none"> • Create more housing opportunities via mixed-income housing, to make plans to address the risk of displacement for current residents, and to implement best practices for Affirmatively Furthering Fair Housing. • Strengthen programs for home ownership- particularly for disadvantaged neighborhoods. Target investments to reduce historic inequities. • Address historic social and environmental inequities <p><u>Housing Element Response:</u></p> <p>Program 7: The City’s Site Inventory strategy focused on siting housing along transportation corridors.</p> <p>Program 9: Through the Smart and Sustainable Corridors Plan, the City will will establish new zoning standards that facilitate infill and redevelopment. Affordable housing development in these target areas will be enhanced through the City’s expedited processing of lot mergers and development applications.</p> <p>Program 16: Low income Homebuyer Assistance</p> <p>Program 19: AFFH</p>

Table C- 1: Summary of Comments

Theme	Comment/Response
Environmental	<p><u>Comments:</u></p> <ul style="list-style-type: none"> • Oceanside needs to encourage or mandate electrification of new and existing buildings to reach GHG goals <ul style="list-style-type: none"> ○ The City should require all ADU construction to be all-electric. ○ The City should mandate that all new home construction obtain water and space heating from electric sources. ○ The City should encourage the conversion of appliances in existing buildings from natural gas to electric ○ The City should adopt a policy to expend no further money on expansion of natural gas infrastructure. • Protect farmland that provides important benefits for native plants and wildlife • Allowing sprawl growth onto farmland both violates SB 330 and disincentives housing where it is desired (in the corridors) • Reductions to the agricultural-use area in South Morro should be avoided to protect agriculture activities • address the jobs/housing imbalance so Oceanside is sustainable into the future <p><u>Housing Element Response:</u></p> <p>Program 7 and Program 9: The City has focused most of its growth along corridors and will incentivize growth along transit corridors through the Smart and Sustainable Corridor Plan. To address this jobs/housing imbalance, the City has been encouraging manufacturing, assembly, research and development, and other high-employment land uses in its industrial zones and business parks, as well as the growth of its hospitality sector in both the coastal area and near El Corazon – 450 acres of open space in the City’s core now being developed as a regional recreational facility.</p>
Other	<p><u>Comments:</u></p> <ul style="list-style-type: none"> • Concentrate on infill development and avoid sprawl • Increased density zoning around transit nodes along the major corridors to accommodate future development • Minimum densities along corridors in balance with public benefits and infrastructure investments. • Minimize new single-family home development in favor of mixed housing types including housing suitable for first time home buyers and lower income levels • Revise parking standards to allow more flexibility in SG areas/corridors. Smaller units require fewer cars • Place a cap on short term rentals; no more vacation rentals in the high-density areas • Strengthen policies for emergency shelters and support services for the homeless. Zoning alone is not enough. • Consider American Rescue Plan/COVID and other special funding sources for programs like mortgage protection, investments in energy efficiency, and building more affordable units

Table C- 1: Summary of Comments

Theme	Comment/Response
	<p><u>Housing Element Response:</u></p> <p>Program 4: The City has adopted an Affordable Housing strategy that identifies people experiencing homelessness and extremely low income populations as priority populations. Staff have worked with the Housing Choice Voucher staff, the HOT staff, and service providers in an effort to integrate the flow of services including unsheltered homeless, rental assistance, affordable housing development and affordable homeownership.</p> <p>Program 9: Through the Smart and Sustainable Corridors Plan, the City will establish new zoning standards that facilitate infill and redevelopment. Minimum densities along corridors are expected to be increased to at least 35 du/ac. Affordable housing development in these target areas will be enhanced through the City’s expedited processing of lot mergers and development applications.</p> <p>Program 10: The City will amend zoning code to allow Low Barrier Navigation Centers in areas zoned for mixed uses and nonresidential zones that permit multi-family uses and explicitly allow transitional and supportive housing as a residential use to be permitted as similar uses in the same zone and to ensure compliance with AB 2162.</p>

Response to Comment Letter – Revised HE (October 2022)

Public Review

The draft Revised Housing Element (October 2022) was released for public review on October 25, 2022. The draft was posted to the City's webpage and an email notice was sent to all individuals who previously commented on the Housing Element. The notice was also emailed to the City's General Plan Update interested parties list and a press release was issued as well.

Public Comments

In response to the notice of availability, the City received one comment letter. The author of the letter cited inconsistencies between the Housing Element and the City's draft Inclusionary Housing Ordinance (IHO) update. After a comparison of Housing Element policies and programs with the draft IHO, city staff found no evidence of inconsistency. The Housing Element acknowledges that the City is undergoing an update to its IHO and includes the following:

Policy 3.8

Encourage inclusionary housing to be built on or off-site for new housing projects rather than pay in-lieu fee."

Program 3: Inclusionary Housing Program

Objectives and Schedule:

- In 2022, assess the Inclusionary Program to incentivize development rather than payment of an in-lieu fee within one year of the Housing Element adoption.
- Continue to monitor the Inclusionary Housing program to determine if amendments are necessary in order to ensure that the overall supply and cost of affordable housing is not unduly impacted.

AFFH Action Matrix

- Review and revise Oceanside City Code Chapter 14C-Inclusionary Housing to encourage the production of affordable housing on-site or off-site alternatives, except for those areas of a high concentration of low-income households, rather than the payment of an in-lieu housing fee
- Promote/support affordable housing in higher resource areas through the Inclusionary housing ordinance.
- Housing projects satisfying Chapter 14C Inclusionary Housing, utilizing density bonus and/or receiving any other regulatory or financial incentives or assistance are to implement an Affirmative Marketing Plan and/or first right of return for those residents displaced by the development as specified within the executed Regulatory Agreement.

Inclusionary Housing Update

As noted in the Housing Element, the City Council directed staff in 2020 to complete a comprehensive review and analysis of Chapter 14C-Inclusionary Housing of the Municipal Code to facilitate construction of affordable housing. The City contracted with a consultant to review and analyze potential revisions of the IHO. After extensive public outreach, the City is recommending no revisions to the basic requirements of the existing IHO, such as the project threshold of 3 or more units or the affordable housing set aside requirement of 10% for low and/or moderate households.

Goal of Revisions

- Align with State requirements in meeting RHNA goals
- Provide development industry a level of certainty, predictability, and flexibility towards compliance with the IHO
- Incentives/processes that encourage on-site construction of housing
- Compliance with state laws
- Consistency with Inclusionary Housing Programs and in-lieu fees in the San Diego region

The IHO is scheduled for Planning Commission consideration on November 21, 2022 and City Council in December 2022. Staff finds that the proposed revisions to the IHO in no way impact the language in the draft Housing Element. Specifically, the Housing Element provides a policy to encourage affordable housing to be built on-site rather than pay an in-lieu fee. The draft IHO is consistent with this policy based on the recommendation to increase the in-lieu fee and also incentives such as financial assistance when funds are available.

Rezoning for Adequate Residential Sites

As outlined in the draft Housing Element, the City must redesignate/rezone at least 33 acres for residential development with a density range of at least 35 to 43 units per acre to accommodate the City's RHNA shortfall of 1,086 units (960 lower income and 126 moderate income units). As part of this rezoning, a minimum of 30 acres will be rezoned to permit multi-family by-right (without discretionary action) and sufficient to accommodate the shortfall of 1,086 units (including 960 lower income units).

The proposed rezones are scheduled to be completed with the adoption of the Smart and Sustainable Corridor Specific Plan (SSCP) as part of the City's Comprehensive General Plan Update. However, given the implications of AB 1398, the City intends to initiate an Interim Zoning Code Amendment to complete the necessary rezones in advance of adoption of the SSCP. The proposed text amendments would increase the density allowance for mixed-use sites within the SSCP from 29 du/acre to a minimum of 35-43 du/acre. The Zoning Code Amendment will likely be completed by February 2022. Upon adoption of the SSCP, the zoning amendment will be superseded by the density allowances provided in the SSCP.

CITY OF OCEANSIDE
NEWS RELEASE



Contact:

*Rob Dmohowski, Principal Planner
(760) 435-3563*

PLANNING DIVISION

**For Immediate Release
October 25, 2022**

**CITY OF OCEANSIDE
HOUSING ELEMENT UPDATE
REVISED HOUSING ELEMENT (OCTOBER 2022) AVAILABLE FOR PUBLIC REVIEW**

The City of Oceanside's draft Revised Housing Element (2021-2029) is now available for public review. The Housing Element (2021-2029) was initially adopted by the City Council on June 16, 2021. In response to the California Department of Housing and Community Development Department's (HCD) compliance letter dated June 1, 2021, the City prepared revisions to the adopted Housing Element and resubmitted to HCD on February 22, 2022. An additional HCD compliance letter was received by the City on April 22, 2022 and the City intends to resubmit draft revisions to HCD on November 3, 2022.

Pursuant to state law, the City must make the draft Revised Housing Element publicly available at least seven days before submitting draft revisions to HCD. The City intends to submit revisions to HCD on November 3, 2022 for a 60-day compliance review. Upon review and approval by HCD, the Revised Housing Element will be considered by the City Council for re-adoption.

The draft of the Revised Housing Element (October 2022) is available on the City's website at:

<https://www.ci.oceanside.ca.us/gov/dev/planning/general.asp>

Revisions to the draft Housing Element are shown in **GREEN** highlight and underline/~~strikeout~~

Please direct questions and comments to project manager Rob Dmohowski, Principal Planner, at rdmohowski@oceansideca.org or (760) 435-3563.

APPENDIX D: AFFIRMATIVELY FURTHERING FAIR HOUSING

I. INTRODUCTION AND OVERVIEW OF AB 686

In January 2017, Assembly Bill 686 (AB 686) introduced an obligation to affirmatively further fair housing (AFFH) into California state law. AB 686 defined “affirmatively further fair housing” to mean “taking meaningful actions, in addition to combat discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity” for persons of color, persons with disabilities, and other protected classes. The Bill added an assessment of fair housing to the Housing Element which includes the following components: a summary of fair housing issues and assessment of the City’s fair housing enforcement and outreach capacity; an analysis of segregation patterns and disparities in access to opportunities, an assessment of contributing factors, and an identification of fair housing goals and actions.

The City of Oceanside collaborated with San Diego Regional Alliance for Fair Housing (SDRAFFH) and its participating jurisdictions and the Unincorporated County in the preparation of the San Diego Regional Analysis of Impediments to Fair Housing Choice in 2020 (2020 AI). As appropriate, data and discussions from the 2020 AI are incorporated here.

II. ASSESSMENT OF FAIR HOUSING

A. Fair Housing Enforcement and Outreach

Fair housing is a right protected by both Federal and State of California laws. Among these laws, virtually every housing unit in California is subject to fair housing practices.

Fair housing enforcement and outreach capacity relates to the ability of a locality and fair housing entities to disseminate information related to fair housing and provide outreach and education to assure community members are well aware of fair housing laws and rights. In addition, enforcement and outreach capacity includes the ability to address compliance with fair housing laws, such as investigating complaints, obtaining remedies, and engaging in fair housing testing.

1. Fair Housing Law Compliance

The City of Oceanside has a responsibility to affirmatively further fair housing within the City of Oceanside. The City affirms that each resident is entitled to housing opportunities regardless of race, color, religion, sex, national origin, disability, familial status, marital status, age, ancestry, sexual orientation, source of income, or any other arbitrary reason. The City of Oceanside strives to reduce housing discrimination in the housing rental, sales, lending, and insurance markets. To do this, the City has:

- A dedicated Fair Housing Services Page in its City website <https://www.ci.oceanside.ca.us/gov/ns/housing/fair/fhs.asp>

- Contracted Fair Housing Services to Legal Aid Society of San Diego to include discrimination complaint investigation and education and outreach to tenants, landlords, and property owners;
- Participated and completed a Regional Analysis of Impediments to Fair Housing Choice
- Developed grievance procedures for persons with disabilities under Section 504

The Legal Aid Society of San Diego (LASSD) provides fair housing services to guarantee equal housing opportunity for San Diego City and County residents. LASSD provides support through outreach, education, and enforcement of both federal and state fair housing laws. To receive services provided by LASSD the act of housing discrimination must have occurred within the County of San Diego. The LASSD Housing Team is the only full service resource in the County, providing counseling, direct legal intervention and in-Court representation for eligible San Diego County residents. LASSD provides the following services:

- Assist or advise eligible clients
- Educate community groups and tenants to increase awareness of tenant's rights and the workings of the judicial system
- Conduct outreach
- Assist tenants in organizing themselves to take legal action

By allocating annual CDBG funds to LASSD, the City of Oceanside meets HUD's mandate that all recipients of federal housing and community development assistance such as CDBG take actions to affirmatively further fair housing choice within their communities. According to the City's 2020-2024 Consolidated Plan, the City has allocated \$100,000 in CDBG funds during the five-year consolidated plan period.

The City of Oceanside also contracted with LASSD during the previous Consolidated Plan period (2015-2019). Between FY 2014 and FY 2018, LASSD provided fair housing services to approximately 4,750 San Diego County residents per year—for a total of 19,326 clients over the five-year period. The majority of LASSD's clients during this period came from the City of San Diego (53%), El Cajon (9%), Chula Vista (8%), and Oceanside (8%). Statistics reported by LASSD indicate that low income persons, regardless of race, are the most frequently impacted by fair housing issues in its service area (Table D- 1). The vast majority of LASSD's clients (86%) between FY 2014 and FY 2018 were either extremely low or very low income. Consistent with the demographic makeup of the region, White residents represented a substantial proportion of clients served (66%). However, there is some indication that fair housing issues disproportionately affect certain racial/ethnic groups. For example, Black residents make up about 6% of the population in County but represented 24% of LASSD fair housing clients served.

Table D- 1: Characteristics of Clients Served by CSA and Oceanside Population (2013-2018)

	LASSD Clients	Oceanside Population
Total Clients Served/Population	19,326	177,335
Ethnicity/Race		
Hispanic	29%	33%
White*	66%	71%
Black/African American	24%	6%
Asian/Pacific Islander/ Hawaiian/Indian/Alaska Native	5%	12%
Other/Multi-Racial	5%	4%
Income Level		
Extremely Low Income (<=30% AMI)	54%	14%
Very Low Income (>30% to <=50% AMI)	32%	12%
Moderate Income >50% to <=80% AMI)	8%	17%
>80% AMI	5%	57%

*Includes Hispanic and non-Hispanic whites.

Source: 2021 San Diego Regional AI.

In addition, the City of Oceanside complies with Government Code section 11135 et seq. which requires full and equal access to all programs and activities operated, administered, or funded with financial assistance from the state, regardless of one's membership or perceived membership in a protected class. For example, The City of Oceanside certifies its compliance with HUD's requirement to affirmatively further fair housing choice in each Annual Action requesting an annual allocation of CDBG funds.

The City of Oceanside is also taking meaningful actions to ensure compliance with SB 329 and SB 222, expanding the Source of Income protection to include "federal, state, or local public assistance and federal, state, or local housing subsidies." Prior to these bills, Source of Income protection excluded public housing subsidies, such as the Housing Choice Vouchers, in the definition of income. Both bills went into effect on January 1, 2020. As stated in the Program 12, the City will work with LASSD to develop informational materials to expand outreach and education on SB 329 and SB 229 on Source of Income Protection to promote the use and expand the locational choices for Housing Choice Voucher.

The City of Oceanside also reviewed its compliance with recent changes to Sections 65580-65589.8 that require local jurisdictions to address the provision of housing options for special needs groups, including permanent supportive housing for persons with disabilities and housing for the homeless. The City has included a program (Program 11) to amend zoning regulations in conformance with state law.

The City is also a member of The San Diego Regional Alliance for Fair Housing (SDRAFFH). SDRAFFH is a dedicated group of professionals working together to ensure that all residents in San Diego County have equal access to housing. It is comprised of members of the fair housing community, government entities, enforcement agencies and housing providers. The SDRAFFH meets on a quarterly basis to promote fair housing education, training and advocacy.

2. Fair Housing Discrimination Complaints

a. Regional Trends

The 2020 AI presented information on housing discrimination basis for the entire County. A total of 1,036 housing discrimination cases were opened by LASSD between 2014 and 2018, with most of the allegations of housing discrimination filed by the residents of the City of San Diego (45%), Oceanside (13%), and Escondido (9%). Complaints pertaining to disability (28%) were the most common. Discrimination based on race/color (5%) and national origin (3%) were also the most frequently reported.

The U.S. Department of Housing and Urban Development (HUD) maintains a record of all housing discrimination complaints filed in local jurisdictions. These grievances can be filed on the basis of race, color, national origin, sex, disability, religion, familial status and retaliation. From October 1, 2014 to September 30, 2019, 414 fair housing complaints in San Diego County were filed with HUD. About 44% of complaints filed were from residents of the City of San Diego. A fair number of complaints were also filed from residents of Oceanside (11%) and Chula Vista (7%). Overall, disability-related discrimination was the most commonly reported—comprising 53% of all cases. Complaints concerning race (12%), retaliation (10%), and familial status (9%) were also regularly reported. Half of all complaints filed (50% or 206 cases) were deemed to have no cause and another 28% (115 cases) were conciliated or settled.

b. Local Trends

Between 2014 and 2018, 1,452 Oceanside residents were served by LASSD. LASSD assisted 247 clients with complaints of fair housing discrimination, accounting for 8% of all clients served by LASSD in the County. Of these 247 clients with complaints, disability was the most common basis for discrimination (46 cases, 18%).

In 2021, LASSD received a \$653,500 Fair Housing Initiatives Program (FHIP) grant from HUD. LASSD received grants under the three categories being funded including:

- \$125,000 from the Education and Outreach Initiative (EOI): To educate the public and housing providers about the Fair Housing Act. These grants will also support state and local organizations that enhance fair housing laws that are substantially equivalent to the Fair Housing Act.
- \$250,000 from the Fair Housing Organizations Initiative (FHOI): To help build the capacity and effectiveness of non-profit fair housing organizations, particularly organizations that focus on the rights and needs of underserved populations, including rural and immigrant populations.
- \$278,500 from the Private Enforcement Initiative (PEI) – To conduct intake and testing and that investigate and litigate fair housing complaints under the Fair Housing Act.

Discrimination on the basis of disability was also prevalent in the complaints filed with HUD. Between 2014 and 2018, HUD received 47 cases of fair housing complaints from Oceanside residents, with most cases (87%) involving discrimination based on disability.

Countywide, Oceanside has the second highest share of fair housing cases filed with HUD (11%) with the City of San Diego having the highest share (44%).

3. Fair Housing Testing

The purpose of fair housing testing is to determine if, and to what extent, discriminatory business practices exist in apartment rental housing and related markets. According to the 2020 AI, only some San Diego County jurisdictions have begun to conduct fair housing testing routinely while other jurisdictions only contracted fair housing testing for the purpose of the 2020 AI report to provide additional information on potential housing discrimination in their communities. Since fair housing testing was not conducted consistently and systematically by all jurisdictions, more findings of discriminatory practices in one community that conducts regular fair housing tests cannot be interpreted as having more extensive housing discrimination, compared to other communities that have not conducted testing as frequently.

a. Regional Trends

Between 2016 and 2018, LASSD tested 456 sites for housing discrimination across the jurisdictions of Carlsbad, Encinitas, Escondido, Oceanside, City of San Diego, San Marcos, Vista, and San Diego County. The most common test variables were discrimination based on reasonable accommodations, familial status, race, and sexual orientation. Among all jurisdictions, sites in Oceanside (17%), Escondido (15%), and San Diego County (14%) had the highest rates of differential treatment. Tests for sexual orientation (14%), reasonable accommodation (14%), and race (11%) showed the highest rates of differential treatment.

b. Local Trends

Between 2016 and 2018, LASSD conducted testing for housing discrimination in Oceanside based on disability (reasonable accommodation and modification), familial status, sexual orientation, and race. Of the 47 sites tested, eight sites showed disparate treatment; six due to disability (reasonable accommodation) and two due to familial status. This is consistent with the County testing results. Of 465 sites tested, 14% showed disparate treatment for disability (reasonable accommodation). The most common basis for discrimination in the County was race, disability, and sexual orientation.

4. Fair Housing Education and Outreach Capacity

a. Regional Trends

The 2020 Regional AI found that enforcement and outreach services were inadequate in the region as residents may find it hard to navigate the service system and identify the appropriate agency to contact. LASSD hosts fair housing workshops for San Diego County and Oceanside residents. These workshops are advertised in the Fair Housing Services webpage in the City website. Walk-in services are offered at three LASSD office locations in San Diego County- Southeast, Midtown, and North County. These offices are located in the City of San Diego and Oceanside. For this reason, LASSD has established a Fair Housing Hotline to ensure its Fair Housing services are readily available to the community and that a resident may promptly report any act of housing discrimination that may have occurred.

LASSD was contacted in 2021 to discuss its outreach capacity for this AFFH analysis. According to LASSD, outreach has been limited to virtual webinars due to the COVID-19 pandemic. Every month LASSD hosts a webinar to discuss fair housing laws generally as well as updates to the eviction moratorium landscape. The webinars are advertised in various manners including but not limited to: on their website, through 211, and through email campaigns sent directly to stakeholders and past clients. The webinars are held in English and Spanish during a variety of days and times. In addition, all webinars are available “on-demand” to allow the listener the greatest flexibility.

The attendance depends on the topic. In general, Fair Housing webinars were the least attended meetings. The most highly attended webinars have been right before an eviction moratorium is scheduled to end. LASSD reported that outreach can be the most effective if it happens at a fair or a large gathering.

b. Local Trends

LASSD reported that by July 2021, seven fair housing webinar had been held in the County but attendance was low, ranging from one to three attendees (through the residence of these attendees was not specified). In the first quarter of 2021, LASSD held a Fair Housing Training Webinar that covered general Fair Housing and COVID updates that only had one attendee. In the second quarter, LASSD held three other webinars but no Oceanside residents attended. These attendance results concur with the 2020 AI impediment that current outreach efforts do not effectively reach the community-at-large. The resources are there but attendance is limited.

B. Segregation and Integration

1. Race and Ethnicity

The ethnic and racial composition of a region is useful in analyzing housing demand and any related fair housing concerns as it tends to demonstrate a relationship with other characteristics such as household size, locational preferences and mobility. To measure segregation in a given jurisdiction, the US Department of Housing and Urban Development (HUD) provides racial or ethnic dissimilarity trends. Dissimilarity indices are used to measure how evenly two groups are distributed throughout a jurisdiction. The following shows how HUD views various levels of the index:

- <40: Low Segregation
- 40-54: Moderate Segregation
- >55: High Segregation

a. Regional Trends

Regionally, non-Hispanic Whites and Hispanic/Latinos make up 80% of San Diego County's population (46% whites and 34% Hispanics, Table D- 2. The cities of Carlsbad and Oceanside have the highest concentration of Hispanic population in the north San Diego County area, with Hispanic residents making up 73% and 47% of their population.

Table D- 2: Race/Ethnicity- San Diego County

	Carlsbad	Escondido	Oceanside	San Marcos	Vista	San Diego County
Not Hispanic or Latino						
-White	73%	35%	47%	44%	40%	46%
-Black or African American	1%	2%	4%	2%	3%	5%
-American Indian/Alaska Native	0%	0%	0%	0%	0%	0%
-Asian	8%	7%	7%	9%	4%	12%
-Native Hawaiian/Pacific Islander	0%	0%	1%	0%	0%	0%
-Other races or 2+ races	4%	3%	4%	4%	2%	4%
Hispanic or Latino (any race)	14%	52%	36%	40%	51%	34%
Total persons	114,253	151,300	175,622	95,355	100,686	3,316,073

Source: American Community Survey, 2018 5-Year Estimates

As explained above, dissimilarity indices are measures of segregation, with higher indices meaning higher degree of segregation. In San Diego County, all minority (non-white) residents combined are considered moderately segregated from White residents (indices range from 46 to 54 for all groups in 2020, Table D- 3). All dissimilarity indices have increased in the past 30 years in the County, except for Blacks/Whites, where the dissimilarity index decreased from 58 to 54. It is important to note that while there has been an increasing trend when comparing 1990 to 2020, there had been a decreasing trend from 1990 to 2010, with notable increases in the dissimilarity indices occurring in the last decade.

Table D- 3: Racial/Ethnic Dissimilarity Indices for San Diego County

San Diego County	1990 Trend	2000 Trend	2010 Trend	Current
Non-White/White	43.4	45.2	42.9	46.4
Black/White	58.0	53.8	48.4	54.1
Hispanic/White	45.2	50.6	49.6	51.7
Asian or Pacific Islander/White	48.1	46.8	44.4	49.8

Source: HUD Dissimilarity Index, 2020.

Figure D- 1 below shows the concentration of minority population in northern San Diego County is concentrated in Oceanside, Vista, San Marcos, and Escondido. Red block groups indicate that over 81% of the population in the tract is non-white. Figure D- 2 shows census tracts in northern San Diego County by the racial or ethnic groups that make up the majority of the population. The categories show the percentage population gap between the majority racial/ethnic group and the next largest racial/ethnic group. The more intense the color, the higher the percentage gap between the predominant racial/ethnic group and the next largest racial/ethnic group. As expected, based on the high percentage of Hispanic population (Table D- 1), the cities of Vista and Escondido have the highest concentration of Hispanic majority census tracts, while Oceanside and San Marcos also have some highly concentrated Hispanic tracts, but to a lesser extent. Overall, Hispanic population predominates inland cities in northern San Diego County, while White majorities are more along the coast in Encinitas and Solana Beach.

Figure D- 1: Minority Population - Region

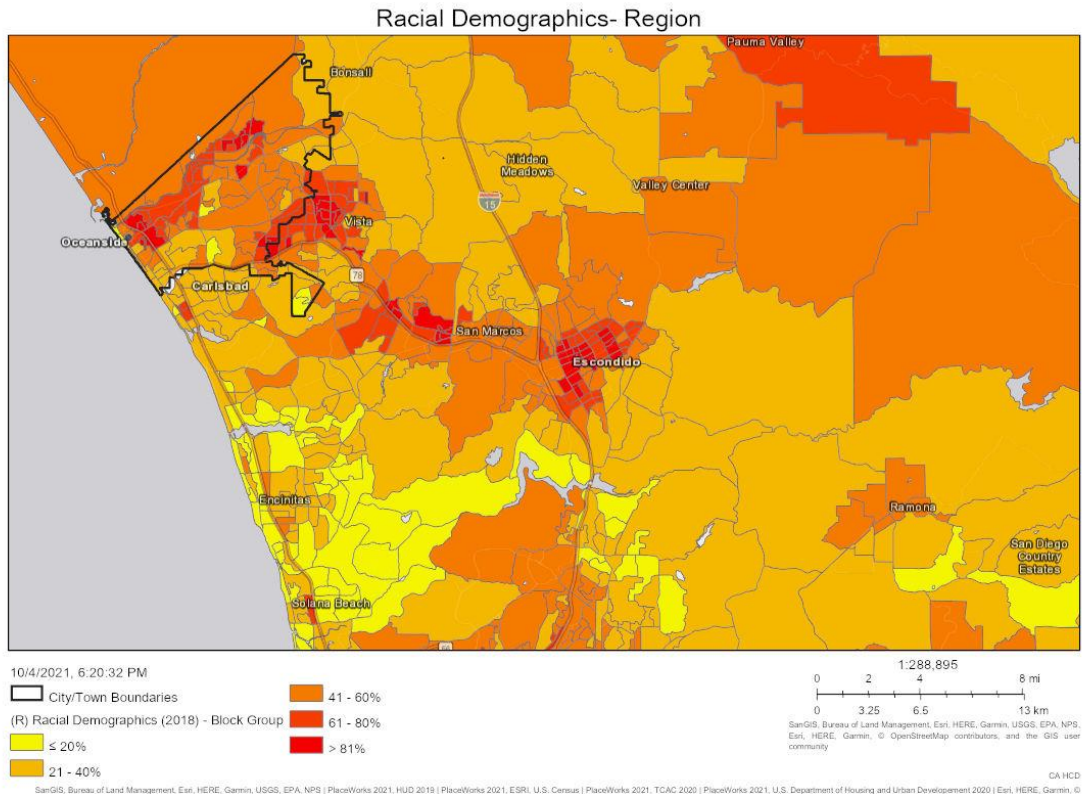
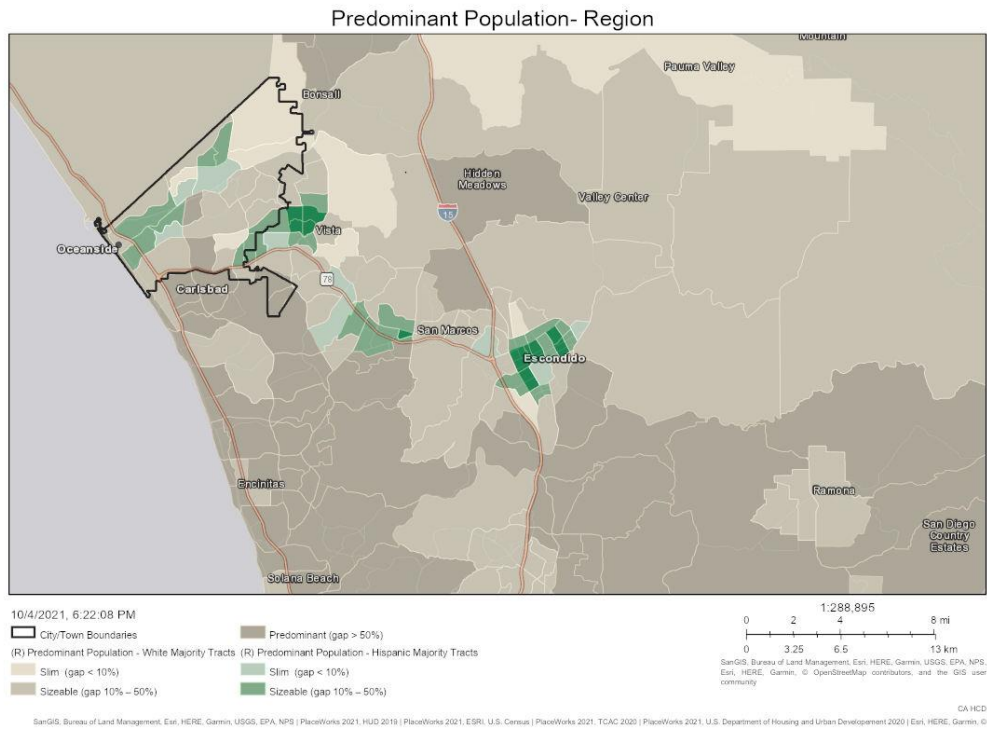


Figure D- 2: Predominant Population - Region



b. Local Trends

As shown in Table D- 2, the racial and ethnic composition of the City is similar to the County as a whole. The largest group in both City and County is non-Hispanic whites, with about 47% of the total population. About 36% of city residents are Hispanic, similar to the 34 % for the county. Asians, at 7%, represent the largest non-Hispanic minority in the city, while about 12% of all county residents are of Asian descent.

From 1990 to 2020, racial/ethnic groups in Oceanside have become increasingly segregated. While the dissimilarity index between White and Hispanic is categorized as “low segregation” (with a 37.5 index), the index is near the moderate segregation threshold. In addition, White and Hispanic residents have the highest degree of segregation compared to other groups.

Oceanside showed a lower extent of segregation in comparison to the San Diego-Carlsbad Region as a whole where the dissimilarity indices for Non-White/White, Black/White, Hispanic/White, and Asian or Pacific Islander/White were all categorized as moderately segregation for the county (compared to race/ethnic groups being considered low segregated in Oceanside).

Table D- 4: Racial/Ethnic Dissimilarity Indices for Oceanside

Oceanside	1990 Trend	2000 Trend	2010 Trend	Current
Non-White/White	29.3	31.3	26.7	32.1
Black/White	27.2	27.3	22.8	29.6
Hispanic/White	34.8	38.0	31.9	37.5
Asian or Pacific Islander/White	20.8	21.9	21.4	26.7

Source: HUD Dissimilarity Index, 2020.

HCD's AFFH maps on Figure D- 3 and Figure D- 4 show minority concentrations (racial demographics) and predominant populations by race by tract. These metrics show tracts where Whites or minority races are the majority and the gaps in proportion between tracts. In Oceanside, minority (non-White) concentrations are located in the central census tracts of the City, adjacent to State Route 76/Mission Avenue, and in the southeastern end of the City (Figure D- 3). For the race gap analysis, only non-Hispanic white and Hispanic populations were predominant certain tracts of the City (Figure D- 4). Hispanic population is predominant in the center of the City in tracts adjacent to Mission Avenue east of Interstate Highway 5 and southeastern edges of the City at the intersection of College Boulevard and Oceanside Boulevard. White population is predominant in the outskirts of the City.

Figure D- 3: Minority Population – Oceanside

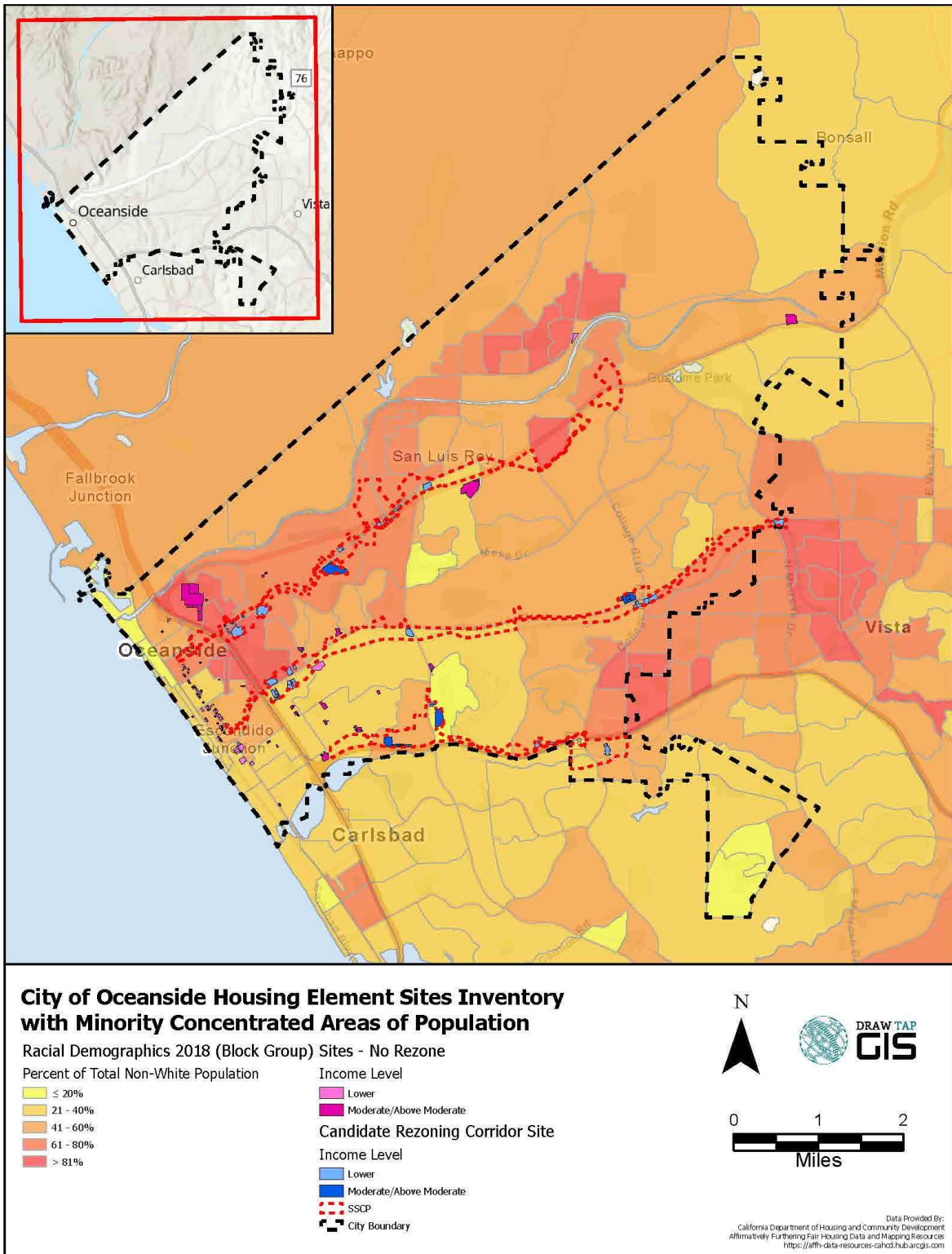
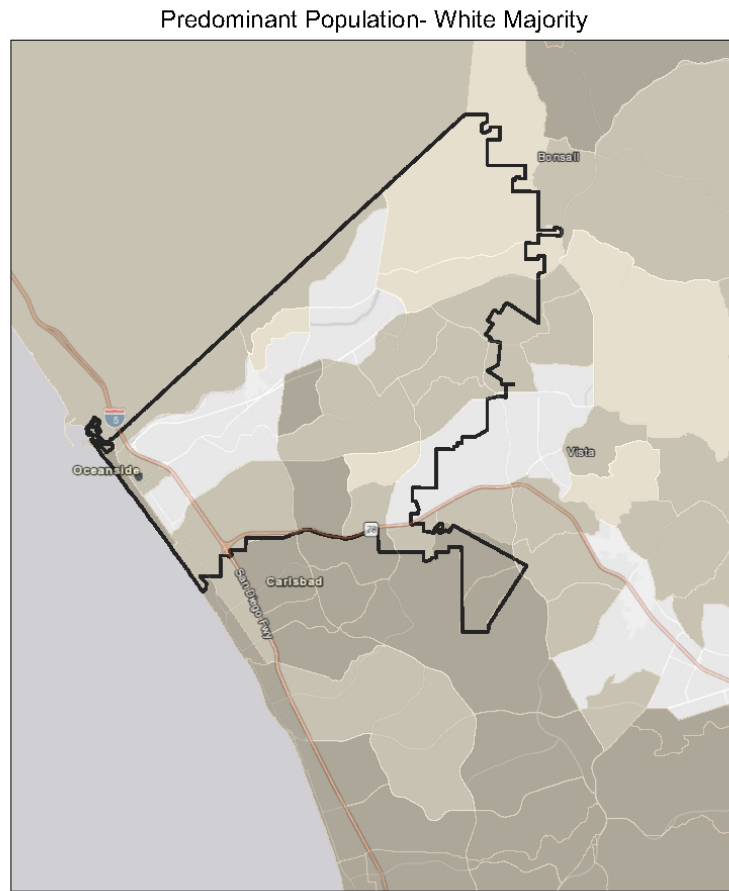


Figure D- 4: Predominant White and Hispanic Population- Oceanside



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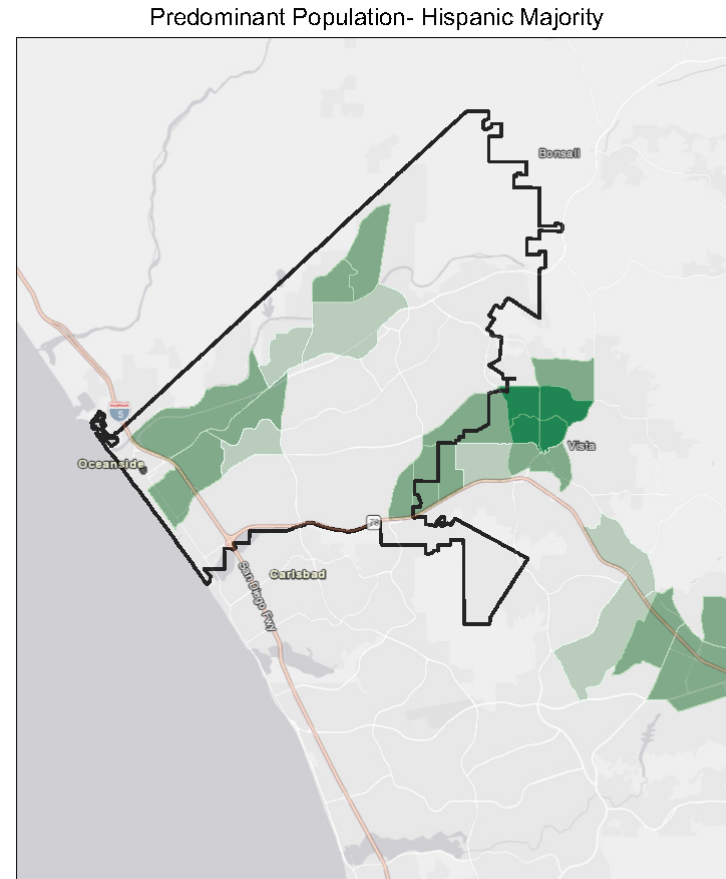
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City/Town Boundaries

(R) Predominant Population - White Majority Tracts

- Slim (gap < 10%)
- Sizeable (gap 10% – 50%)
- Predominant (gap > 50%)



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City/Town Boundaries

(R) Predominant Population - Hispanic Majority Tracts

- Slim (gap < 10%)
- Sizeable (gap 10% – 50%)
- Predominant (gap > 50%)

c. Distribution of RHNA Units by % Minority Concentration

As part of the AFFH analysis, the City must show that sites identified in the inventory were selected in a manner that is consistent with its duty to affirmatively further fair housing (AFFH). This involves an analysis of whether the identified sites serve the purpose of replacing segregated living patterns with integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity.

As shown in Figure D- 3, the minority population is concentrated in census block groups located at the intersection of Interstate Highway 5 and Highway 76 and along Highway 76/Mission Avenue from west to east (block groups in orange and red in the figure). These areas of high concentration of minorities are the same areas targeted in the Smart and Sustainable Corridors Specific Plan. Many of City's RHNA sites, especially the Candidate Rezone Corridor sites, are located along Mission Avenue. Since these block groups have a higher concentration of minorities (between 41 to over 81%), about 68% of all RHNA units are located in block groups with the highest concentration of minorities (41 to over 81%) . Only 19% of all RHNA units are located in sites with the highest concentration of minorities (over 81% non-white population). Approximately 23% of lower income units and 12% of moderate and above moderate income units are in block groups with the highest minority concentration.

Table D- 5: RHNA Unit Distribution by % Minority Concentration

	Lower Income RHNA	Moderate/ Above Moderate Income RHNA	Total RHNA Units
≤ 20%	1.7%	18.1%	7.3%
21 - 40%	32.0%	11.1%	24.9%
41 - 60%	19.4%	56.5%	32.1%
61 - 80%	23.5%	2.7%	16.4%
> 81%	23.3%	11.5%	19.3%
Total	4,103	2,112	6,215

2. Persons with Disabilities

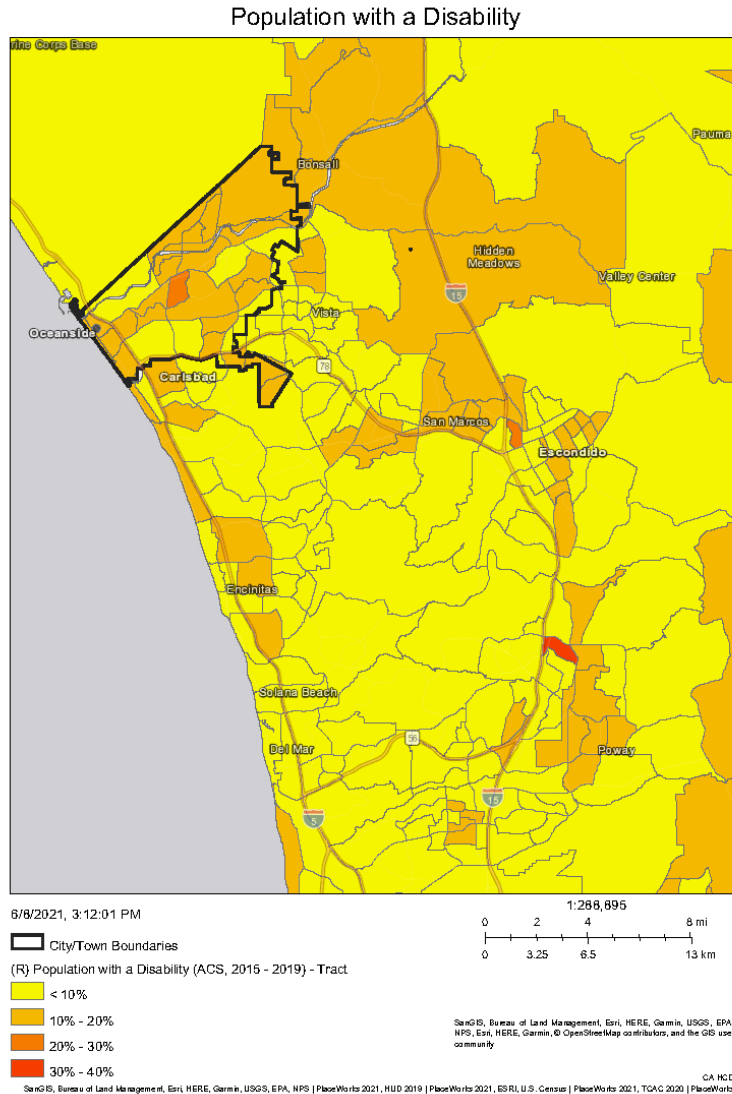
Persons with disabilities have special housing needs because of their fixed income, the lack of accessible and affordable housing, and the higher health costs associated with their disability.

a. Regional Trends

According to the 2020 Regional AI, housing choices for special needs groups, especially persons with disabilities, are limited in the region. In San Diego County, about 10% of the population has a disability. Oceanside's population with disabilities is slightly higher than the County (11.3%) and is higher than its neighboring cities of Carlsbad (8%), San Marcos (8%) and Vista (8%). Figure D- 5 shows that in the northern County region, San Marcos,

Oceanside, Carlsbad, and Hidden Meadows have the highest concentration of persons with disabilities, with the population with a disability ranging between 10 and 20% per tract.

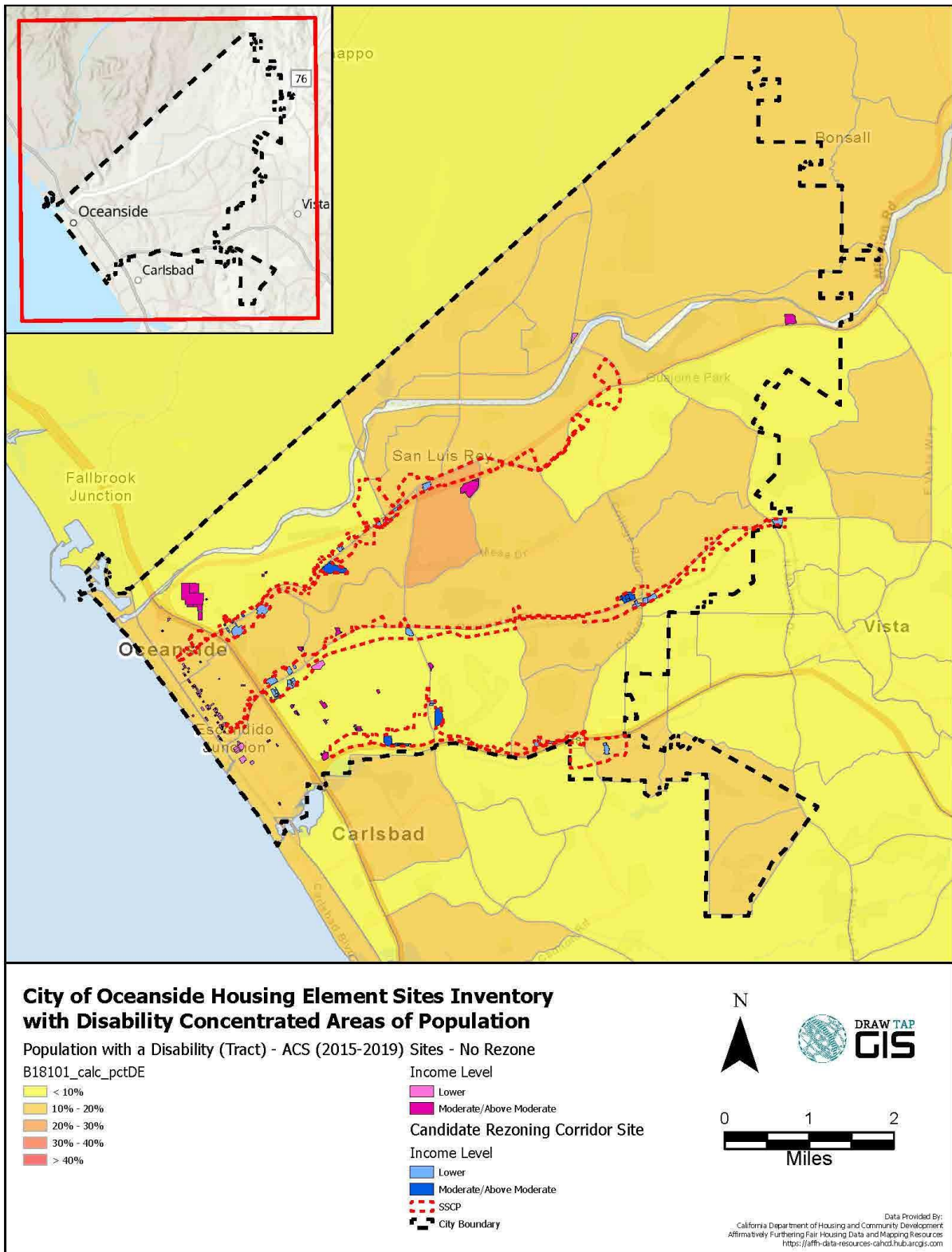
Figure D- 5: Population with a Disability- Region



b. Local Trends

Within Oceanside, most census tracts have 10 to 20% of population with a disability, and one census tract in the center (182.12) has 20 to 30% of population with a disability. The Needs Assessment in the Housing Element also shows that the highest rates of disabilities were reported by those aged 65 and over (59% of the population with disabilities was over 65), with over a third of them have ambulatory difficulties.

Figure D- 6: Population with Disability- Oceanside



c. Distribution of RHNA by % Population with Disabilities

A majority of RHNA units (55%) are located in tracts where the population of persons with disabilities is between 10 and 20 % (Table D- 6). A dissimilar share of lower income units (60%) and moderate/above moderate units (45%) are also located in tracts with 10 to 20 % of its population with disabilities. Like with minority populations, the tracts with this percentage of persons with disabilities (10-20%) are also the tracts that are part of the Smart and Sustainable Corridor Specific Plan(SSCSP), especially the Mission Avenue and Oceanside Boulevard corridors. Only 4% of all units are located in census tracts with the highest concentration of population of persons with disabilities. Both lower income and moderate/above moderate income RHNA units are also distributed similarly in tracts with a high concentration of persons with disabilities. Locating housing in areas with transportation access will expand mobility for persons with disabilities.

Table D- 6: RHNA Distribution by Percent Population with Disabilities

	Lower Income RHNA	Moderate/ Above Moderate Income RHNA	Total RHNA Units
< 10%	35.6%	50.0%	40.5%
10% - 20%	60.4%	44.7%	55.1%
20% - 30%	4.0%	5.3%	4.4%
Total Units	4,103	2,112	6,215

3. Family Status

Familial status refers to the presence of children under the age of 18, whether the child is biologically related to the head of household, and the marital status of the head of households. Families with children may face housing discrimination by landlords who fear that children will cause property damage. Some landlords may have cultural biases against children of the opposite sex sharing a bedroom. Differential treatments such as limiting the number of children in a complex or confining children to a specific location are also fair housing concerns.

a. Regional Trends

According to the 2014-2018 ACS, 33% of households in San Diego County have children under the age of 18. In the northern San Diego County region, the cities of San Marcos and Vista have the highest percentage of households with children (42% and 40%, respectively). Figure D- 7 shows the distribution of children in married-couple households by census tract and Figure D- 8 shows the distribution of single female-headed households by census tract. Census tracts in Carlsbad, Encinitas, and Hidden Meadows have a high concentration of children in married people households. The inverse trend is shown in Figure D- 8, which shows that census tracts with a high concentration of children in single female-headed households are concentrated in Oceanside, Carlsbad, Vista, Escondido, and a few tracts in Encinitas and Solana Beach.

Figure D- 7: % of Children in Married-Couple Households- Region

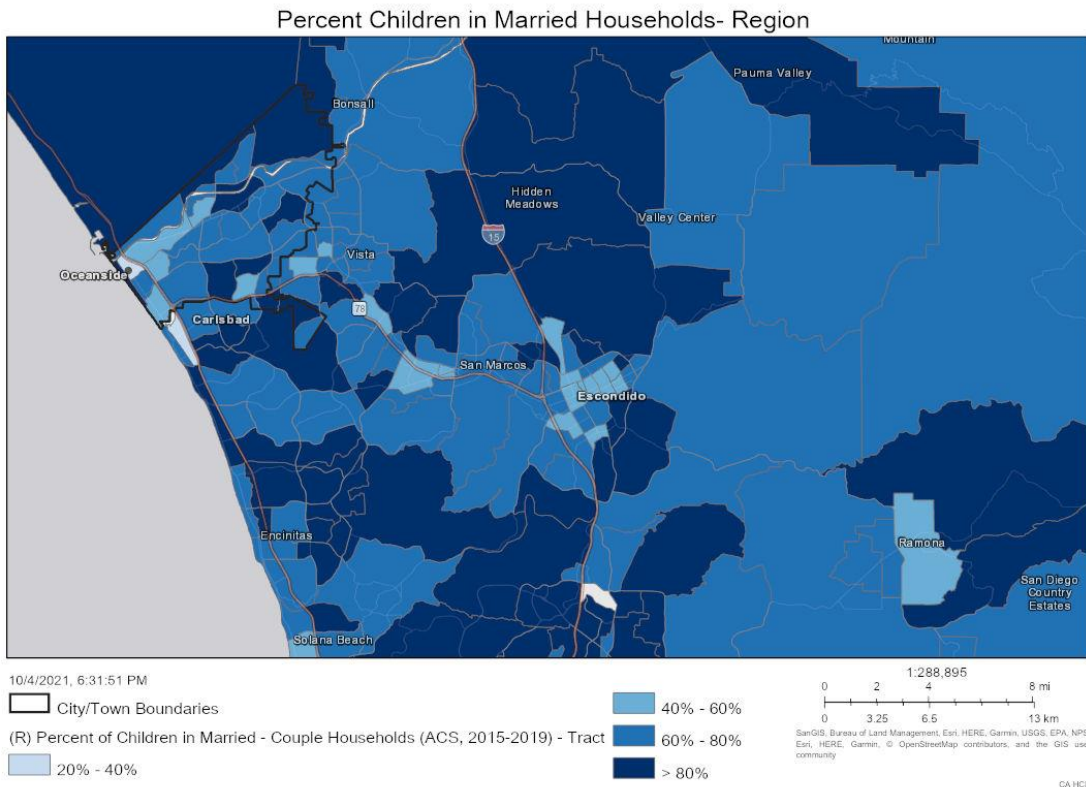
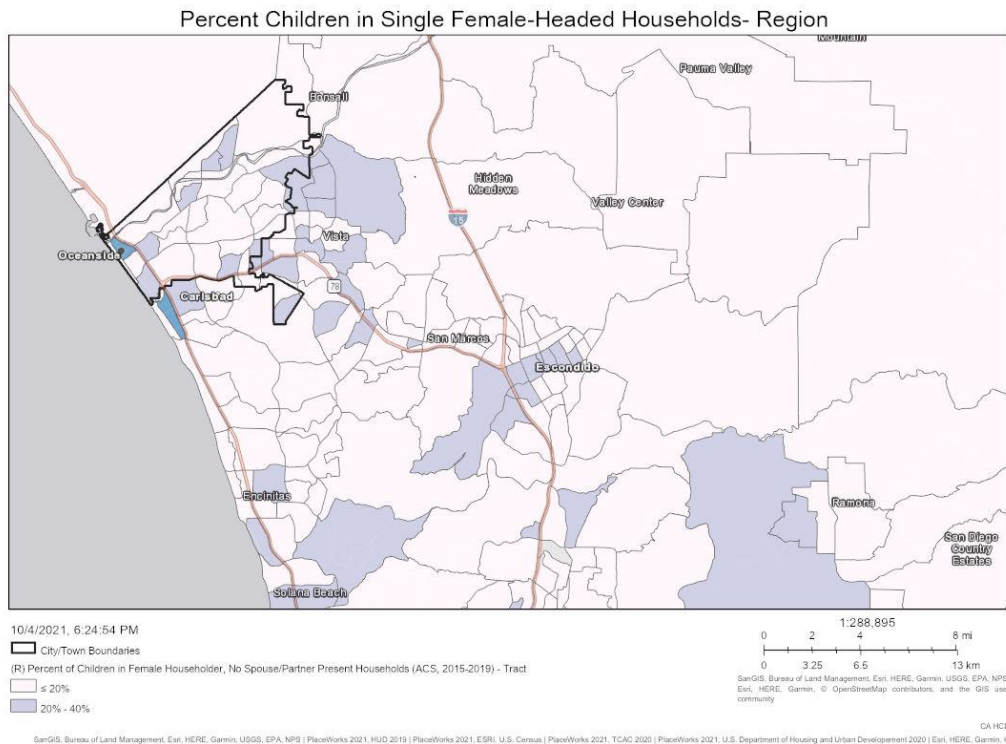


Figure D- 8: % of Children in Single Female-Headed Households- Region

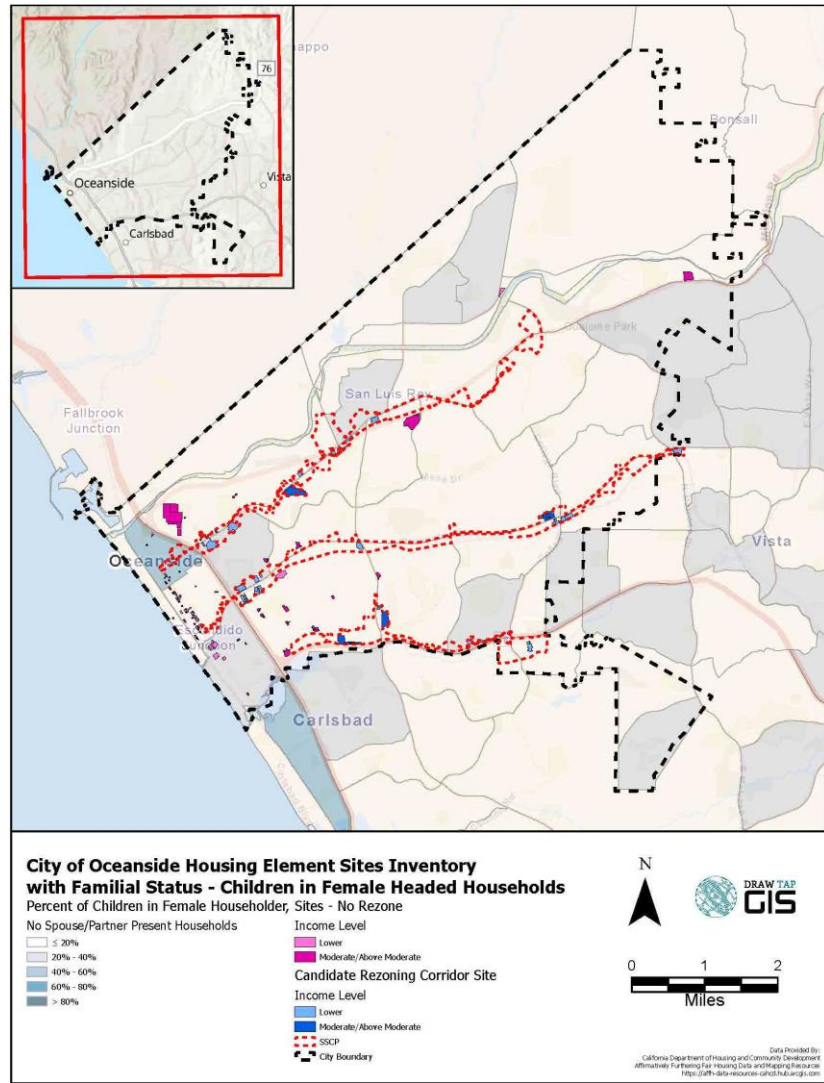
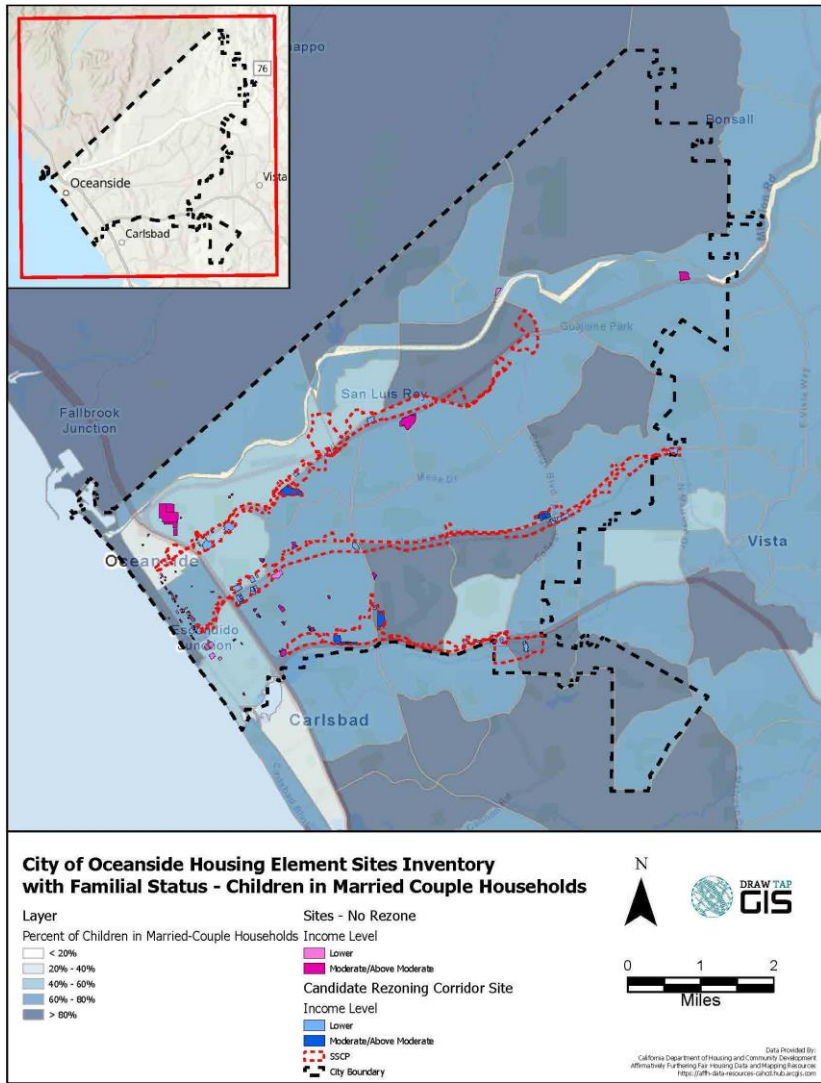


b. Local Trends

According to 2014-2018 ACS estimates, 30% of households have at least one person under the age of 18. The City's share of families with children is lower than the neighboring cities of Carlsbad (32%) and Vista (35%) and the County overall (30%). While HUD received 47 discrimination complaints based on familial status in the County from 2014-2018, five cases Oceanside cited familial status as the basis for discrimination. Figure D- 9 shows that the population of children is concentrated in the eastern census tracts of the City, particularly the northeastern edges. Census tracts 108.07, 193.01, 185.15, and 185.16 in the eastern area of Oceanside have over 80% of their population in married-couple households.

Single parent households are also protected by fair housing law. The 2020 AI reported that 27% of Oceanside households were families with children, and 5% of households were single-female-headed households with children. The proportion of single female-headed households with children is lower than the neighboring cities of San Marcos (6%), Vista (7%), Carlsbad (6%) and the County overall (6%). According to the HCD AFFH map in Figure D- 9, children in single female-headed households are concentrated in tract 184.00 at the northern coastal edge of the City, where 40 to 60% of children live in single female-headed households as well as some tracts adjacent to Mission Avenue east of Interstate Highway 5. Female-headed households with children require special consideration and assistance because of their greater need for affordable housing and accessible day care, health care, and other supportive services

Figure D- 9: % Children in Married-Couple Households and Single Female-Headed Households- Oceanside



c. Distribution of RHNA Units by Familial Status

Most RHNA units are located in tracts along Mission Avenue and Oceanside Boulevard (west to east) and along South Coast Highway (north to south). These tracts have a variety of concentration of children in married-couple households, from 20% to over 80%. As shown in Table D- 7, most RHNA units (87%) are located in census tracts with a moderate concentration of children in married-couple households (40 to 80%).

Most tracts in the City have less than 20% of children living in single female-headed households (Figure D- 9). A few tracts in the City, especially along Mission Avenue have a concentration children in single female-headed households higher than 20%, with a tract at the intersection of Mission Avenue and Interstate Highway 5 having the highest concentration in the City (between 40 and 60% of children in single female-headed households). Only 1.6% of RHNA units (100 units) are located in the tract with the highest concentration of children in single female-headed households (Table D- 8). Most Units (73% overall, 60% of lower, and 97% of moderate/above moderate income) are located in tracts with the lowest concentration of children in single-female headed households.

Table D- 7: RHNA Unit Distribution by % of Children in Married-Couple Households

	Lower Income RHNA	Moderate/ Above Moderate Income RHNA	Total RHNA Units
< 20 %	0.0%	0.0%	0.0%
20% - 40%	1.6%	1.7%	1.6%
40% - 60%	41.2%	14.3%	32.0%
60% - 80%	48.9%	65.5%	54.6%
> 80%	8.4%	18.5%	11.8%
Total Units	4,103	2,112	6,215

Table D- 8: RHNA Unit Distribution by % of Children in Single Female-Headed Households

	Lower Income RHNA	Moderate/ Above Moderate Income RHNA	Total RHNA Units
< 20 %	60.2%	96.8%	72.6%
20% - 40%	38.3%	1.5%	25.8%
40% - 60%	1.6%	1.7%	1.6%
60% - 80%	0.0%	0.0%	0.0%
> 80%	0.0%	0.0%	0.0%
Total Units	4,103	2,112	6,215

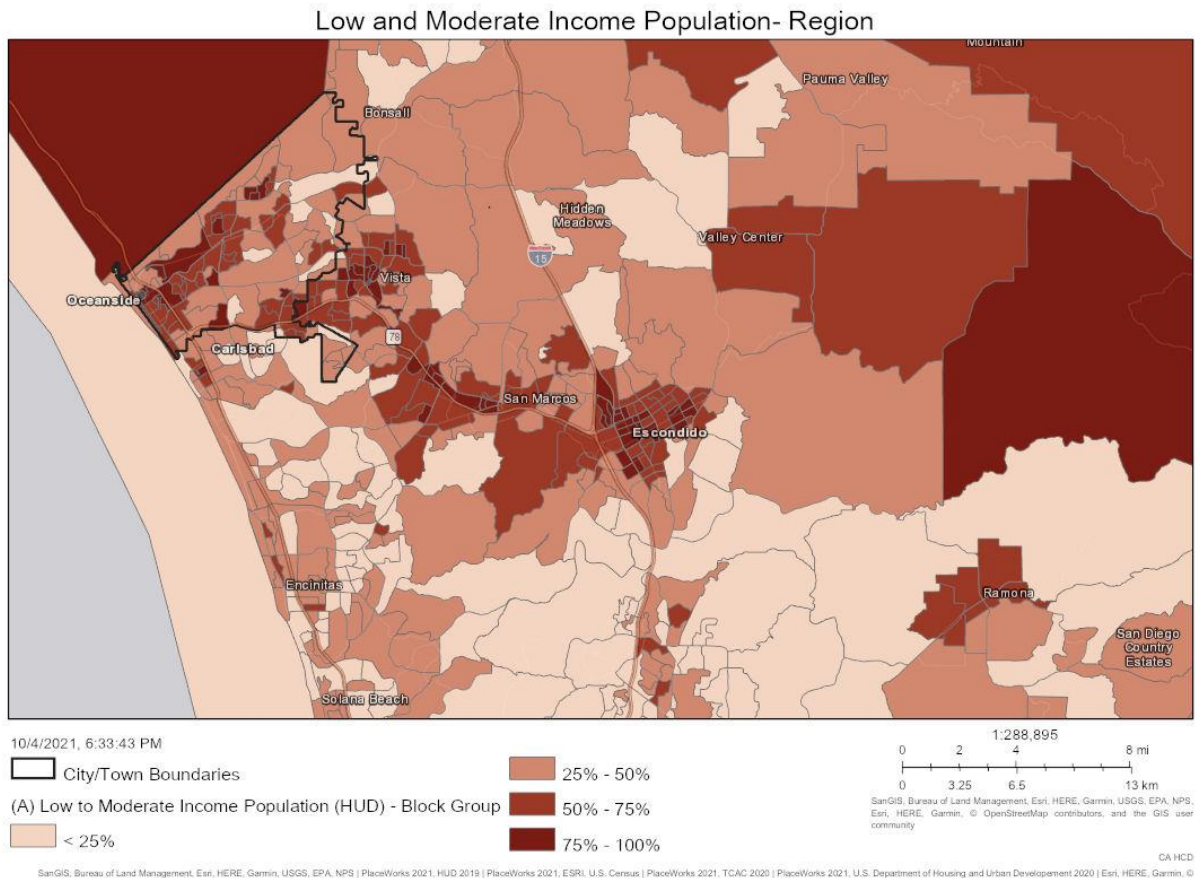
4. Income Level

Identifying low or moderate income (LMI) geographies and individuals is important to overcome patterns of segregation. HUD defines a LMI area as a census tract or block group where over 51% of the population is LMI (based on HUD income definition of up to 80% of the AMI).

a. Regional Trends

Low- and moderate-income (LMI) areas in the North County region are located in the cities of Oceanside, Vista, San Marcos, and Escondido, in a pattern generally following State Route 78.

Figure D- 10: Low and Moderate Income Population- Region

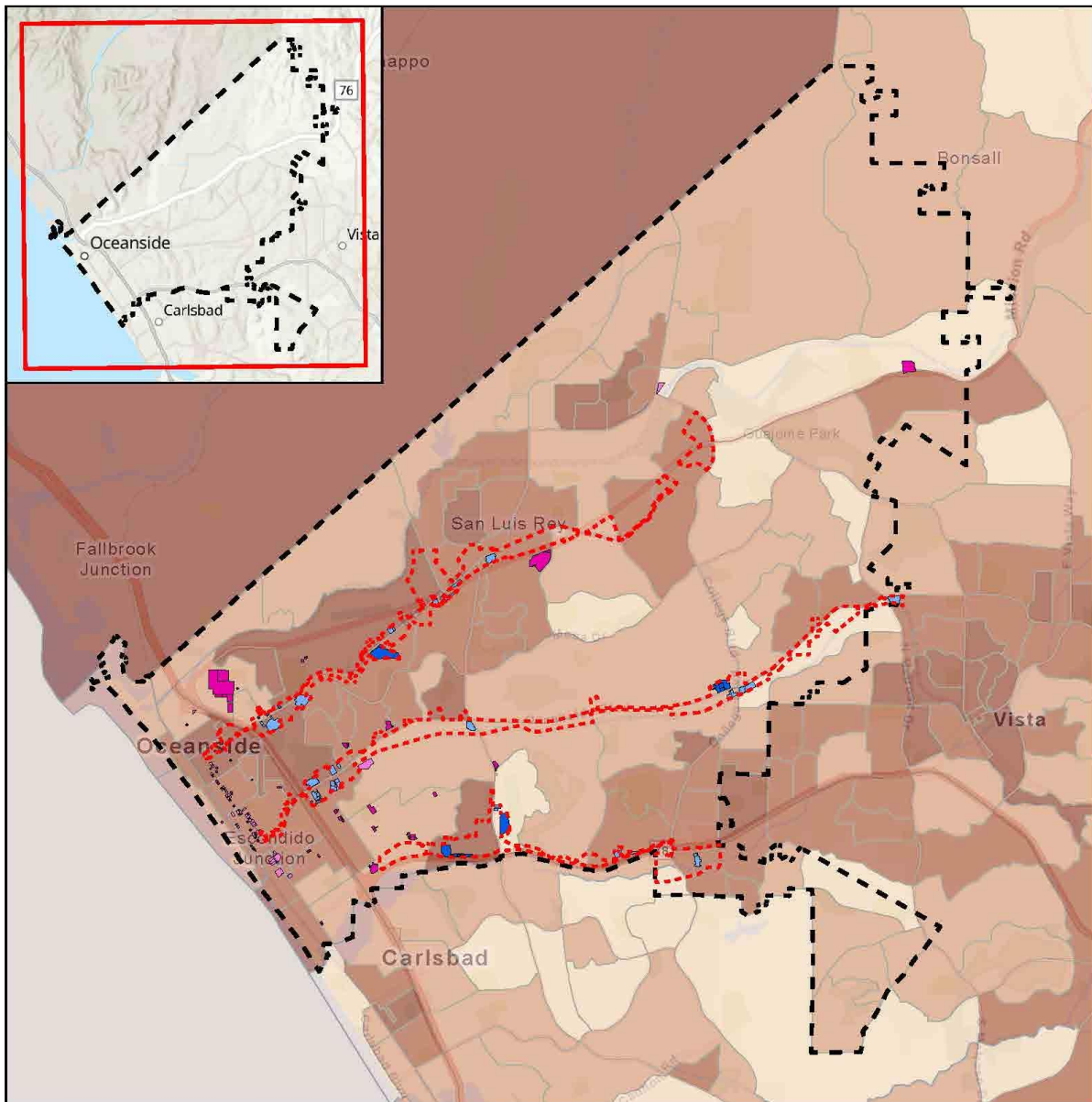


b. Local Trends

The City of Oceanside's LMI population (52%) is slightly higher than the County's (48%)²⁹. As seen in Figure D- 11, the City of Oceanside has a concentration of block groups with a high percentage of LMI population (75 to 100%) in its center, along Mission Avenue east and west of Interstate Highway 5. These blocks are also adjacent to block groups with the second highest concentration of LMI population (50-75% of the population is LMI). Block groups with the lowest concentration of LMI population (where less than 25% of persons are LMI) are located along the edges of the City.

²⁹ HUD FY 2021 ACS 5-Year 2011-2015 Low- and Moderate-Income Summary Data

Figure D- 11: Low and Moderate Income Population- Oceanside



City of Oceanside Housing Element Sites Inventory with Low to Moderate Income Population

Low to Moderate Income Population (Block Group) - (HUD) Candidate Rezoning Corridor Site

LOWMOD_PCT

- < 25%
- 25% - 50%
- 50% - 75%
- 75% - 100%

Sites - No Rezone

- Income Level
- Lower
 - Moderate/Above Moderate

Income Level

- Lower
- Moderate/Above Moderate
- SSCP
- City Boundary



Data Provided By:
California Department of Housing and Community Development
Affirmatively Furthering Fair Housing Data and Mapping Resources
<https://affh-data-resources-calhd.hud-arccs.com>

c. Distribution of RHNA Units by % of Low and Moderate Income Population

Most RHNA units (75%) are located in census tracts with more than 50% LMI population (Table D- 9). About 58% of lower income RHNA units are located in census tracts where between 50 and 75% of the population earn low and moderate incomes compared to 39% of moderate/above moderate units. Similar proportion of lower and moderate/above moderate income units are located in tracts with the highest concentration of low and moderate income residents (24% and 21 percent, respectively). As explained earlier, the SSCSP will likely cover corridors where there is concentration of low and moderate income households. These corridors are expected to be mixed-use and mixed-income developments. In an effort to encourage mixed-income projects, about 60% of moderate/above moderate income units are in tracts where more than 50% the population earns low and moderate incomes.

Table D- 9: RHNA Unit Distribution by LMI Population

	Lower Income RHNA	Moderate/ Above Moderate Income RHNA	Total RHNA Units
< 25%	8.5%	18.8%	12.0%
25% - 50%	9.5%	21.2%	13.5%
50% - 75%	58.0%	39.0%	51.5%
75% - 100%	24.0%	21.0%	23.0%
Total Units	4,103	2,112	6,215

C. Racially Concentrated Areas

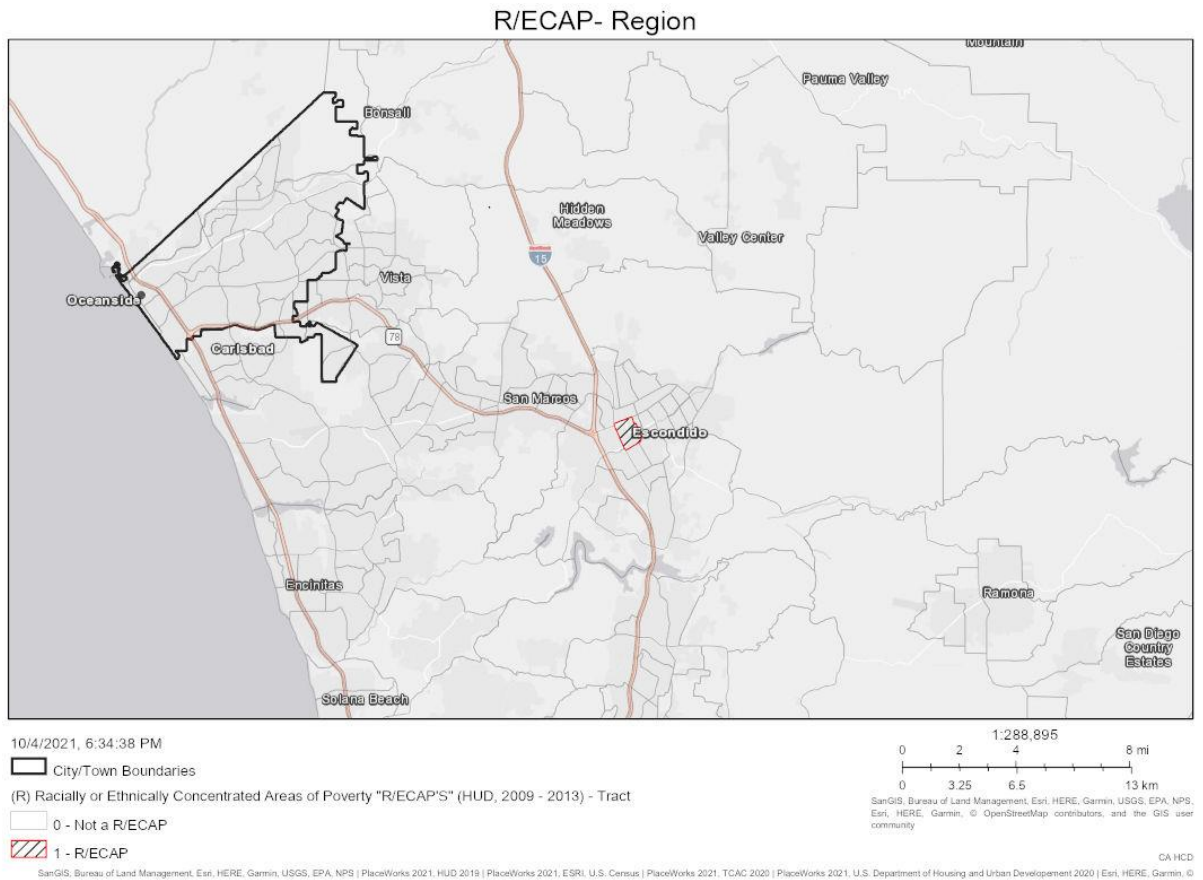
1. Racially and Ethnically Concentrated Areas of Poverty (R/ECAPs)

a. Regional Trends

In an effort to identify racially/ethnically concentrated areas of poverty (RECAPs), HUD has identified census tracts with a majority non-White population (greater than 50 %) and has a poverty rate that exceeds 40% or is three times the average tract poverty rate for the metro/micro area, whichever threshold is lower. In the northern San Diego County area, only one RECAP is found in Escondido (

Figure D- 12). There are other RECAPs scattered in El Cajon, La Mesa, Lemon Grove, National City, and Chula Vista in the southern parts of the County. Larger RECAP clusters can be seen in the central/southern portion of the City of San Diego.

Figure D- 12: Racially and Ethnically Concentrated Areas of Poverty (R/ECAPs)- Region



b. Local Trends

There are no RECAPs in Oceanside. However, as shown in the 2021 TCAC/HCD maps (see next section TCAC/HCD), Oceanside has a census tract considered an area of high segregation and poverty.

2. Racially Concentrated Areas of Affluence (RCAs)

While racially concentrated areas of poverty and segregation (RECAPs) have long been the focus of fair housing policies, racially concentrated areas of affluence (RCAs) must also be analyzed to ensure housing is integrated, a key to fair housing choice. According to a policy paper published by HUD, a RCA is defined as affluent, White communities. According to HUD's policy paper, Whites are the most racially segregated group in the United States and in the same way neighborhood disadvantage is associated with concentrated poverty and high concentrations of people of color, conversely, distinct advantages are associated with residence in affluent, White communities."

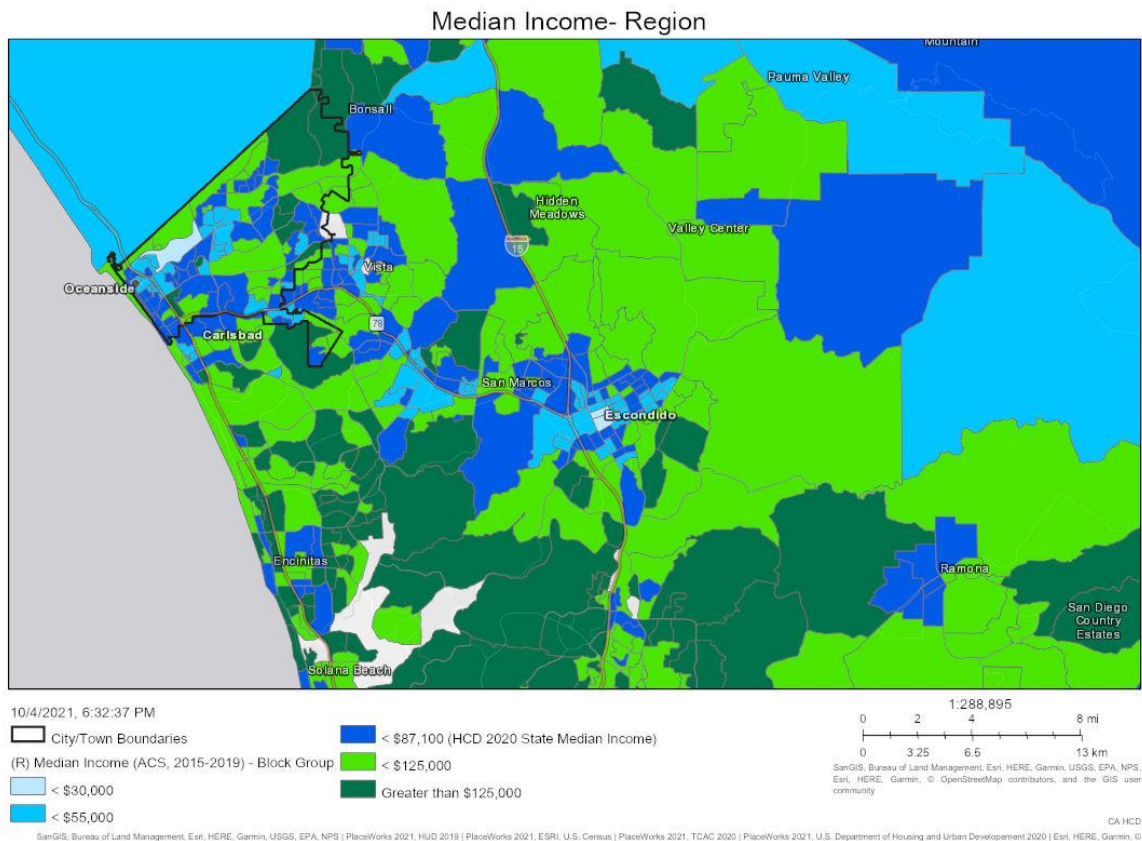
While HCD has created its own metric for RCAs, at the time of this writing the map on the AFFH tool is not available. Thus, the definition of RCAs used in this analysis uses the definition by the scholars at the University of Minnesota Humphrey School of Public Affairs cited in HCD's memo : "RCAs are defined as census tracts where 1) 80% or more of the

population is white, and 2) the median household income is \$125,000 or greater (slightly more than double the national the median household income in 2016).

a. Regional Trends

Figure D- 1 and Figure D- 2 show the concentration of minority/ non-white population and majority populations across the region. In Figure D- 1, census tracts in yellow have less than 20% non-white population, meaning over 80 % of the population is White. There are a few tracts with over 80% White population (yellow) located throughout the County, especially in Solana Beach and the edges of Encinitas. These census tracts are also census tracts with a median income over \$125,000 (Figure D- 13). Although not all census tracts have the exact relationship of over 85% White and median income over \$125,000 to qualify as “RCAAs,” throughout the County tracts with higher White population tend to have greater median incomes.

Figure D- 13: Median Income- Region

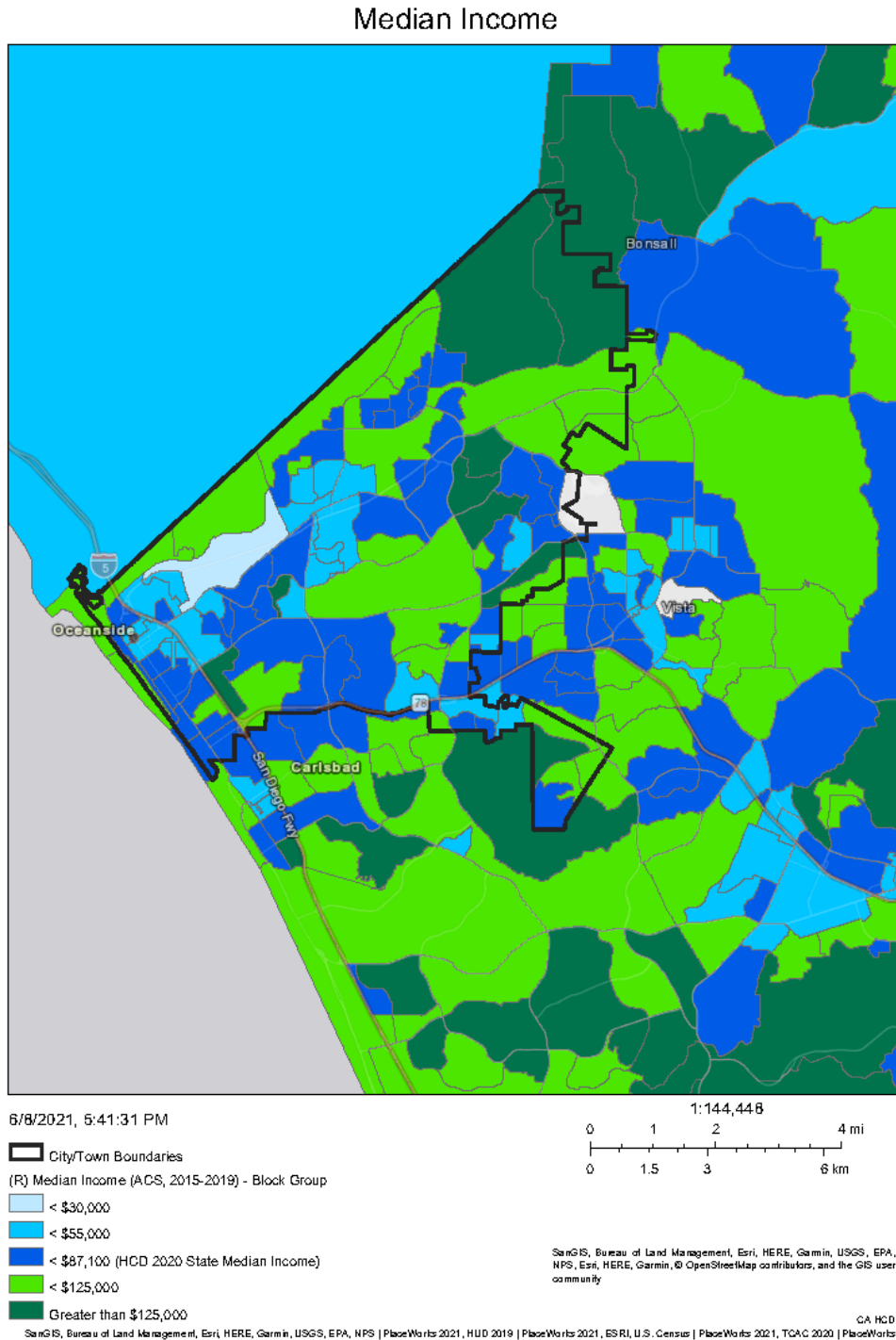


b. Local Trends

Figure D- 3 shows that only two tracts have less than 20% non-white population in Oceanside (yellow). Conversely, this means that these tracts have more than 80% white population. Even where white population is over 80 %, there is no correlation between that tract and high median income (Figure D- 14). However, while there are no RECAPs or

RCAAs as defined by HCD within the City of Oceanside, HCD/TCAC maps identified areas of high segregation and poverty (see next section).

Figure D- 14: Median Income- Oceanside



D. Access to Opportunities

Significant disparities in access to opportunity are defined by the AFFH Final Rule as “substantial and measurable differences in access to educational, transportation, economic, and other opportunities in a community based on protected class related to housing.”

1. TCAC/HCD

To assist in the assessment of fair housing, the Department of Housing and Community Development (HCD) and the California Tax Credit Allocation Committee (CTCAC) convened in the California Fair Housing Task force to “provide research, evidence-based policy recommendations, and other strategic recommendations to HCD and other related state agencies/departments to further the fair housing goals (as defined by HCD).” The Task force has created Opportunity Maps to identify resources levels across the state “to accompany new policies aimed at increasing access to high opportunity areas for families with children in housing financed with 9 % Low Income Housing Tax Credits (LIHTCs)”. These opportunity maps are made from composite scores of three different domains made up of a set of indicators. Table D- 10 shows the full list of indicators. The opportunity maps include a measure or “filter” to identify areas with poverty and racial segregation. To identify these areas, census tracts were first filtered by poverty and then by a measure of racial segregation. The criteria for these filters were:

- Poverty: Tracts with at least 30 % of population under federal poverty line.
- Racial Segregation: Tracts with location quotient higher than 1.25 for Blacks, Hispanics, Asians, or all people of color in comparison to the County.

Table D- 10: Domains and List of Indicators for Opportunity Maps

Domain	Indicator
Economic	Poverty Adult education Employment Job proximity Median home value
Environmental	CalEnviroScreen 3.0 pollution Indicators and values
Education	Math proficiency Reading proficiency High School graduation rates Student poverty rates

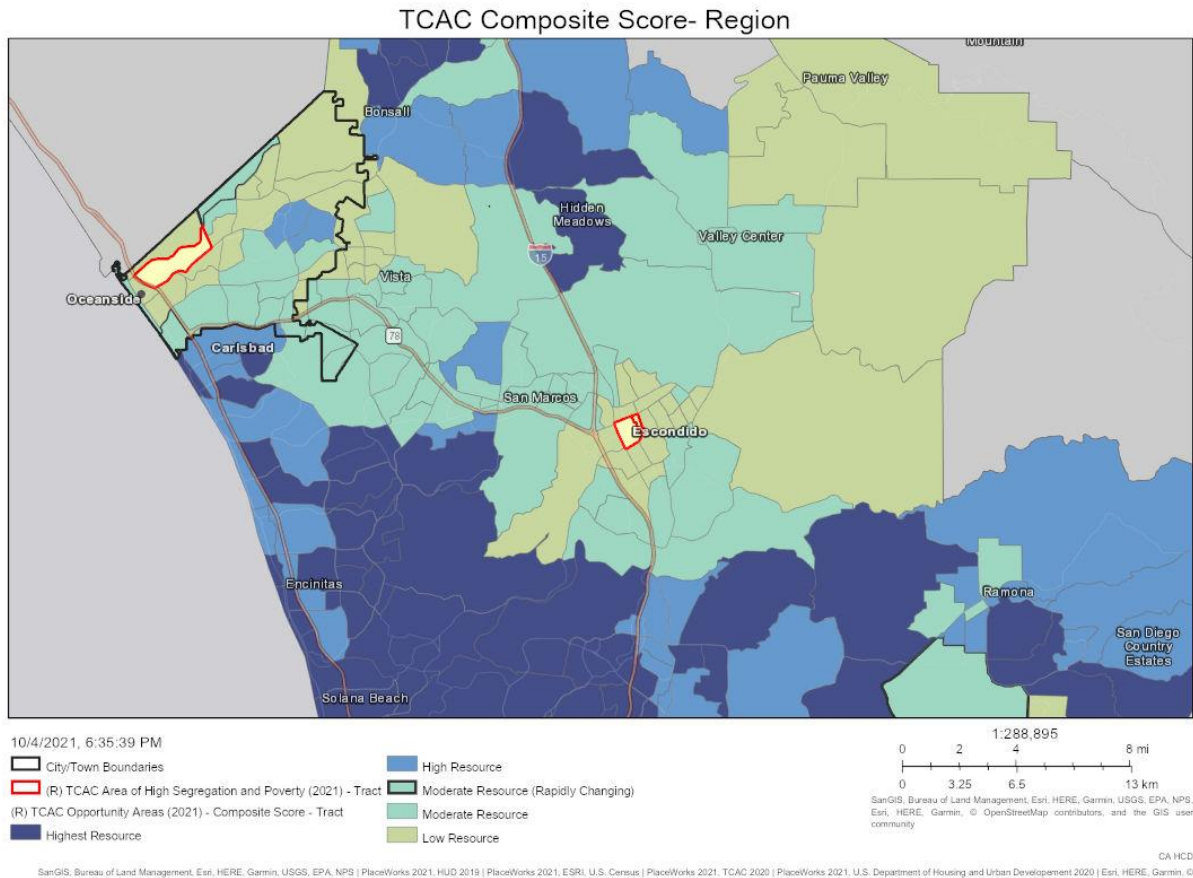
Source: California Fair Housing Task Force, Methodology for the 2020 TCAC/HCD Opportunity Maps, December 2020

a. Regional Trends

The 2021 TCAC/HCD opportunity map for San Diego County identified most areas with high segregation and poverty in the Southern County, specifically in Chula Vista, National City, and the City of San Diego. In the northern County region, only two tracts (one in Oceanside and one in Escondido) were identified as areas of high racial segregation

poverty (Figure D- 15). Overall, most tracts south of Oceanside and along the coast had the highest resources, while inland tracts were moderate and low resource. Low resource tracts are concentrated in Oceanside, Vista, Escondido, and the Valley Center/Pauma Valley areas.

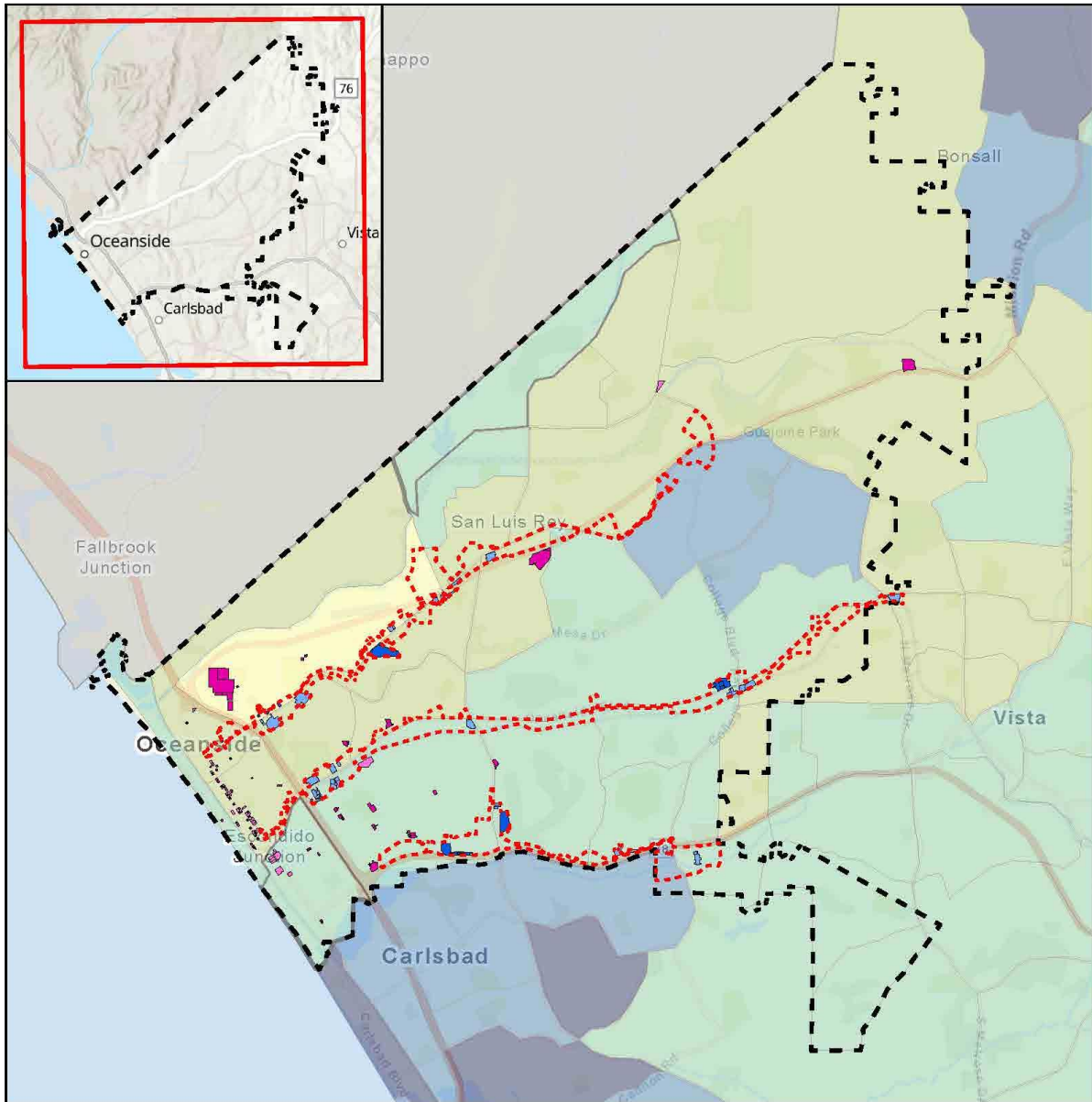
Figure D- 15: TCAC Composite Score- Region



b. Local Trends

The census tract considered an area of high racial segregation and poverty (census tract 186.03) is located in the western side of the City near the coast (Figure D- 16). In addition, the 2021 TCAC/HCD maps show that Oceanside has a variety of resource categories. Categorization is based on percentile rankings for census tracts within the San Diego Region. Higher composite scores mean higher resources. Locally, lower resource tracts bisect the City from the West to East city boundaries. Moderate resource tracts are found on the southern tracts of the City. A high resource tract is on the eastern part of the City, south of State Route 76 and bounded by Old Grove Road to the west and North Santa Fe Avenue in the east.

Figure D- 16: TCAC/HCD Opportunity Areas in the- City of Oceanside



City of Oceanside Housing Element Sites Inventory with TCAC Opportunity Areas 2021

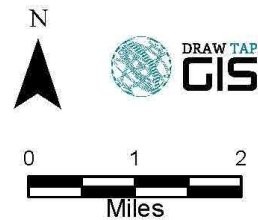
TCAC Opportunity Areas 2021 - Composite Score Sites - No Rezone

- Highest Resource
- High Resource
- Moderate Resource (Rapidly Changing)
- Moderate Resource
- Low Resource
- High Segregation & Poverty
- Missing/Insufficient Data

- Income Level**
- Lower
 - Moderate/Above Moderate

Candidate Rezoning Corridor Site

- Income Level**
- Lower
 - Moderate/Above Moderate
 - SSCP
 - City Boundary



Data Provided By:
California Department of Housing and Community Development
Affirmatively Furthering Fair Housing Data and Mapping Resources
<https://affirm-data-resources-calhd.hudarcgis.com>

c. Distribution of RHNA Units by TCAC Opportunity Area

Figure D- 16 and Table D- 11 also show the distribution of RHNA sites across the TCAC opportunity areas. Only one tract in the City is considered high resource and no RHNA units are located in that tract. About 42% of all RHNA units are located in moderate/moderate (rapidly changing) resource areas. About 41% of lower income and 46% of moderate/above moderate income units are located in the moderate/rapidly changing tracts (which are located adjacent Oceanside Boulevard and South Coast Highway along the coast). Of the 4,103 lower income RHNA units, about 57% are in lower resource areas. As explained above, this is because most (67%) of the Candidate Rezone Corridor sites are lower income, and the corridors are along Mission Avenue and Oceanside Boulevard, which have been identified as lower income resource tracts. Only 3% of lower income units are in the high segregation and poverty tract within the City, compared to 13% of the moderate/above moderate income RHNA units.

Table D- 11: RHNA Unit Distribution by TCAC Opportunity Area

	Lower Income RHNA	Moderate/ Above Moderate Income RHNA	Total RHNA Units
High/Highest Resource	0.0%	0.0%	0.0%
Moderate Resource/ Moderate Resource (Rapidly Changing)	40.6%	45.9%	42.4%
Low Resource	56.5%	41.3%	51.3%
High Segregation & Poverty	2.9%	12.8%	6.2%
Total Units	4,103	2,112	6,215

2. Opportunity Indices

While the Federal Affirmatively Furthering Fair Housing (AFFH) Rule has been repealed, the data and mapping developed by HUD for the purpose of preparing the Assessment of Fair Housing (AFH) can still be useful in informing communities about segregation in their jurisdiction and region, as well as disparities in access to opportunity. This section presents the HUD-developed index scores based on nationally available data sources to assess Oceanside residents' access to key opportunity assets in comparison to the County. Table D-3 provides index scores or values (the values range from 0 to 100) for the following opportunity indicator indices:

- **Low Poverty Index:** The low poverty index captures poverty in a given neighborhood. The poverty rate is determined at the census tract level. *The higher the score, the less exposure to poverty in a neighborhood.*
- **School Proficiency Index:** The school proficiency index uses school-level data on the performance of 4th grade students on state exams to describe which neighborhoods have high-performing elementary schools nearby and which are near lower performing elementary schools. *The higher the score, the higher the school system quality is in a neighborhood.*

-
- **Labor Market Engagement Index:** The labor market engagement index provides a summary description of the relative intensity of labor market engagement and human capital in a neighborhood. This is based upon the level of employment, labor force participation, and educational attainment in a census tract. *The higher the score, the higher the labor force participation and human capital in a neighborhood.*
 - **Transit Trips Index:** This index is based on estimates of transit trips taken by a family that meets the following description: a 3-person single-parent family with income at 50% of the median income for renters for the region (i.e. the Core-Based Statistical Area (CBSA)). *The higher the transit trips index, the more likely residents in that neighborhood utilize public transit.*
 - **Low Transportation Cost Index:** This index is based on estimates of transportation costs for a family that meets the following description: a 3-person single-parent family with income at 50 % of the median income for renters for the region/CBSA. *The higher the index, the lower the cost of transportation in that neighborhood.*
 - **Jobs Proximity Index:** The jobs proximity index quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within a region/CBSA, with larger employment centers weighted more heavily. *The higher the index value, the better the access to employment opportunities for residents in a neighborhood.*
 - **Environmental Health Index:** The environmental health index summarizes potential exposure to harmful toxins at a neighborhood level. The higher the index value, the less exposure to toxins harmful to human health. *Therefore, the higher the value, the better the environmental quality of a neighborhood, where a neighborhood is a census block-group.*

Within the City of Oceanside, Hispanic, Black, and Native American groups tended to have the lowest access to opportunities. The Hispanic, Black, and Native American population living below the federal poverty line also scored consistently lower than White and Asian population. Most notably, it appears that poverty significantly reduces access to resources and opportunities in these groups. For example, for all Black population, the labor market index was 40.33 while for the Black population living below the poverty line, the labor market index was 31.98, an 8-point difference. Meanwhile, for White population, the difference in scores between the total population and the population living below poverty was 6 points. Since Hispanics make up 35% of Oceanside's population, there is a considerable need to increase access to resources and opportunities in the in this population in the City.

In San Diego County, Native American, Black, and Hispanic residents were more likely (compared to other racial/ethnic groups) to be impacted by poverty, limited access to proficient schools, and lower labor participation rate. Black residents were most likely to reside in areas with the lowest environmental quality levels, the lowest accessibility to employment centers, and the lowest cost of transportation. Black and Asian residents scored highest as most likely to utilize public transportation.

Figure D- 17: Opportunity Indicators by Race/Ethnicity

	Low Poverty Index	School Proficiency Index	Labor Market Index	Transit Index	Low Transportation Cost Index	Jobs Proximity Index	Environmental Health Index
San Diego County							
Total Population							
White, Non-Hispanic	61.91	64.61	48.93	70.89	55.42	52.89	54.81
Black, Non-Hispanic	51.74	53.72	35.21	78.11	63.07	49.79	43.66
Hispanic	51.71	53.49	37.87	75.68	60.19	51.28	47.15
Asian or Pacific Islander, Non-Hispanic	65.75	64.96	55.06	78.19	59.63	51.68	47.98
Native American, Non-Hispanic	50.41	48.00	31.93	54.60	47.68	56.76	67.85
Population below federal poverty line							
White, Non-Hispanic	51.94	58.45	41.93	72.79	58.18	52.36	51.65
Black, Non-Hispanic	42.16	42.08	33.28	86.15	69.30	48.05	36.75
Hispanic	39.99	46.71	32.57	79.68	65.00	48.70	42.87
Asian or Pacific Islander, Non-Hispanic	60.01	60.14	48.58	75.21	59.26	51.72	50.68
Native American, Non-Hispanic	45.10	37.12	34.42	64.82	54.52	51.65	57.91
City of Oceanside							
Total Population							
White, Non-Hispanic	53.73		50.45		45.6		86.58
Black, Non-Hispanic	50.82		49.21		40.33		87.26
Hispanic	45.20		42.52		36.15		87.8
Asian or Pacific Islander, Non-Hispanic	53.49		51.54		43.13		86.59
Native American, Non-Hispanic	48.6		43.64		39.83		87.25
Population below federal poverty line							
White, Non-Hispanic	46.73		42.01		39.93		88.36
Black, Non-Hispanic	38.33		33.45		31.98		90.09
Hispanic	35.87		30.17		32.26		89.42
Asian or Pacific Islander, Non-Hispanic	51.67		50.85		39.48		87.25
Native American, Non-Hispanic	39.13		30.18		38.02		84.62

Note: American Community Survey Data are based on a sample and are subject to sampling variability. See text for index score meanings. Table is comparing the total Oceanside and County population, by race/ethnicity, to the Oceanside and County population living below the federal poverty line, also by race/ethnicity.

Source: Affirmatively Furthering Fair Housing (AFFH) Data and Mapping Tool (AFFH-T), 2017

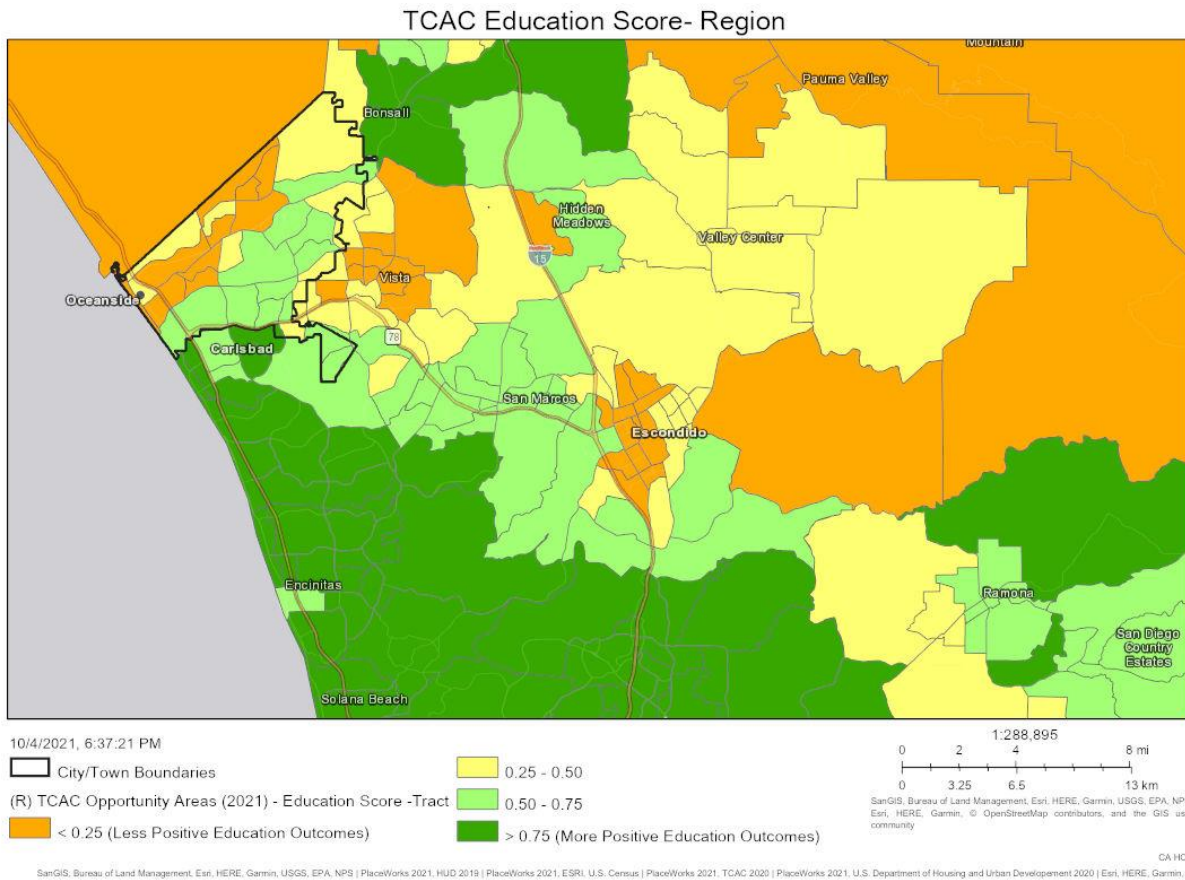
a. Education

Regional Trends

School proficiency scores are indicators of school system quality. *The higher the score, the higher the quality of schools.* In San Diego County, Whites and Asian residents higher school proficiency indices (65) compared to Black, Hispanic, and Native American residents. For residents living below the federal poverty line, scores were lower for all races but were still higher for White and Asian residents.

The HCD/TCAC education scores for the region show the distribution of education quality based on education outcomes (Figure D- 18). Lower education scores are found in inland tracts and in the City of Oceanside. Higher education scores are concentrated south of Oceanside along the Coast in Encinitas and Solana Beach and into the City limits of Escondido and San Marcos.

Figure D- 18: TCAC Education Score- Region



Local Trends

In Oceanside, school proficiency scores for all races range from 43 to 51 across all races and from 30 to 50 across all races living below the federal poverty line. White and Asian population indices are higher than the other race groups, indicating access to better quality schools, while Native American and Hispanic population indices are the lowest.

Populations living below the poverty line tended to score lower than the population at-large.

GreatSchools.org is a non-profit organization that rates schools across the States. The GreatSchools Summary Rating calculation is based on four ratings: Student Progress Rating or Academic Progress Rating, College Readiness Rating, Equity Rating, and Test Score Rating. Ratings at the lower end of the scale (1-4) signal that the school is “below average,” 5-6 indicate “average,” and 7-10 are “above average.”³⁰ Figure D- 19 shows that Oceanside elementary, middle, and high schools rate from below average to above average, with most lower average schools in the North Valley/San Luis Rey area. There is also a significant gap in schools in the middle area of the City. The TCAC’s Education Score³¹ map (Figure D- 20) shows that these census tracts in the middle of the City that do not have schools also have the lowest Education scores (<0.25).

Regionally, Oceanside has lower indices than the San Diego County Area for the School Proficiency Index, indicating lower quality education. The TCAC education map (Figure D- 20) also shows that Oceanside and inland areas like of Vista, Escondido, and Hidden Valley have the lowest education scores while cities to the south along the coast (Encinitas, Solana Beach, and La Jolla) have the highest education scores.

Figure D- 19: GreatSchools Summary Ratings

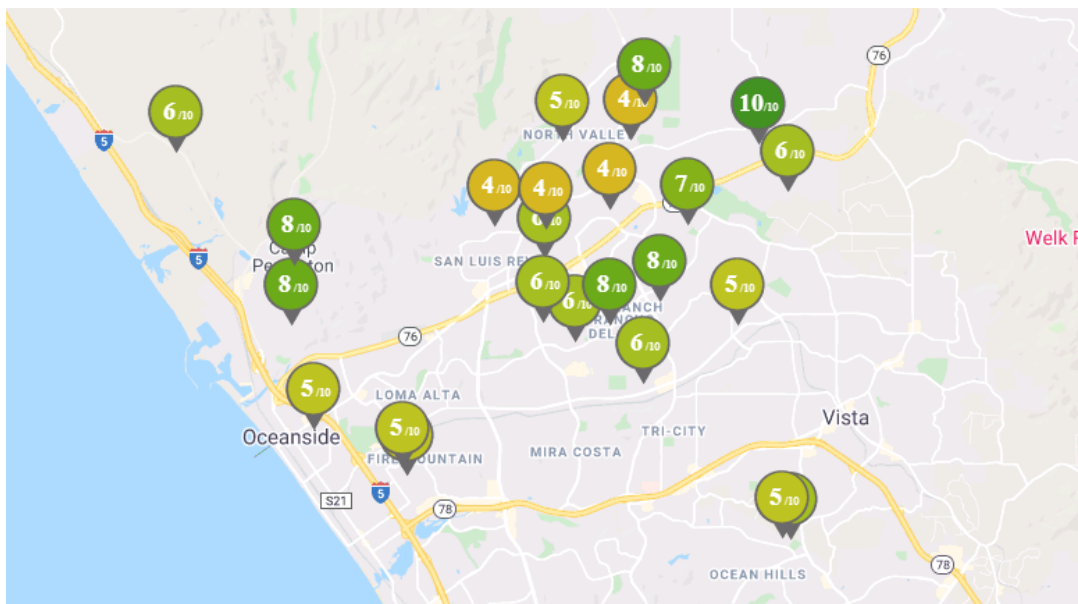
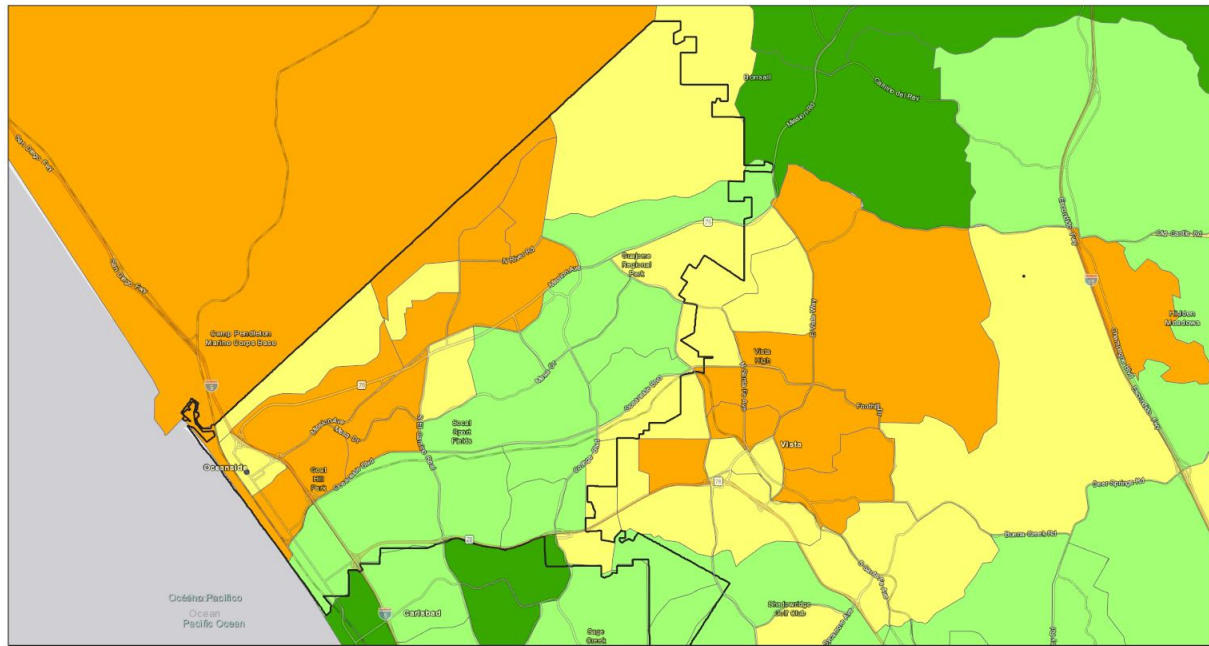


Figure D- 20: TCAC Education Scores- Oceanside

³⁰ For more information of GreatSchools ratings, visit: <https://www.greatschools.org/gk/ratings/>

³¹ Education scores are a composite of different indicators including: math proficiency, reading proficiency, high school graduation rates, student poverty rates

TCAC Education Score- Oceanside



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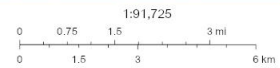
City/Town Boundaries

(R) TCAC Opportunity Areas (2021) - Education Score -Tract
■ < 0.25 (Less Positive Education Outcomes)

■ 0.25 - 0.50

■ 0.50 - 0.75

■ > 0.75 (More Positive Education Outcomes)



SanGIS, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

CA HCD
 SanGIS, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, EPA | PlaceWorks 2021, HUD 2019 | PlaceWorks 2021, ESRI, U.S. Census | PlaceWorks 2021, TCAC 2020 | PlaceWorks 2021, U.S. Department of Housing and Urban Development 2020 | Esri, HERE, Garmin, © OpenStreetMap

b. Transportation

Regional Trends

HUD's opportunity indicators have two categories to describe transportation- transit index³² and low transportation cost index³³. In the County, transit index scores are in the 70s for all races/ethnicities except for Native American residents, with a transit index of 55. Black, Hispanic, and Asian residents have the highest indices. For residents living below the poverty line, the transit indices have a larger range from 65 for Native American residents to 86 for Black residents. Regardless of income, Black residents have the transit index .

In the County, low transportation cost indices have a small range from 48 to 63 across all races and are slightly higher for residents living below the poverty line. Like transit indices, Blacks, Hispanic, and Asian residents have the highest low transportation cost indices.

³² The transit index is based on estimates of transit trips taken by a family that meets the following description: a 3-person single-parent family with income at 50 % of the median income for renters for the region (i.e. the Core-Based Statistical Area (CBSA). The higher the transit trips index, the more likely residents in that neighborhood utilize public transit.

³³ The low transportation cost index is based on estimates of transportation costs for a family that meets the following description: a 3-person single-parent family with income at 50 % of the median income for renters for the region/CBSA. The higher the index, the lower the cost of transportation in that neighborhood.

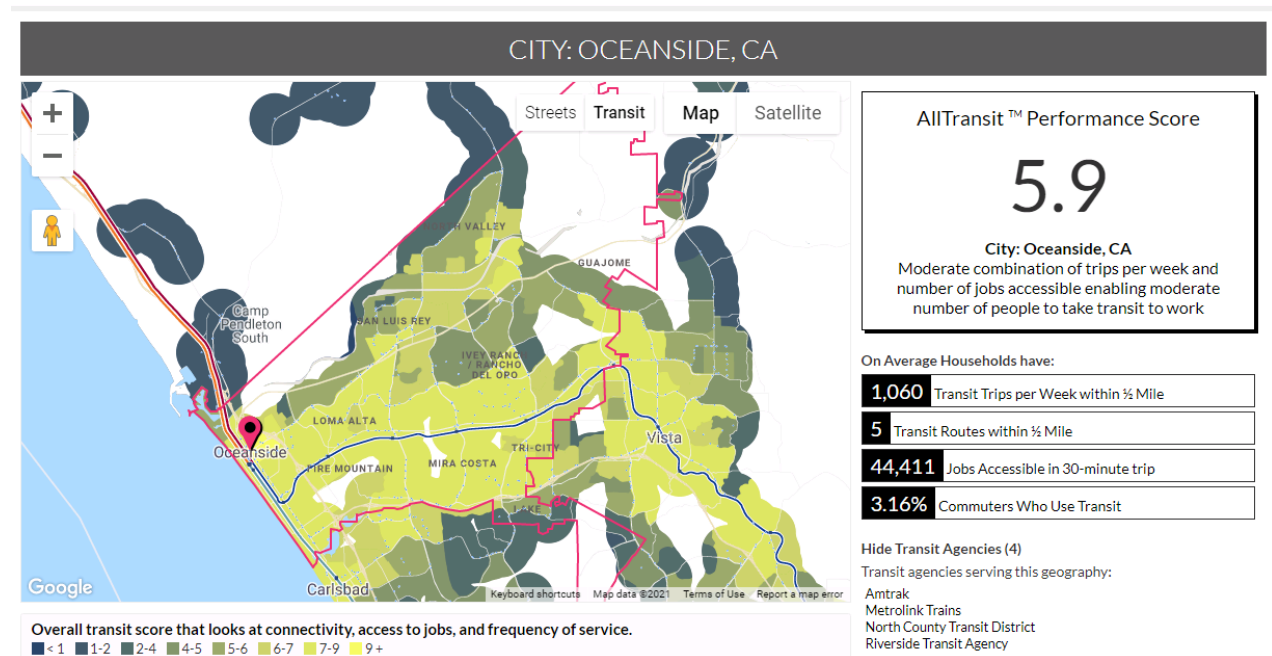
Considering that a higher transit index score indicates a higher likelihood to use public transit and a higher “low transportation cost” indicates a lower cost of transportation, San Diego County’s Black, Hispanic, and Asian residents had higher access and likelihood of using public transit.

Local Trends

Transit index scores did not differ between races or between the total population and the population living in poverty in the City of Oceanside. Transit indices are in the high 80s across all races. Low transportation cost indices are in the 60s to low 70s across all races and were slightly higher for the population living below the poverty line. Considering that a higher transit index score indicates a higher likelihood to use public transit and a higher “low transportation cost” indicates a lower cost of transportation, Oceanside has better access to transit compared to the County. In the County, transit scores were lower (residents less likely to use transit) and low transportation costs were lower (transit is more costly).

AllTransit explores metrics that reveal the social and economic impact of transit, specifically looking at connectivity, access to jobs, and frequency of service. According to the most recent data posted (2019), Oceanside has an AllTransit Performance Score of 5.9. This is a moderate score but the map in Figure D- 21 shows transit scores are lower in the San Luis Rey, North Valley, and Ivey Ranch areas (northernmost areas) of the City and southern edges of the City. According to the AllTransit Equity metric, 86% of Oceanside households are within ½ mile of a transit route, but 0% have full day or 24-hour service, and only 31% of households have high frequency rush hour transit. This may be because while there are five transit routes available within ½ mile of an average block group, only one (Sprinter line running west to east in the southern area of the City, as shown as blue line on Figure D- 21) is high frequency.

Figure D- 21: AllTransit Performance Score- Oceanside



c. Economic Development

Regional Trends

HUD's opportunity indicators provide indices for labor market and jobs proximity. The labor market index is based the level of employment, labor force participation, and educational attainment in a census tract. San Diego County's labor market indices ranged from 32 to 55, with Native American residents having the lowest index and Asian residents having the highest. Indices for San Diego County residents living below the poverty line dropped slightly for all races except for Native American residents, whose labor market index increased to 34. HUD's jobs proximity index quantifies the accessibility of a neighborhood to jobs in the region. County jobs proximity indices are in the high 50s for all races and were highest for Native American residents. The jobs proximity map in Figure D- 22 shows the distribution of scores in the northern San Diego County region. The highest scores are tracts along the coast and west of Interstate Highway 15.

The TCAC Economic Scores are a composite of jobs proximity as well as poverty, adult education, employment, and median home value characteristics. The map in

Figure D- 23 shows that the lowest economic scores are located in the northeastern/Valley areas of the county as well as in Oceanside. The highest economic scores are concentrated south of Oceanside along the coast in the cities of Carlsbad, Encinitas, and Solana Beach.

Figure D- 22: HUD Jobs Proximity Index- Region

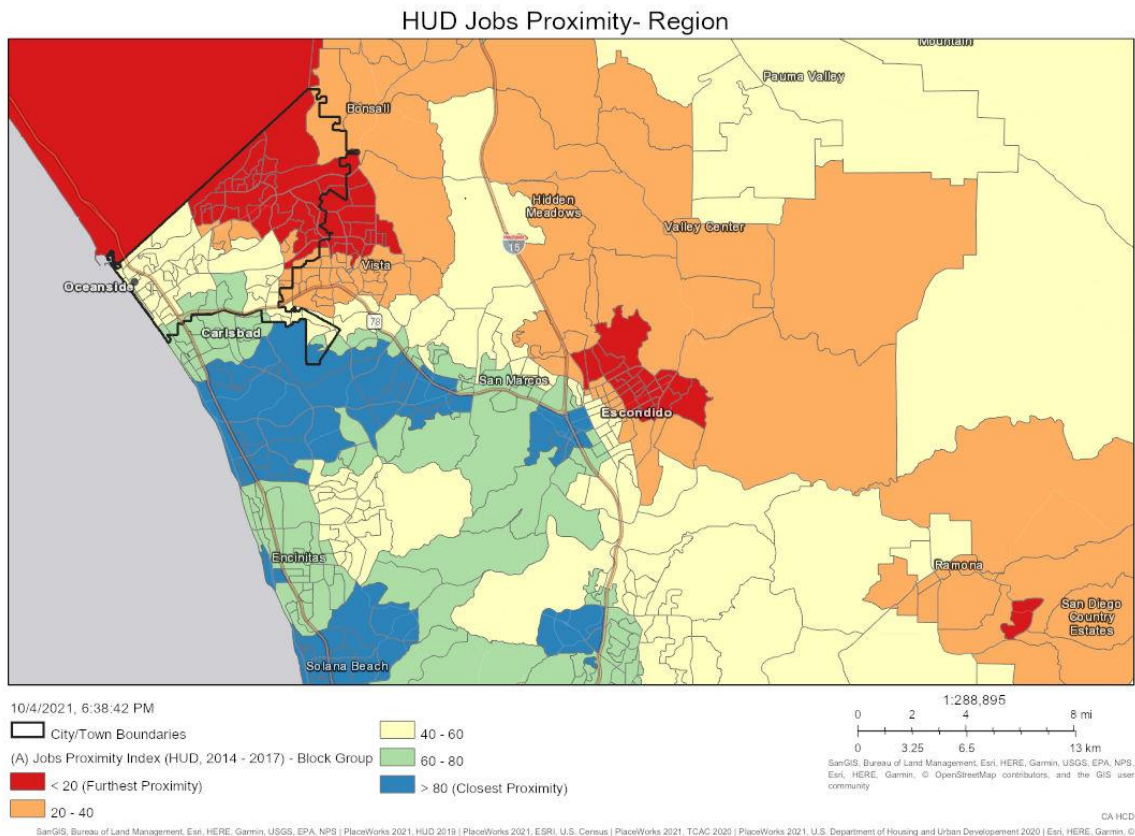
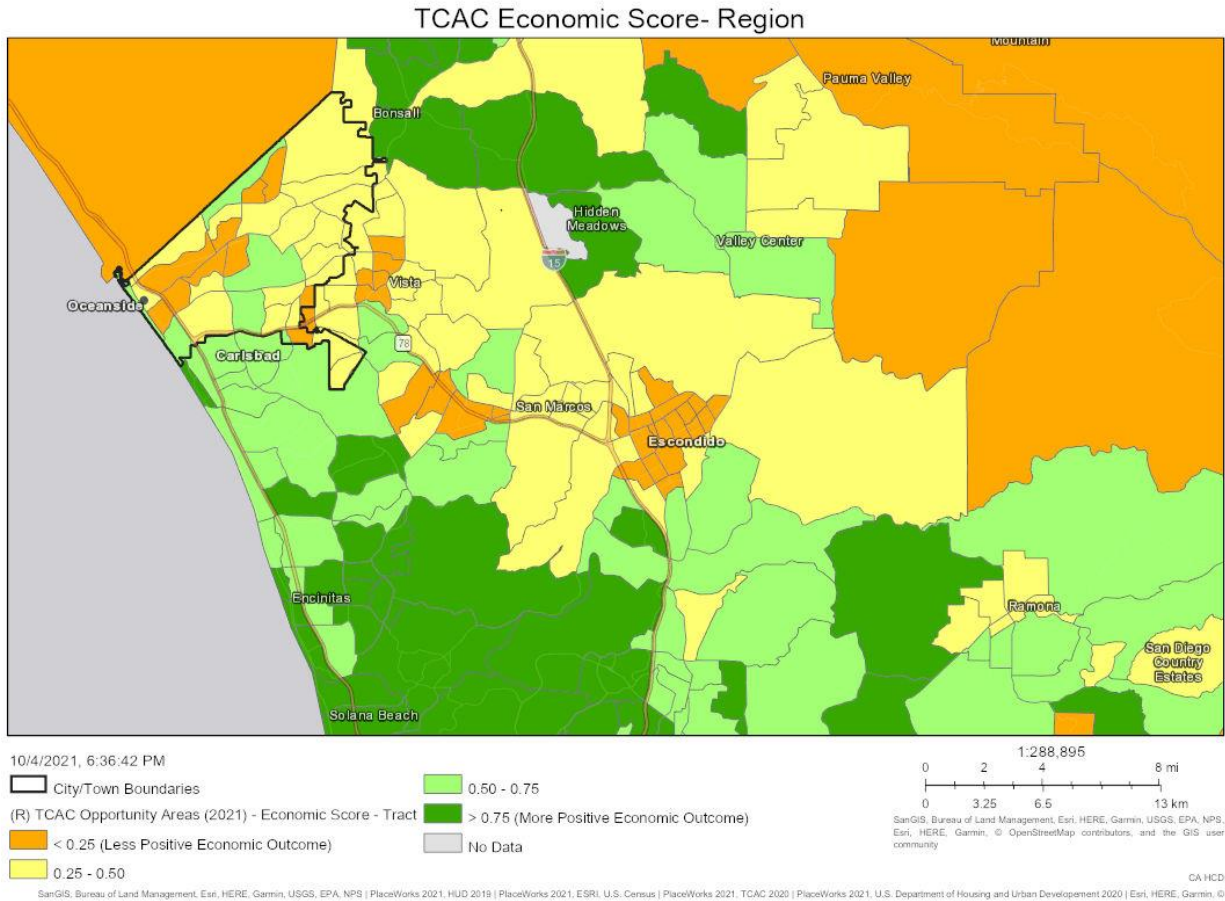


Figure D- 23: TCAC Economic Score- Region



Local Trends

As described earlier, HUD's opportunity indicators provide indices for labor market and jobs proximity. The labor market index is based the level of employment, labor force participation, and educational attainment in a census tract. Oceanside's labor market indices range from 36 to 46, with Hispanics having the lowest index and Whites having highest. Oceanside's population living below the poverty line have lower labor market indices than the population overall, and again Hispanics have the lowest index and White residents the highest. The same trend is seen in the jobs proximity score, which quantifies the accessibility of a neighborhood to jobs in the region.

Overall, Oceanside's indices are lower than San Diego County for both the labor market and jobs proximity. This may be due to the location of the City outside areas of the county with high jobs proximity scores (Figure D- 22). Jobs proximity indices are highest south of Oceanside along the coast in south Carlsbad, Solana Beach, Del Mar, and La Jolla. Within Oceanside, jobs proximity scores increased northeast to southwest, with the majority of the coastal tracts scoring in the midrange (Figure D- 25).

The TCAC's Economic Score is based on a composite of the following area characteristics: poverty, adult education, employment, job proximity, median home value. Within the City, the lowest economic indices are found in the central census tracts adjacent to Mission Avenue in the communities of East Side Capistrano, San Luis Rey, Canyon Vista and North Valley (Figure D- 25). Regionally, TCAC Economic increase north to south along the coast below Oceanside.

Figure D- 24: Jobs Proximity Index- Oceanside

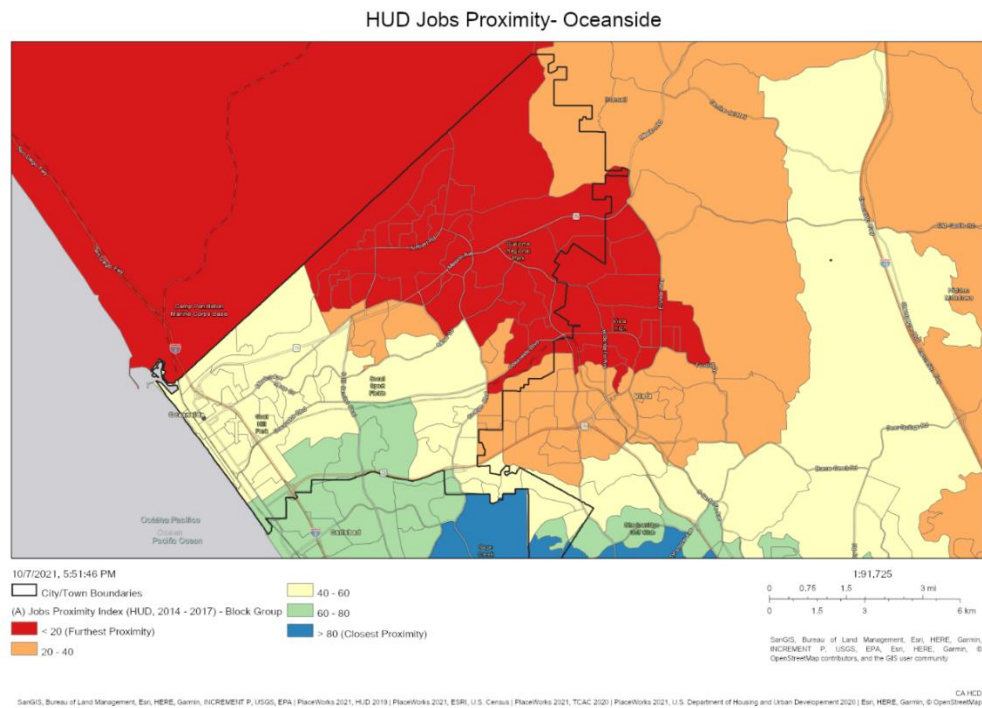
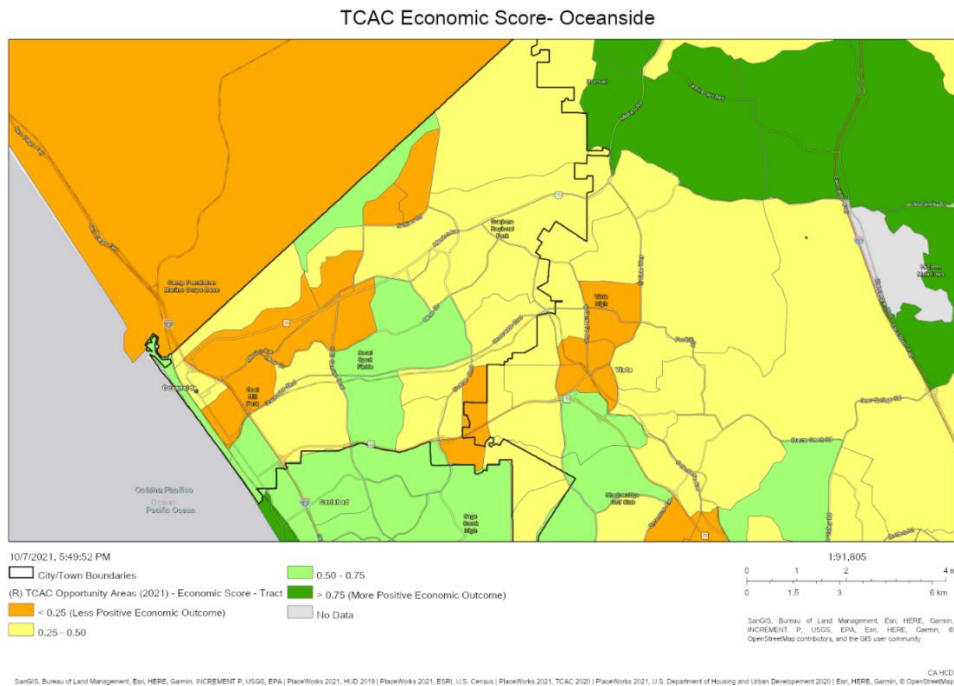


Figure D- 25: TCAC Economic Score- Oceanside



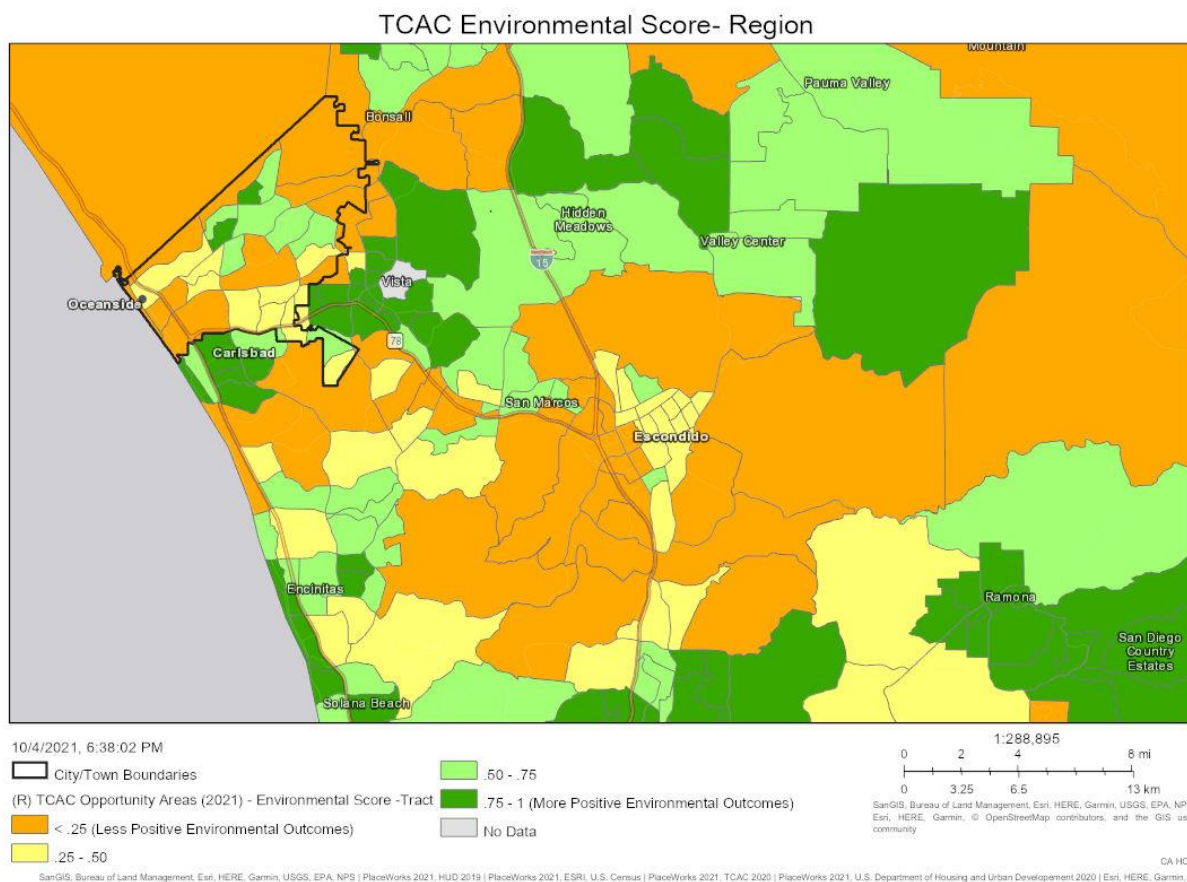
d. Environment

The TCAC Environmental Score is based on CalEnviroScreen 3.0 scores. The California Office of Environmental Health Hazard Assessment (OEHHA) uses these scores to help identify California communities disproportionately burdened by multiple sources of pollution. In addition to environmental factors (pollutant exposure, groundwater threats, toxic sites, and hazardous materials exposure) and sensitive receptors (seniors, children, persons with asthma, and low birth weight infants), CalEnviroScreen also takes into consideration socioeconomic factors. These factors include educational attainment, linguistic isolation, poverty, and unemployment.

Regional Trend

TCAC’s environmental scores are lowest inland in south Carlsbad, San Marcos, and Escondido, and most of Oceanside (Figure D- 26), indicating low environmental outcomes.

Figure D- 26: TCAC Environmental Score- Region

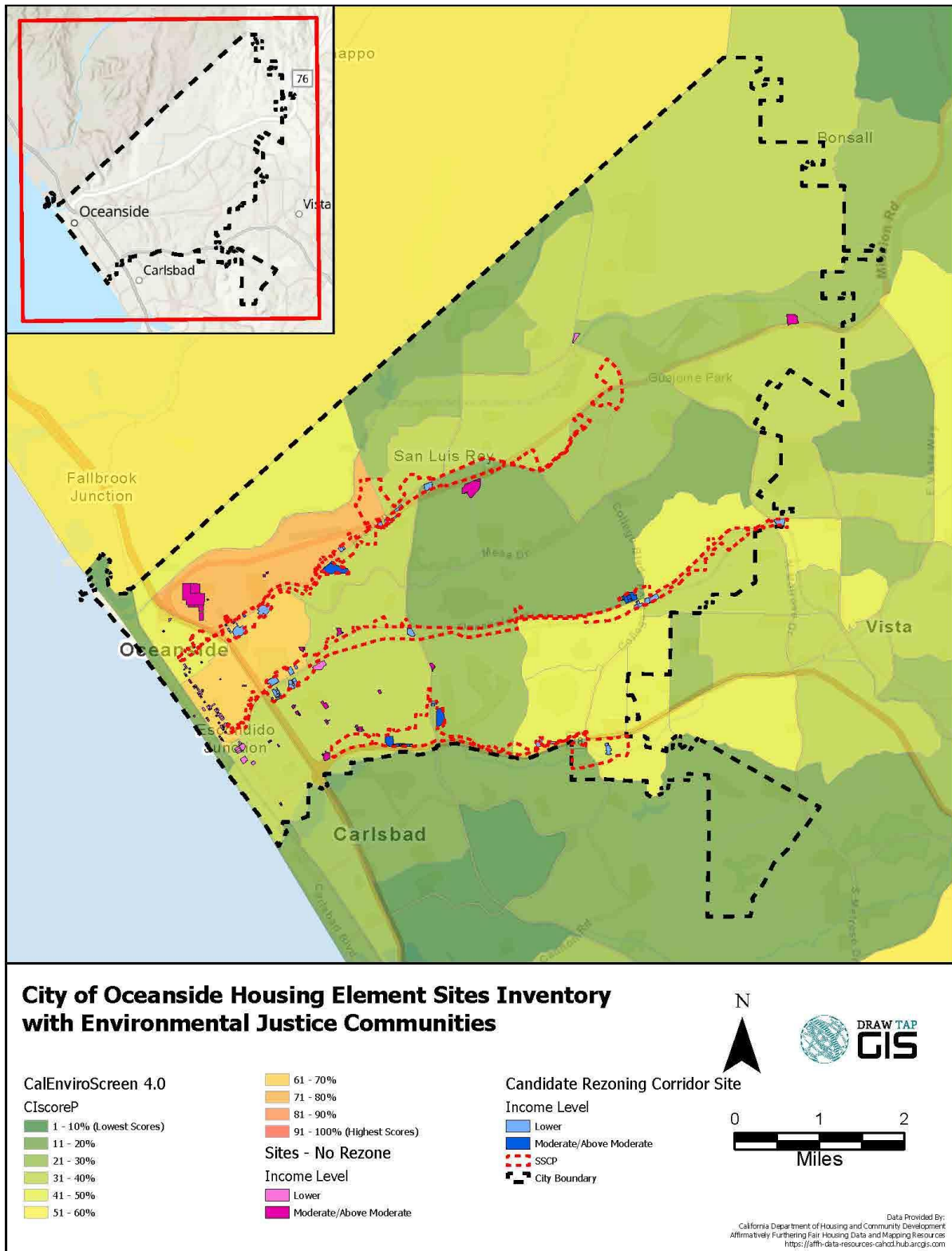


Local Trends

As shown in Figure D- 26, most census tracts in the City of Oceanside have the low TCAC environmental scores (less than 0.5). Only a few tracts in the center of the City scored above 0.5. In addition, the Office of Environmental Health Hazard Assessment has released updated scores in February 2020 (CalEnviroScreen 4.0). The CalEnviroScreen 4.0 scores in

Figure D- 27 are based on percentiles and show that tracts adjacent to the intersection of Interstate Highway 5 and Mission Avenue scored in the highest percentile (scored the worst).

Figure D- 27: CalEnviroScreen 4.0 Scores- Oceanside



Distribution of RHNA Units by CalEnviroScreen Scores

Based on the CalEnviroScreen 4.0 scores, about two thirds of all RHNA units, lower income units, and moderate/above moderate units are distributed in census tracts with percentile scores between 21 and 50 for all RHNA units (Table D- 12). However, about 35% of lower income units are in the census tract with the highest percentile /worst scores, compared to 18% moderate/above moderate and 29% of all RHNA units. The map in

Figure D- 27 shows the tracts with the highest percentile scores are at the intersection of Mission Avenue and Interstate Highway 5. Many Candidate Rezone Sites are located along the Mission Avenue (purple) as well as a cluster of no Rezone Sites in East Side Capistrano (Pink). The Candidate Rezone sites are feasible for both lower and moderate/above moderate income units while the cluster of No Rezone Sites have been identified as moderate/above moderate income.

Table D- 12: RHNA Unit distribution by CalEnviroScreen 4.0 Score

	Lower Income RHNA	Moderate/ Above Moderate Income RHNA	Total RHNA Units
1 - 10% (Lowest Score)	0.0%	0.0%	0.0%
11 - 20%	4.0%	13.4%	7.2%
21 - 30%	16.4%	47.7%	27.0%
31 - 40%	24.7%	19.3%	22.8%
41 - 50%	19.9%	1.7%	13.7%
51 - 60%	0.0%	0.0%	0.0%
61 - 70%	35.0%	17.9%	29.2%
71 - 80%	0.0%	0.0%	0.0%
81 - 90% (Highest Score)	0.0%	0.0%	0.0%
Total Units	4,103	2,112	6,215

E. Disproportionate Housing Needs

The AFFH Rule Guidebook defines 'disproportionate housing needs' as 'a condition in which there are significant disparities in the proportion of members of a protected class experiencing a category of housing needs when compared to the proportion of a member of any other relevant groups or the total population experiencing the category of housing need in the applicable geographic area.' 24 C.F.R. § 5.152" The analysis is completed by assessing cost burden, severe cost burden, overcrowding, and substandard housing.

The Comprehensive Housing Affordability Strategy (CHAS) developed by the Census for HUD provides detailed information on housing needs by income level for different types of households in Oceanside. Housing problems considered by CHAS include:

- Housing cost burden, including utilities, exceeding 30 % of gross income; or
- Severe housing cost burden, including utilities, exceeding 50 % of gross income.
- Overcrowded conditions (housing units with more than one person per room)
- Units with physical defects (lacking complete kitchen or bathroom)

According to CHAS data based on the 2013-2017 ACS (the most recent dataset available), San Diego County households experience housing problems at similar rates (45%) than

Oceanside households (45%). In both the County and City, renters are more likely to be affected by housing problems than owners.

a. Cost Burden

Regional Trends

In San Diego County, approximately 41% of households experienced cost burdens in 2017 (Table D- 13). Renters experience cost burdens at higher rates than owners (52% compared to 32%), regardless of race. Among renters, Black and Hispanic households experience the highest rates of cost burdens (59% and 58%). Cost burdened owner households are concentrated in some census tracts Oceanside, Vista, Escondido, and Solana Beach (

Figure D- 28). The number of census tracts with a concentration of cost burdened renter households is higher than renter households, and these areas of concentration are located in Oceanside and Escondido (Figure D- 29).

Table D- 13: Housing Problems by Race, San Diego County

	White	Black	Asian	Am. Ind.	Pac Isl.	Hispanic	Other	All
San Diego County								
With Housing Problem								
Owner-Occupied	31%	40%	34%	25%	32%	43%	36%	34%
Renter-Occupied	51%	62%	51%	52%	61%	67%	55%	57%
<i>All Households</i>	39%	55%	41%	38%	52%	58%	47%	45%
With Cost Burden >30%								
Owner-Occupied	30%	38%	31%	22%	0%	36%	34%	32%
Renter-Occupied	49%	59%	44%	46%	54%	58%	51%	52%
<i>All Households</i>	38%	52%	36%	34%	47%	50%	44%	41%

Note: Data presented in this table are based on special tabulations from sample Census data. The number of households in each category usually deviates slightly from the 100% total due to the need to extrapolate sample data out to total households. Interpretations of these data should focus on the proportion of households in need of assistance rather than on precise numbers.
Source: HUD CHAS, (2013-2017).

Figure D- 28: Cost Burdened Owners (2019)- Region

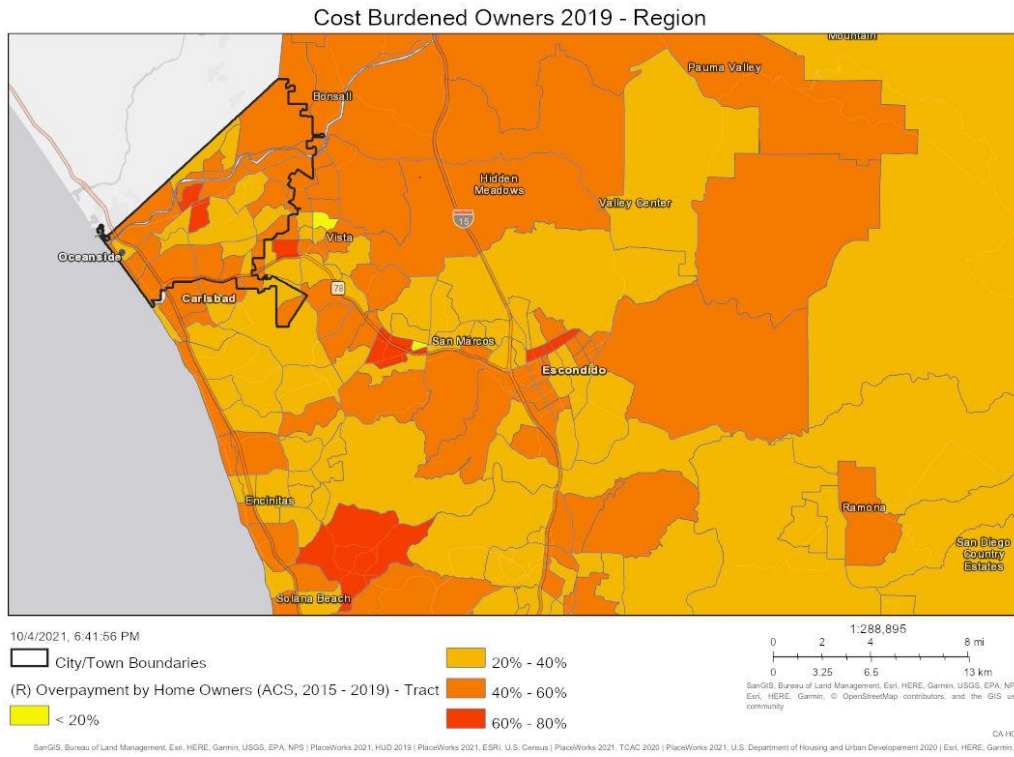
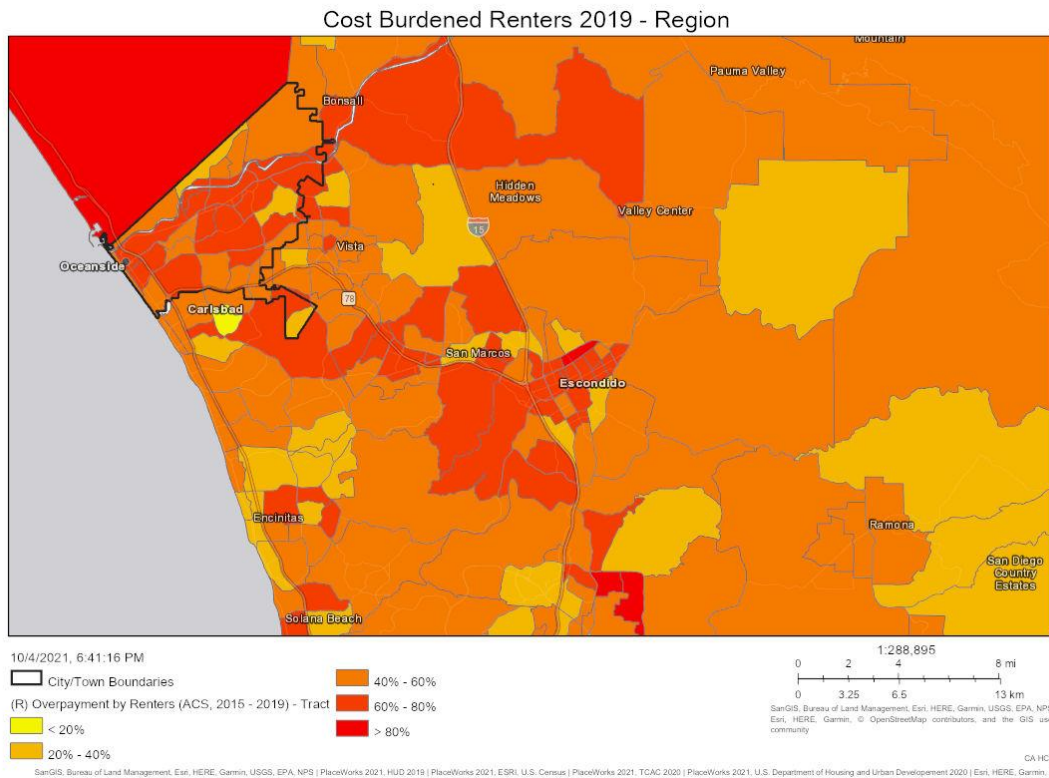


Figure D- 29: Cost Burdened Renters (2019)- Region



Housing problems and cost burdens can also affect special needs populations disproportionately. Table D- 14 shows that renter elderly and large households experience housing problems and cost burdens at higher rates than all renters, all households, and their owner counterparts.

Table D- 14: Housing Problems, Elderly and Large Households, San Diego County

	Renter-Occupied			Owner-Occupied			All HHs
	Elderly	Large HH	All Renter	Elderly	Large HH	All Owners	
San Diego County							
Any Housing Problem	62%	80%	57%	34%	46%	34%	45%
Cost Burden > 30%	60%	56%	52%	34%	31%	32%	41%
<i>Note: Data presented in this table are based on special tabulations from sample Census data. The number of households in each category usually deviates slightly from the 100% total due to the need to extrapolate sample data out to total households. Interpretations of these data should focus on the proportion of households in need of assistance rather than on precise numbers. Source: HUD CHAS, (2013-2017).</i>							

Local Trends

As shown in Table D- 15, households of all minority races (Black, Asian, American Indian, Pacific Islander, and Hispanic) experience housing problems at a higher rate than White (39%) households and all households in the City (45%). With over two thirds of households experiencing housing problems, American Indian and Hispanic households are disproportionately affected by housing problems. Renter-households, independent of race, experience housing problems at higher rates than owner-occupied households. Renters are also cost burdened at higher rates than owners, independent of race, except for Hispanic households.

Oceanside households experience housing problems (45%) and cost burdens (42%) at similar rates than the County overall (45% and 41%, respectively). Among the races, American Indian households are more likely to be experience housing problems (68%) or cost burdens (51% %) in Oceanside than American Indian households across the entire county (38% and 34%, respectively).

Table D- 15: Housing Problems by Race, Oceanside

	White	Black	Asian	Am. Ind.	Pac Isl.	Hispanic	Other	All
Oceanside								
With Housing Problem								
Owner-Occupied	37%	35%	60%	50%	44%	30%	34%	34%
Renter-Occupied	61%	50%	70%	54%	74%	65%	60%	60%
All Households	51%	40%	68%	52%	61%	50%	45%	45%
With Cost Burden >30%								
Owner-Occupied	36%	32%	60%	50%	38%	31%	36%	32%
Renter-Occupied	55%	45%	48%	54%	65%	64%	55%	55%
All Households	47%	37%	51%	53%	54%	50%	47%	42%

*Note: Data presented in this table are based on special tabulations from sample Census data. The number of households in each category usually deviates slightly from the 100% total due to the need to extrapolate sample data out to total households. Interpretations of these data should focus on the proportion of households in need of assistance rather than on precise numbers.
Source: HUD CHAS, (2013-2017).*

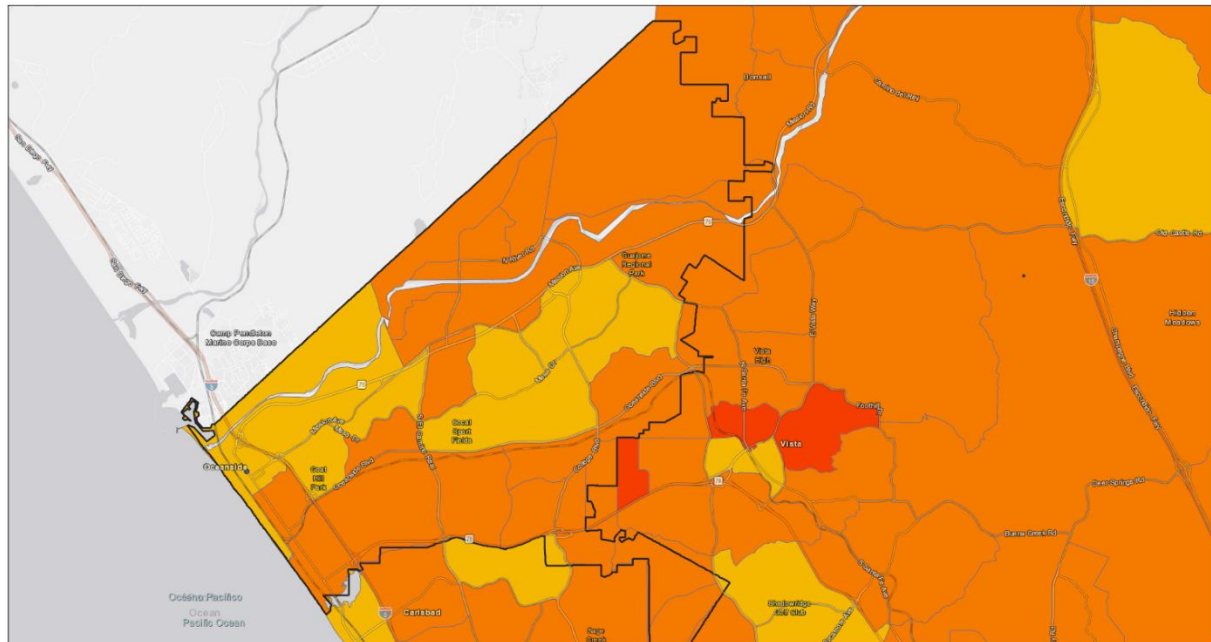
Cost burden rates have decreased during the past planning period from 46% in 2013 to 42% in 2017. For owners, the decrease has been from 38% of owner households experiencing cost burdens in 2013 to 32% in 2017. The rate of cost burdened renter households decreased from 57% to 55% in the same time frame.

Figure D- 32 and

Figure D- 33 show the concentration of cost burdened owners in 2014 and 2019 in the City of Oceanside. Geographically, cost burdened owner households used to be more widely spread throughout the City, especially at the northernmost and southernmost tracts of the City. By 2019, there are less tracts with more than 40% of owners experiencing cost burdens, but a few tracts in the center of the City a high concentration of cost-burdens owners (between 60 and 80% of owners experiencing cost burdens).

Figure D- 30: Cost Burdened Owners (2014)- Oceanside

Overpayment by Owners (2014)- Oceanside



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City/Town Boundaries

(A) Overpayment by Home Owners (ACS, 2010 - 2014) - Tract

20% - 40%

40% - 60%

60% - 80%

1:91,725

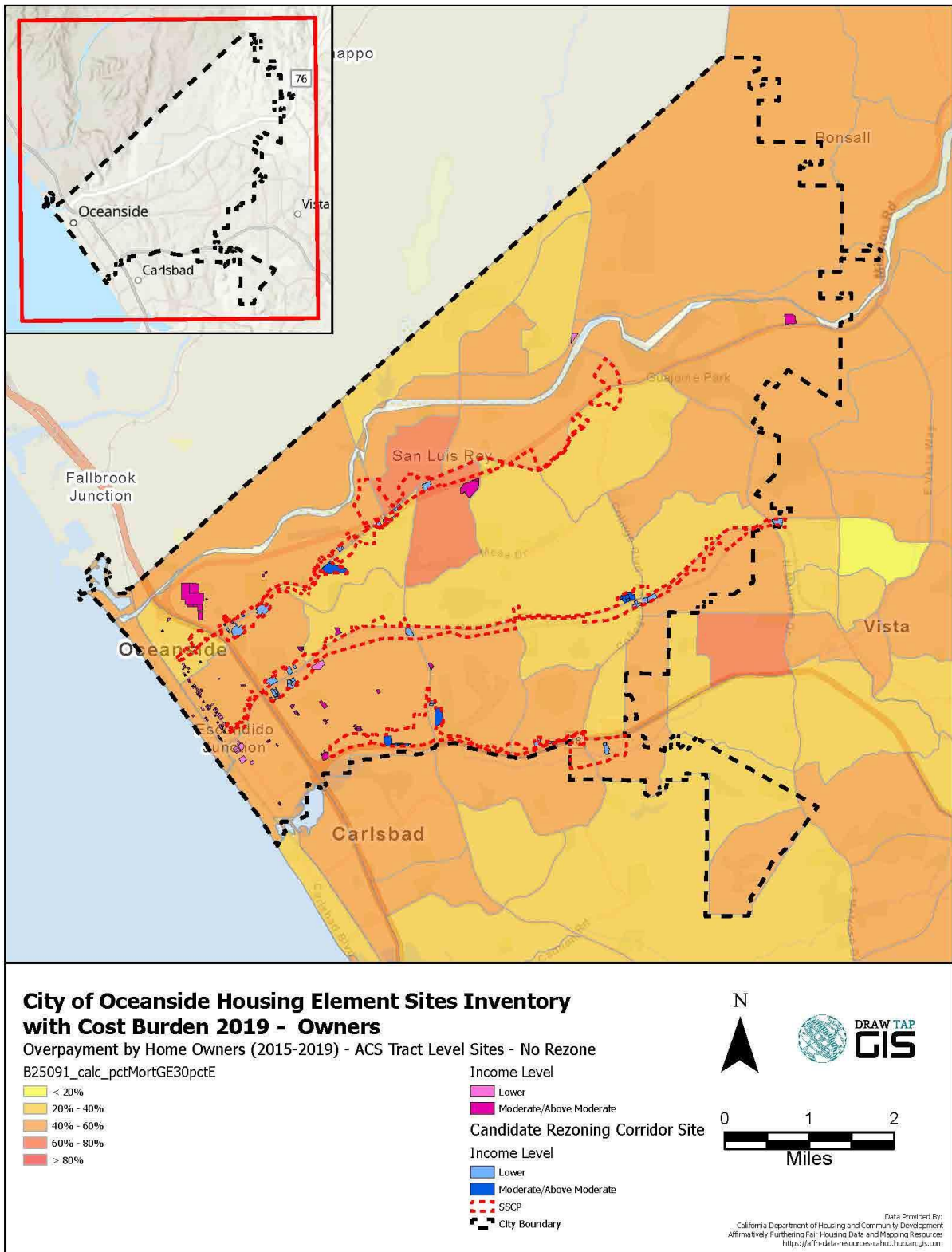
0 0.75 1.5 3 mi
0 1.5 3 6 km

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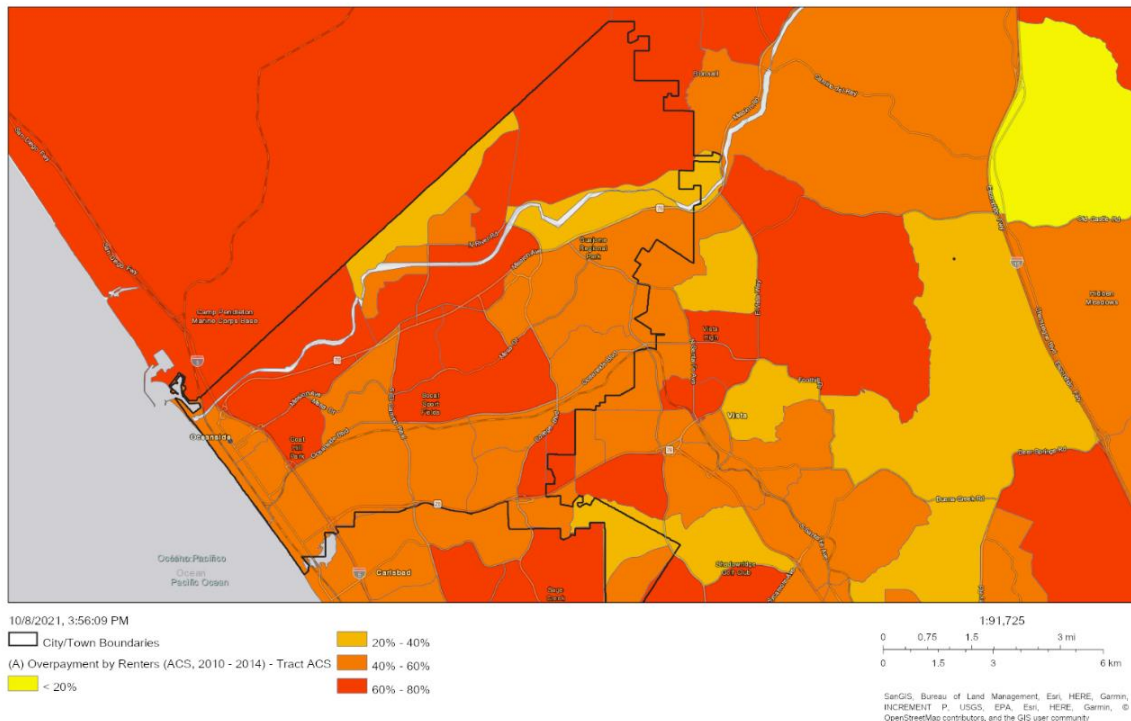
Figure D- 31: Cost Burdened Owners (2019)- Oceanside



The proportion of cost burdened renter households has also decreased during the past planning period from 57% in 2013 to 55% in 2017. The distribution of these households has not changed dramatically between 2014 and 2019. In both years, the tracts along Mission Avenue have the highest concentration of cost-burdened renters, where between 60 and 80% of renters are cost burdened.

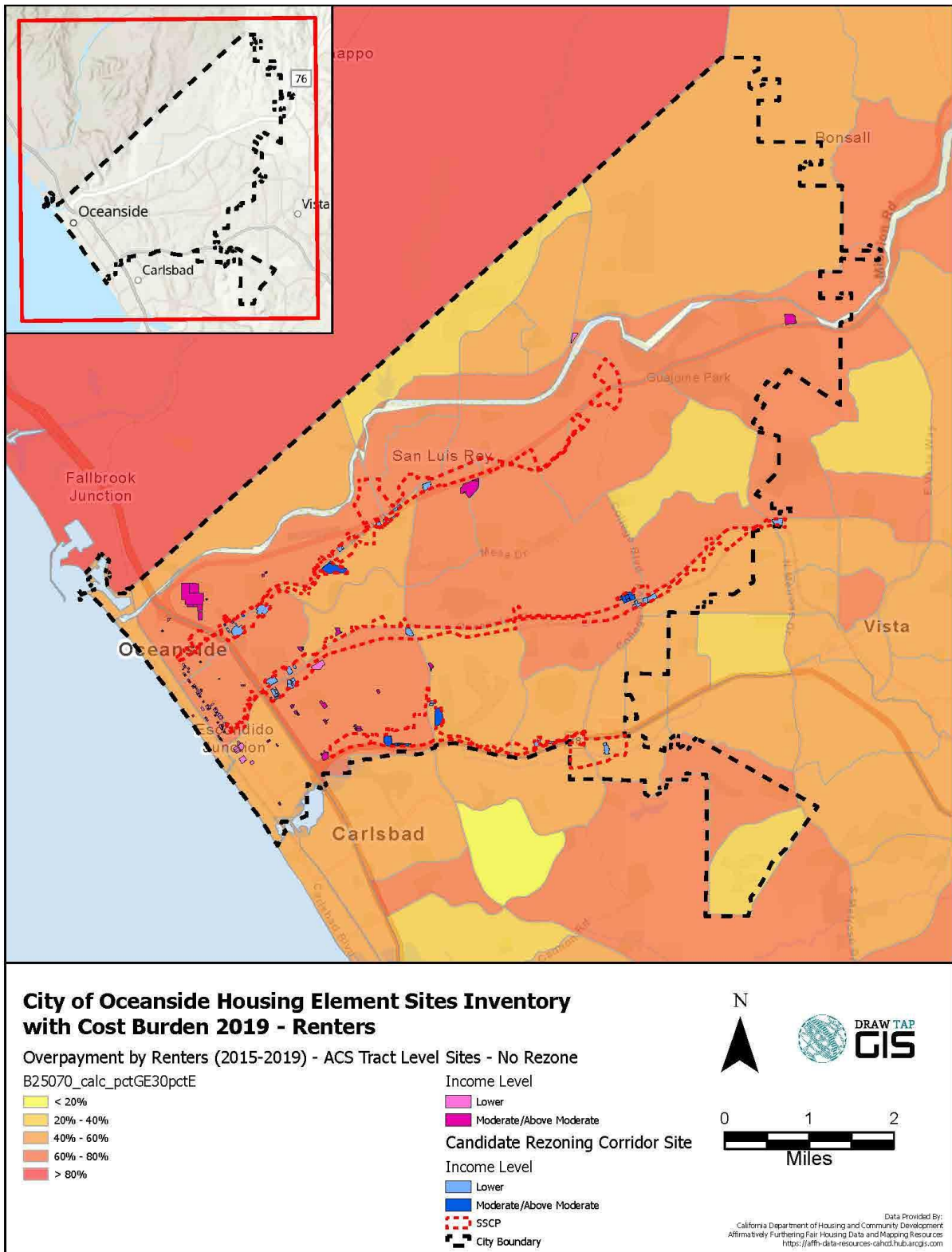
Figure D- 32: Cost Burdened Renters (2014)- Oceanside

Overpayment by Renters (2014)- Oceanside



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Figure D- 33: Cost Burdened Renters (2019)- Oceanside



Elderly and large households may also be subject to disproportionate housing problems, whether it is affordability or adequate physical needs (number of rooms, complete facilities). Table D- 16 shows that renter-elderly households experience housing problems and cost burden at greater rates (almost double) than owner-households and all households in the City. About two thirds of elderly renter-households experience any housing problem and cost burdens. The similar rates of elderly renter-households experiencing cost burden and housing problems 66% and 63% suggest cost is an issue for all households with any problem.

Larger households are also disproportionately affected by housing problems and cost burdens than the elderly and all households of the same tenure. For example, 73% of renter large households are affected by at least one problem (cost burden, overcrowding, unit with physical defects) compared to 66% of renter elderly households and 60% of all renter households. Renter large households are also disproportionately affected by housing problems and cost burdens than their owner large households.

An important note is that while 73% of renter households experience at least one housing problem, only 50% are experiencing cost burden. This means that 12% of households are not experiencing cost burden but instead are experiencing one of the other housing problems (overcrowding; unit with defects). This suggests a need for large owner-housing or rehabilitation of units, and this trend is similar to that of renter large households in the County.

Table D- 16: Housing Problems, Elderly and Large Households, Oceanside

	Renter-Occupied			Owner-Occupied			All HHs
	Elderly	Large HH	All Renter	Elderly	Large HH	All Owners	
Oceanside							
Any Housing Problem	66%	73%	60%	35%	43%	34%	45%
Cost Burden > 30%	63%	49%	55%	35%	26%	32%	42%

Note: Data presented in this table are based on special tabulations from sample Census data. The number of households in each category usually deviates slightly from the 100% total due to the need to extrapolate sample data out to total households. Interpretations of these data should focus on the proportion of households in need of assistance rather than on precise numbers.

Source: HUD CHAS, (2013-2017).

Distribution of RHNA Units by Cost Burdened Households

Most RHNA sites are located in tracts along corridors part of the SSCP and Coast Highway Corridor. These census tracts have a variety of concentrations of cost burdened owner and cost burden renter households. According to Table D- 17, 76% of all RHNA units are sited in tracts where between 40 and 80% of homeowners experience cost burdens. Of the 4,103 lower income units, about 84% are also located in these tracts with the higher percentage of cost-burdened owner households.

Cost burdened renter households are more prevalent throughout the City's census tracts and a higher percentage of renter households are cost burdened per tract (e.g. between 60 and 80% of renter households are cost-burdened in some tracts). Table D- 18 shows that RHNA units are distributed among tracts with 40 to 60% and 60 to 80% cost-burdened renter

households. About 60 % of all units are sited in the tracts with the highest concentration of cost-burdened renter households (60 to 80%). A similar share of lower income households (64%) is also located in the tracts with the highest concentration of cost-burdened renters.

Table D- 17: RHNA Unit Distribution by Cost-Burdened Homeowner Households

	Lower Income RHNA	Moderate/ Above Moderate Income RHNA	Total RHNA Units
< 20 %	0.0%	0.0%	0.0%
20% - 40%	16.4%	38.1%	23.8%
40% - 60%	79.6%	56.7%	71.8%
60% - 80%	4.0%	5.3%	4.4%
> 80%	0.0%	0.0%	0.0%
Total Units	4,103	2,112	6,215

Table D- 18: RHNA Unit Distribution by Cost-Burdened Renter Households

	Lower Income RHNA	Moderate/ Above Moderate Income RHNA	Total RHNA Units
< 20 %	0.0%	0.0%	0.0%
20% - 40%	0.0%	0.0%	0.0%
40% - 60%	36.4%	47.6%	40.2%
60% - 80%	63.6%	52.4%	59.8%
> 80%	0.0%	0.0%	0.0%
Total Units	4,103	2,112	6,215

b. Overcrowding

Regional Trends

Overcrowding is defined as housing units with more than one person per room (including dining and living rooms but excluding bathrooms and kitchen). According to the 2019 five-year ACS estimates, about 7% of households in the County are living in overcrowded conditions (

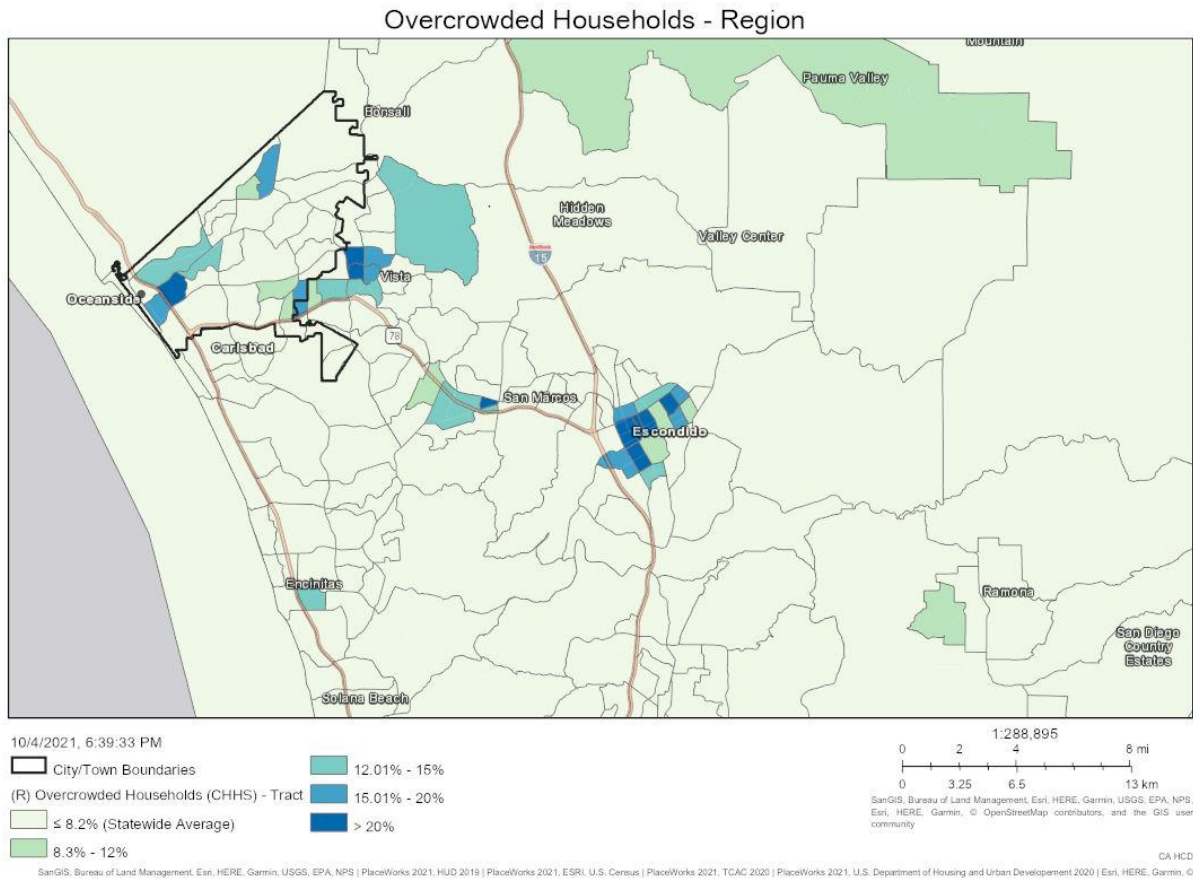
Table D- 19). This is lower than the statewide average of 8.2% overcrowded households. About 11% of renter households are living in overcrowded conditions, compared to only 3% of owner households. Proportionally, renter households make up 76% of all overcrowded households in the County. Overcrowded households in the region are concentrated in Oceanside, Vista, and Escondido (**Figure D- 34**).

Table D- 19: Overcrowded Households- San Diego County

	Overcrowded (>1.0 persons per room)	% of All Overcrowded Households
Owner-Occupied	3%	24%
Renter Occupied	11%	76%
All HH	7%	76,930

Source: American Community Survey, 2015-2019.

Figure D- 34: Overcrowded Households- Region



Local Trends

According to the 2019 five-year ACS estimates, a lower percentage of households in Oceanside (6%) are living in overcrowded conditions than the County (7%).

Figure D- 35 shows that some of Oceanside's census tracts have a high concentration of overcrowded households (over 12% of households are overcrowded). Within the City, overcrowded households are concentrated in the census tracts at the intersection of Interstate Highway 5 and Mission Avenue. A few census tracts in the north-central parts of the City also have a concentration of overcrowded households.

Table D- 20: Overcrowded Households- Oceanside

	Overcrowded (>1.0 persons per room)	% of All Overcrowded Households
Owner-Occupied	3%	26%
Renter Occupied	10%	74%
All HH	6%	3,612

Source: American Community Survey, 2015-2019.

Distribution of RHNA Units by Overcrowded Households

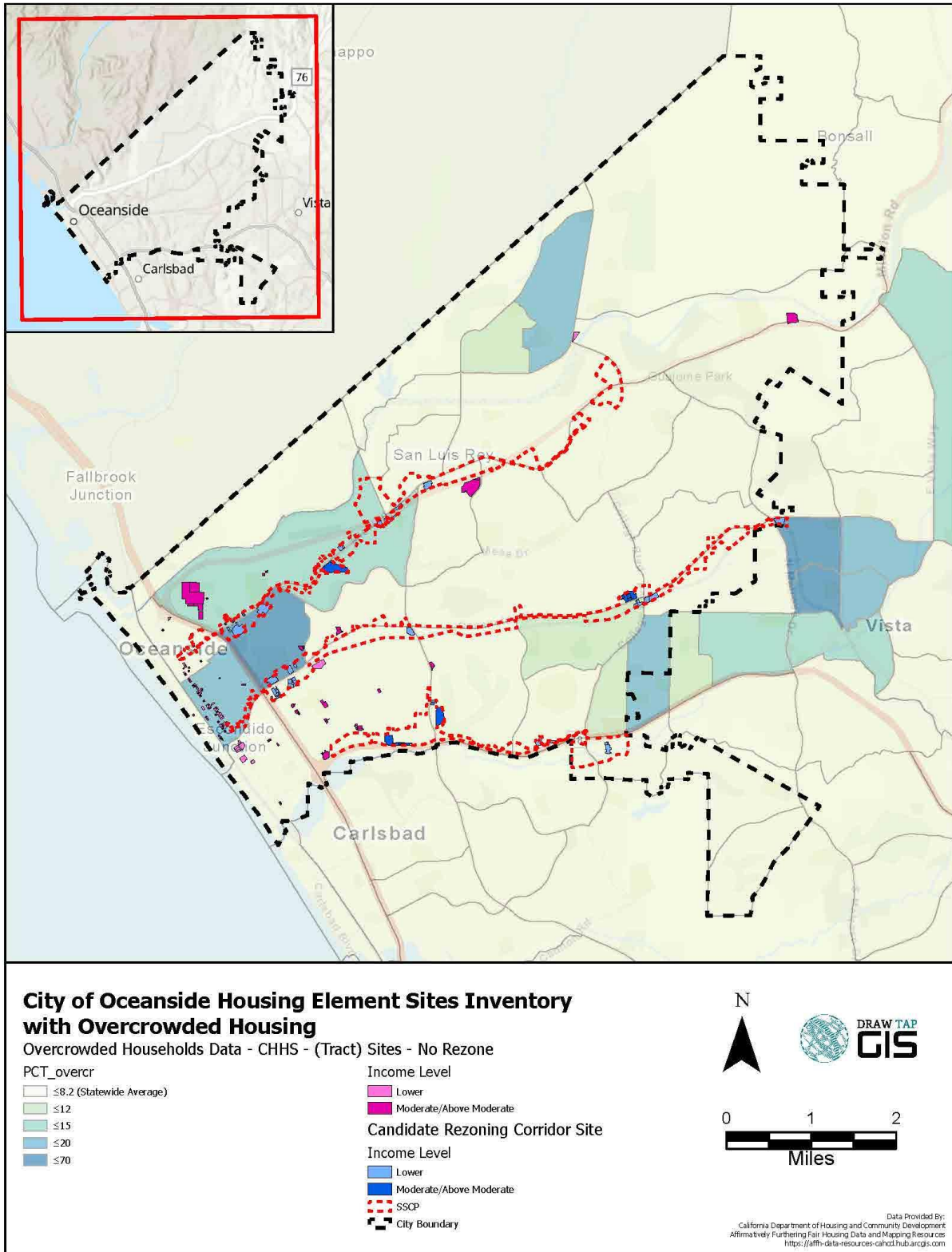
The majority of census tracts in the City have less than 8.2% households living in overcrowded conditions. However, as shown in

Figure D- 35, tracts with a higher than statewide average overcrowding rate are concentrated at the intersection of Mission Avenue and Interstate Highway 5. The Mission Avenue corridor is part of the SSCSP where many of the Candidate Rezone Corridor Sites are located. For this reason, about half of all RHNA units are located in census tracts where over 8.2 % of households are overcrowded. A similar share of the lower income RHNA units (50%) and moderate/above moderate income units (46%) are located in tracts with a concentration of overcrowded households above statewide average. The one tract with the highest concentration of overcrowded households (>20%), at the intersection of Mission Avenue and Interstate Highway 5, has 31% of the lower income units but 1% of the moderate/above moderate income RHNA units.

Table D- 21: RHNA Unit Distribution by % Overcrowded Households

	Lower Income RHNA	Moderate/ Above Moderate Income RHNA	Total RHNA Units
≤ 8.2 (Statewide Average)	50.1%	53.9%	51.4%
8.2- 12%	2.8%	0.0%	1.9%
12.01-15%	8.6%	41.0%	19.6%
15.01- 20%	7.0%	4.2%	6.1%
>20%	31.4%	0.9%	21.0%
Total Units	4,103	2,112	6,215

Figure D- 35: Overcrowded Housing- Oceanside



c. Substandard Conditions

Regional Trends

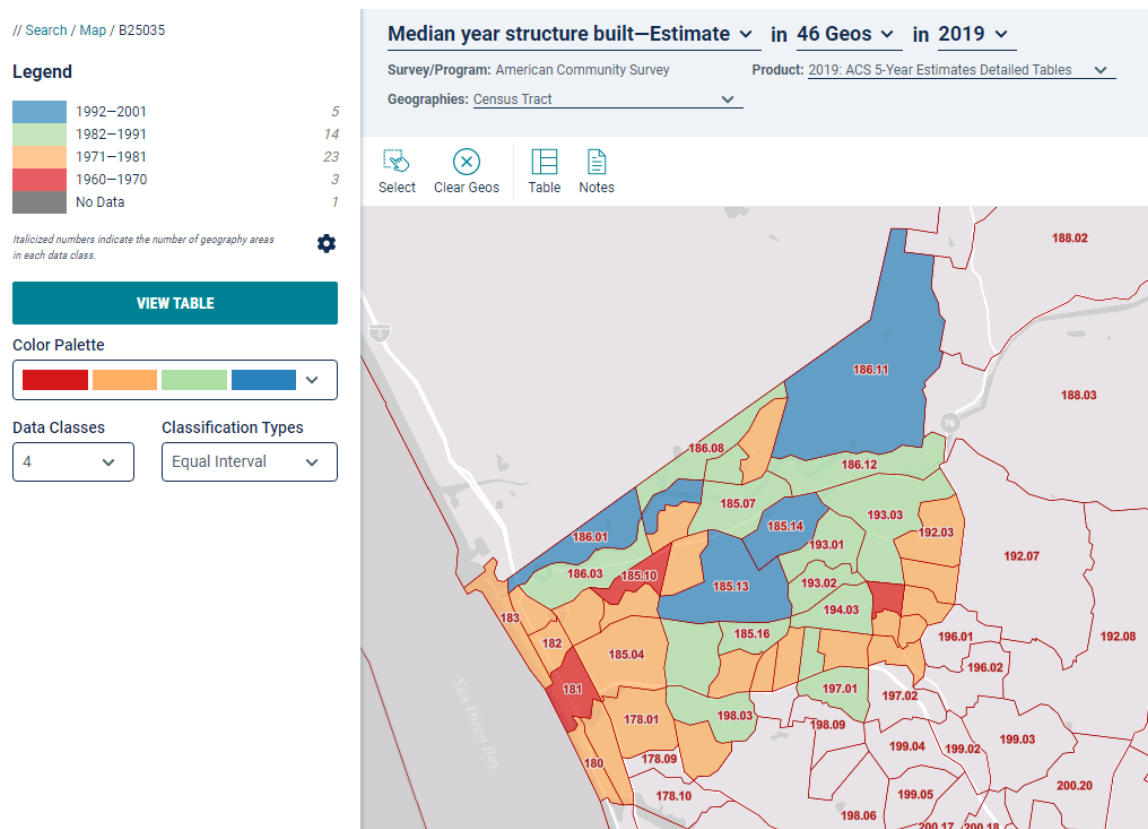
Housing that is 30 years or older is assumed to require some rehabilitation. Such features as electrical capacity, kitchen features, and roofs, usually need updating if no prior replacement work has occurred. According to the 2018 ACS, about 73% of San Diego's housing stock is over or close to 30 years old (built before 1989).

Local Trends

Oceanside's housing stock is slightly newer than the County's; 32% of Oceanside's housing stock is less than 30 years old, while only 28% of the County's housing stock is less than 30 years old (Table 10 in Needs Assessment). Based on the observations of City staff, an estimated 10% of housing units (about 6,600 units) may be considered substandard and in need of rehabilitation. This estimate is based Code Enforcement observations of typical enforcement activities and age of the City's housing stock

Nearly 87% of the City's existing housing stock will exceed 30 years of age by the end of this Housing Element planning period (built before 2000). As shown in Figure D- 36 housing across the city has a median year built between 1971 and 1991. Most newer housing is found in census tracts 186.01, 186.11, and two census tracts in the center of the City- 185.14 and 185.14.

Figure D- 36: Median Year Housing Built



d. Displacement Risk

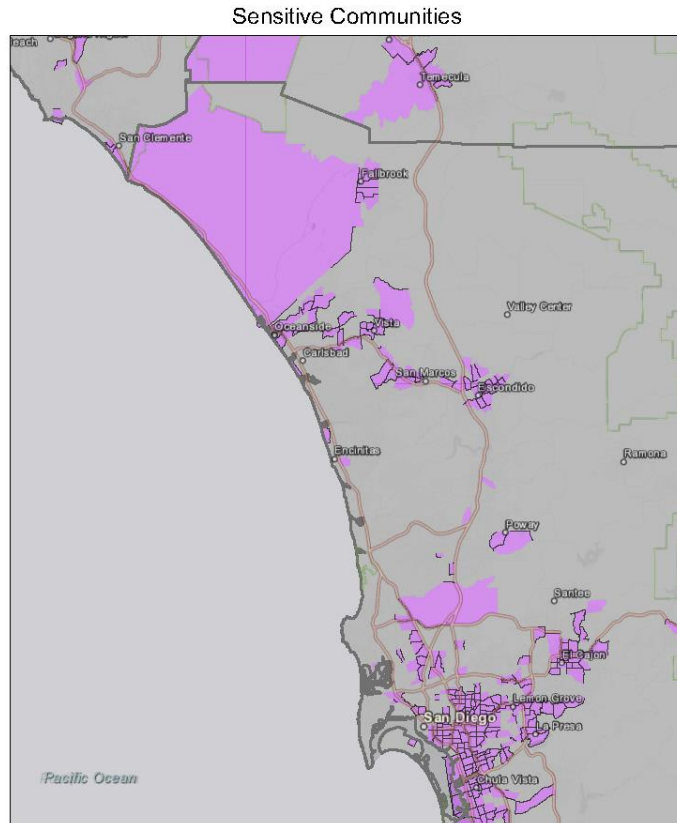
Regional Trends

UC Berkley's displacement project defines residential displacement as "the process by which a household is forced to move from its residence - or is prevented from moving into a neighborhood that was previously accessible to them because of conditions beyond their control." As part of this project, the UCB's team has identified populations vulnerable to displacement (named "sensitive communities" in the event of increased redevelopment and drastic shifts in housing cost. They defined vulnerability based on the share of low income residents per tract and other criteria including: share of renters is above 40 %, share of people of color is more than 50 %, share of low income households severely rent burdened, and proximity to displacement pressures. Displacement pressures were defined based on median rent increases and rent gaps. Using this methodology, sensitive communities were identified in Camp Pendleton, Oceanside, Fallbrook, Oceanside, Vista, San Marcos and Escondido in the North County (Figure D- 37). In the south and east county, sensitive communities were identified along the coast the City of San Diego, National City, Chula Vista and Imperial Beach and in Lemon Grove, La Mesa, and El Cajon in inland areas.

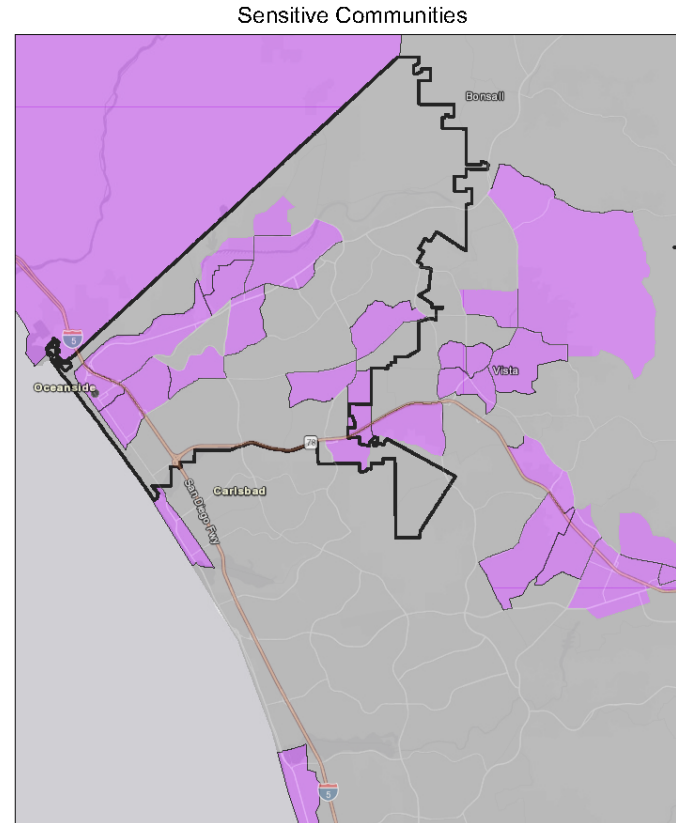
Local Trends

Within Oceanside, sensitive communities were identified in the central census tracts west and east of Interstate Highway 5 and along State Road 76 (Figure D- 37). Other tracts with sensitive communities are found in the mid-southern edges of the City.

Figure D- 37: Sensitive Communities- San Diego County and Oceanside



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 1:577,791
 0 4 8 16 mi
 0 5 10 20 km
 County Boundaries
 (A) Sensitive Communities (UCB, Urban Displacement Project)
 Vulnerable
 Other
 Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community, Esri, HERE, Garmin, USGS, EPA, NPS
 CA HCD
 FloorWorks 2021, HUD 2019 | FloorWorks 2021, ESRI, U.S. Census | FloorWorks 2021, TCAC 2020 | FloorWorks 2021, U.S. Department of Housing and Urban Development 2020 | FloorWorks



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 0 1 2 4 mi
 0 1.5 3 6 km
 City/Town Boundaries
 (A) Sensitive Communities (UCB, Urban Displacement Project)
 Vulnerable
 Other
 SanGIS, Bureau of Land Management, Esri, HERE, Garmin, USGS, EPA, NPS, Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community
 CA HCD
 FloorWorks 2021, HUD 2019 | FloorWorks 2021, ESRI, U.S. Census | FloorWorks 2021, TCAC 2020 | FloorWorks 2021, U.S. Department of Housing and Urban Development 2020 | FloorWorks

F. Other Relevant Factors

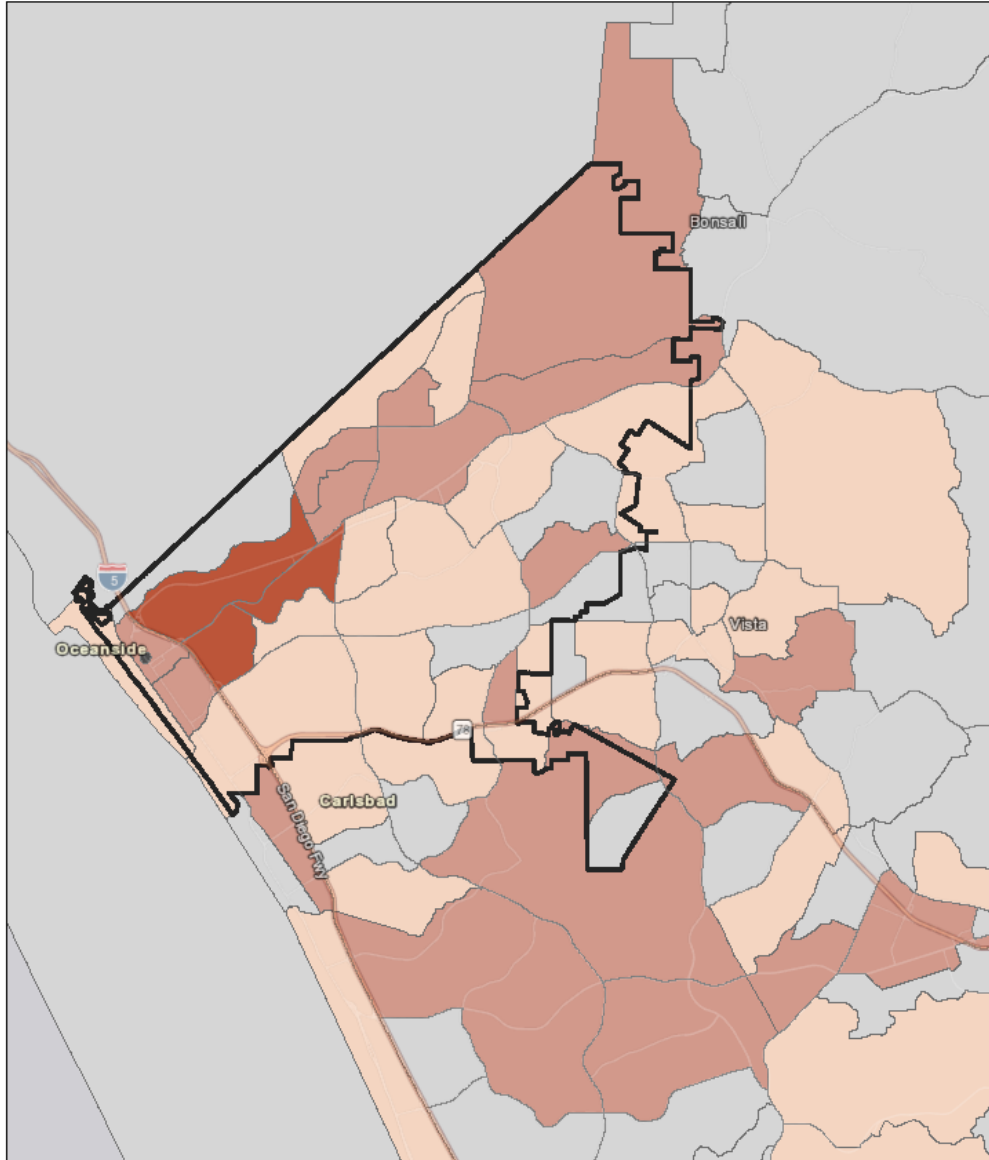
1. Housing Choice Voucher

The Housing Choice Voucher Program (HCV) provides rental assistance to very low-income households who obtain housing in the private rental market. The HCV program's success depends upon the ability of participants to search for and find suitable housing in the private rental market. The program encourages participants to avoid high-poverty neighborhoods and encourages the recruitment of landlords with rental properties in lower-poverty neighborhoods. Figure D- 38 shows that housing choice voucher use is concentrated in the central census tracts bounded by the Interstate Highway 5, the San Luis Rey River, S El Comino Real, and Oceanside Blvd. In these tracts, 15 to 30% of renters were HCV participants. These census tracts have among the lowest median gross rents³⁴ in the area and the highest concentration of population living in poverty (Figure D- 39). This means HCV participants are finding housing in the most affordable areas of the City. However, these affordable areas are also the areas with the concentration of people living in poverty.

³⁴ In the AFFH Data Viewer Tool, the value shown under the Housing Affordability Index is the median gross rent per census tract. The map shows the Housing Affordability Index (LAI) provides standardized household housing and transportation cost estimates for all 50 states and the District of Columbia.

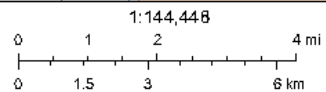
Figure D- 38: Housing Choice Voucher Concentration

Housing Choice Vouchers



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- City/Town Boundaries
- > 0 - 5%
- > 5% - 15%
- > 15% - 30%
- No Data
- (R) Housing Choice Vouchers - Tract

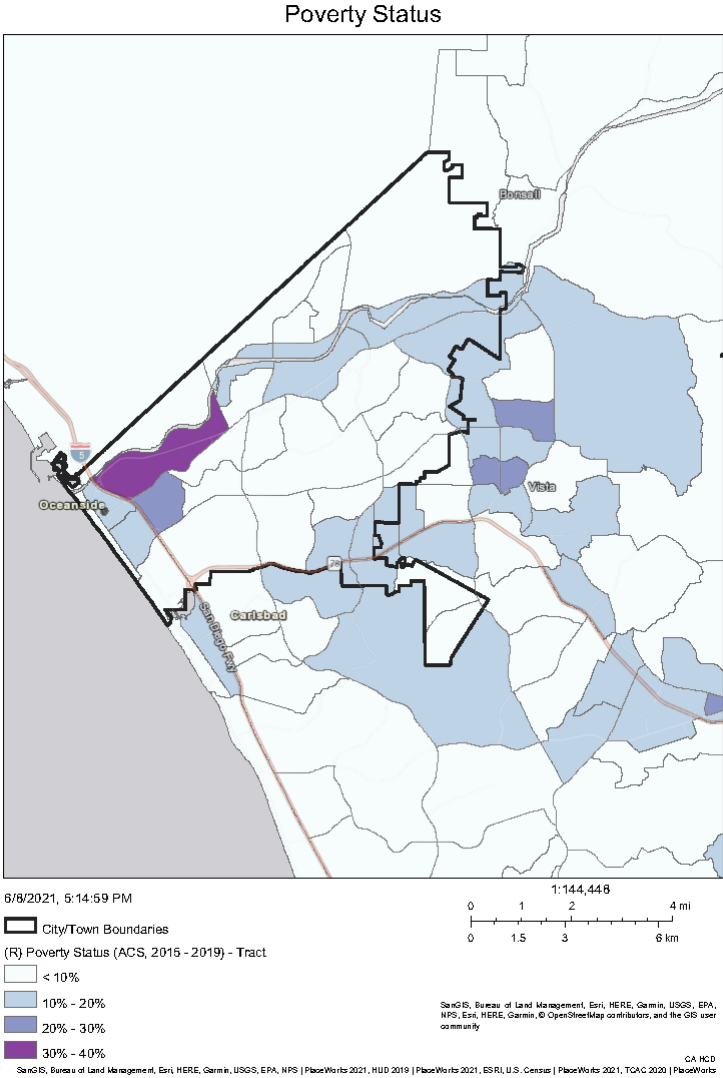
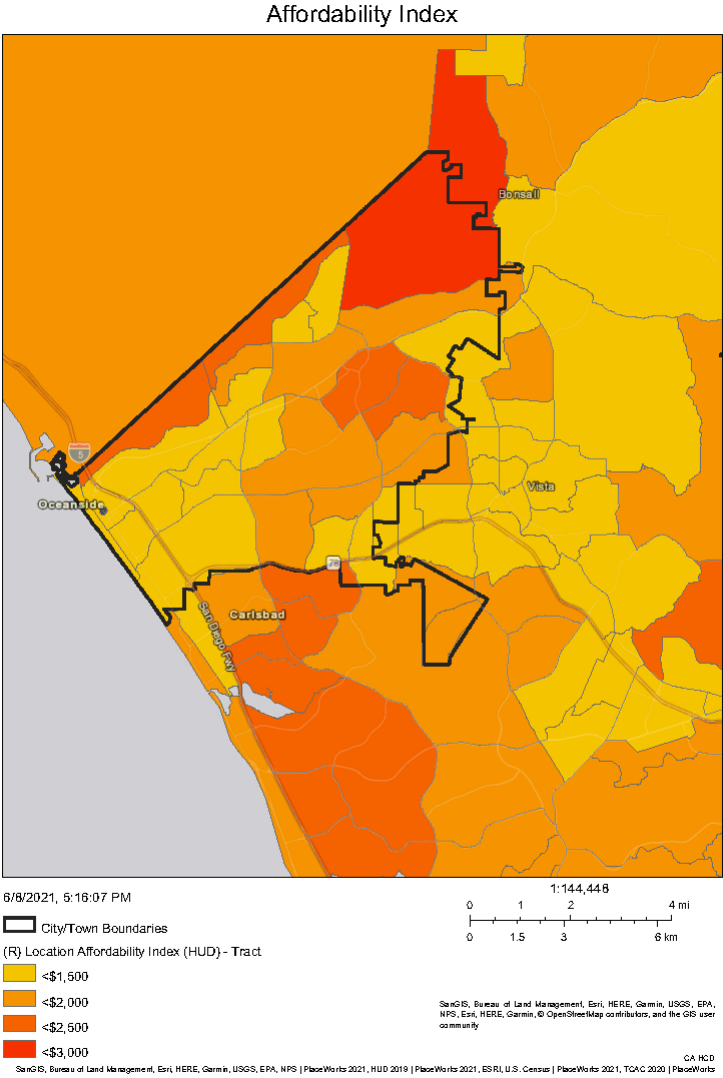


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SanGIS, Bureau of Land Management, Esri, HERE, Garmin, USGS, EPA, NPS | PlaceWorks 2021, HUD 2019 | PlaceWorks 2021, ESRI, U.S. Census | PlaceWorks 2021, TCAC 2020 | PlaceWorks

CA HCD

Figure D- 39: Affordability Index and Poverty Status- Oceanside



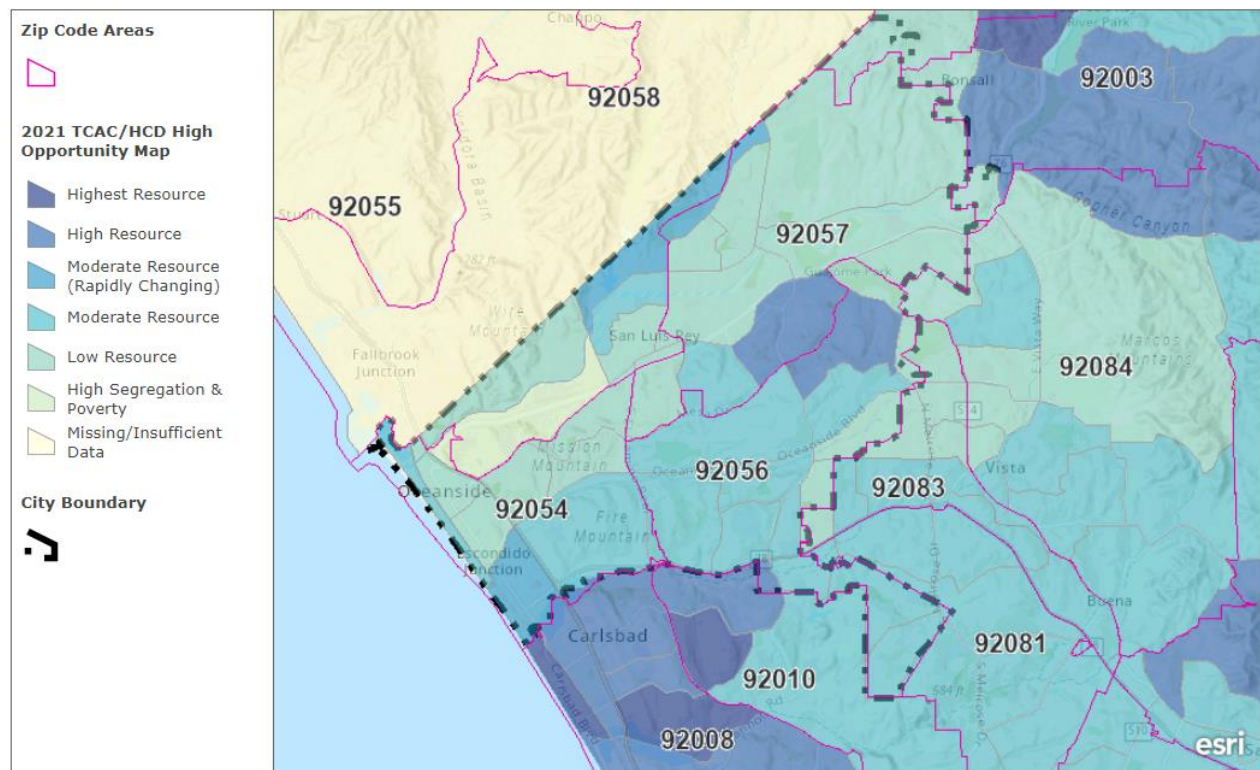
Usually, the payment standard used to determine the maximum amount of rental assistance for each household participating in the HCV program was based on Fair Market Rent estimates for the entire metropolitan area. This approach often means that households with HCVs cannot afford to rent in neighborhoods with high rents (usually associated with higher resources). Oceanside payment standards are based on higher Fair Market Rents than the San Diego-Carlsbad Metropolitan area (Table D- 22). Instead, standards used to determine the maximum subsidy for a rental unit is based on rent estimates for each zip code located within the City. The use of multiple payment standards allows the City to provide rental assistance at levels that more accurately reflect the rents charged in individual neighborhoods. In addition, as seen in Table D- 22 ,payment standards by zip code also facilitates mobility to higher resource areas. Payment standards in zip code 92056 are the highest within the City and this zip code covers mostly moderate and moderate (rapidly changing) resource tracts and even portions of the City's single high resource tract.

Table D- 22: Fair Market Rents

Area/Zip Code	Studio	1-Br	2-Br	3-Br	4-Br
San Diego-Carlsbad, CA MSA	\$1,573	\$1,739	\$2,232	\$3,099	\$3,795
92054 & 92057	\$1,870	\$2,057	\$2,618	\$3,575	\$4,356
92056 & 92058	\$2,024	\$2,233	\$2,838	\$3,883	\$4,719

Source: HUD FY 2022 Fair Market Rent Documentation System, City of Oceanside HCV Payment Standards and Utility Allowance effective 12/01/2022.

Figure D- 40: TCAC Resource Areas by Zip Code



Oceanside Sites Inventory

2. Accessory Dwelling Units

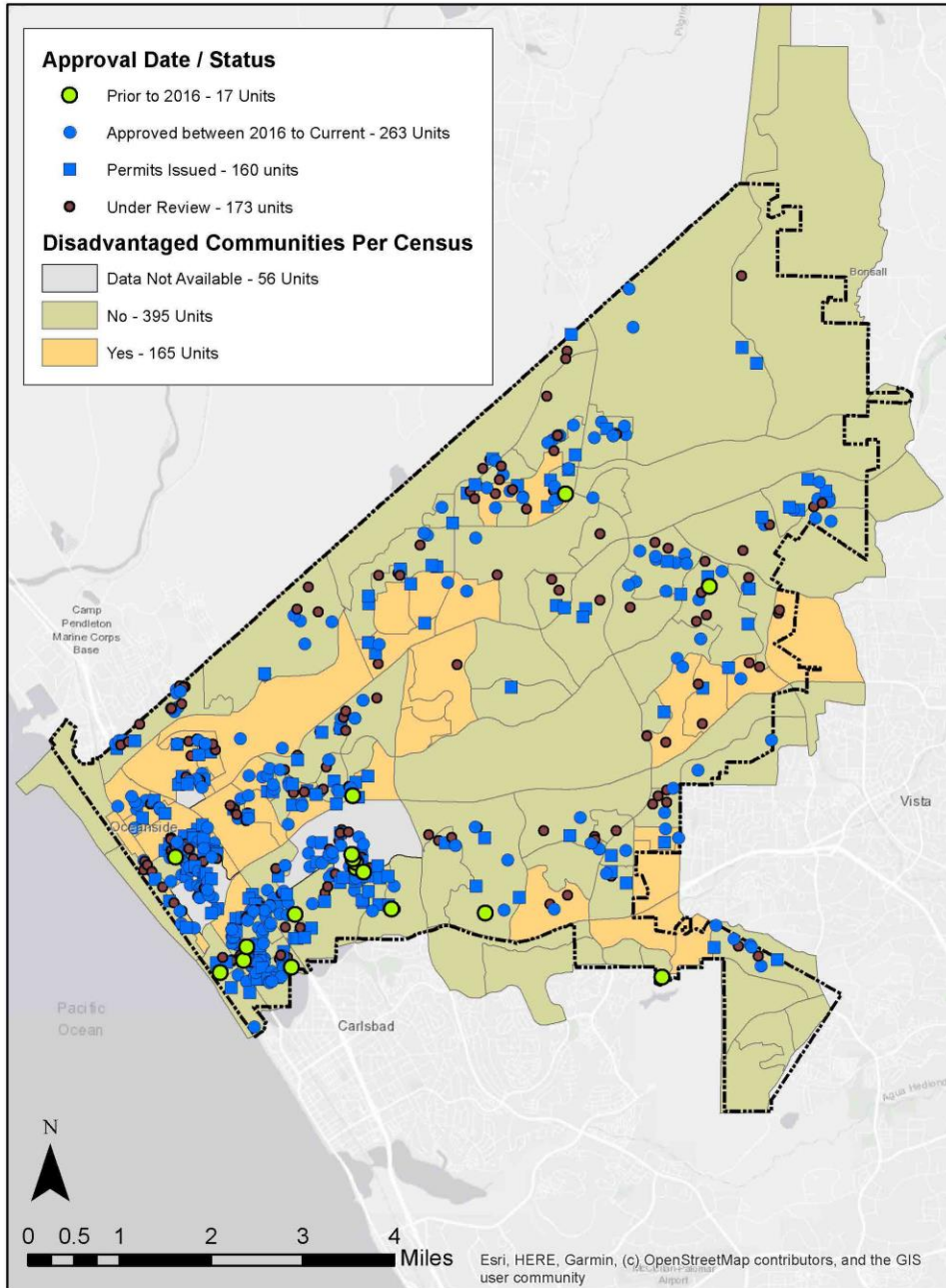
The City has recognized the importance of ADUs both as a source of affordable housing as well as supplemental income for homeowners and has taken steps to streamline the approval process for Oceanside homeowners. These efforts include a dedicated webpage (oceansideadu.com), a fact sheet, reduction and waiver of permitting fees, and a dedicated ADU fee schedule. The City Council adopted a revised ADU Ordinance on August 19, 2020 in response new ADU legislation (SB 13, AB 68, and AB 881) enacted on January 1, 2020 intended to further reduce the regulatory barriers and costs and streamline approval of ADUs. These revisions further ease regulatory barriers to the establishment of ADUs in both single-family and multi-family zone districts.

Subsequent to adoption, the California Department of Housing and Community Development (HCD) issued an updated ADU Handbook in December 2020 to provide local jurisdictions a summary of changes to state law and guidance on implementing zoning and development standards in accordance with Government Code Sections 65852.2 and 65852.22. While the City's ordinance was found to be in compliance with state law at the time of adoption, HCD subsequently provided additional clarification on implementing certain provisions of ADU law. The state legislature also approved a new bill AB 345 effective on January 1, 2021, that affects the sale of an ADU by qualified non-profit organizations, and also approved SB 9, which becomes effective January 1, 2022, and provides the ability for cities to prohibit an ADU on a parcel and unit that were created per SB 9. In response, City Council has also more recently adopted an updated ADU Ordinance in February 2022. Key revisions to the ordinance include the waiver of certain development impact fees, flexible parking requirements or parking waivers, and a streamlined permit review process. The City established a program to streamline the permitting process for the construction of ADUs in 2021. These streamlining actions include:

- Two-week plan check for addition/remodel and three weeks for new detached construction
- Reduced building permit fees based on construction type. ADUs attached or within an primary dwelling assessed as addition/remodel rather than new single-family residence.
- The City has waived all development impact fees for which it has control over, such as traffic and thoroughfare and parks fees.
- For water and sewer, the water buy-in fee is prorated based on the need to upsize the water meter. The sewer buy-in fee is waived for all ADUs as well as any ADU constructed within the footprint of an existing dwelling.

Following these efforts, the City has seen a substantial increase in the number of ADU permit applications, with 263 approved and 160 permits issued between 2016 and March 2023. In addition, ADU applications are distributed throughout the entire City, providing housing opportunities throughout the City but especially in the southern parts of the City where tracts are considered to have moderate resources but rapidly changing to high resource (.

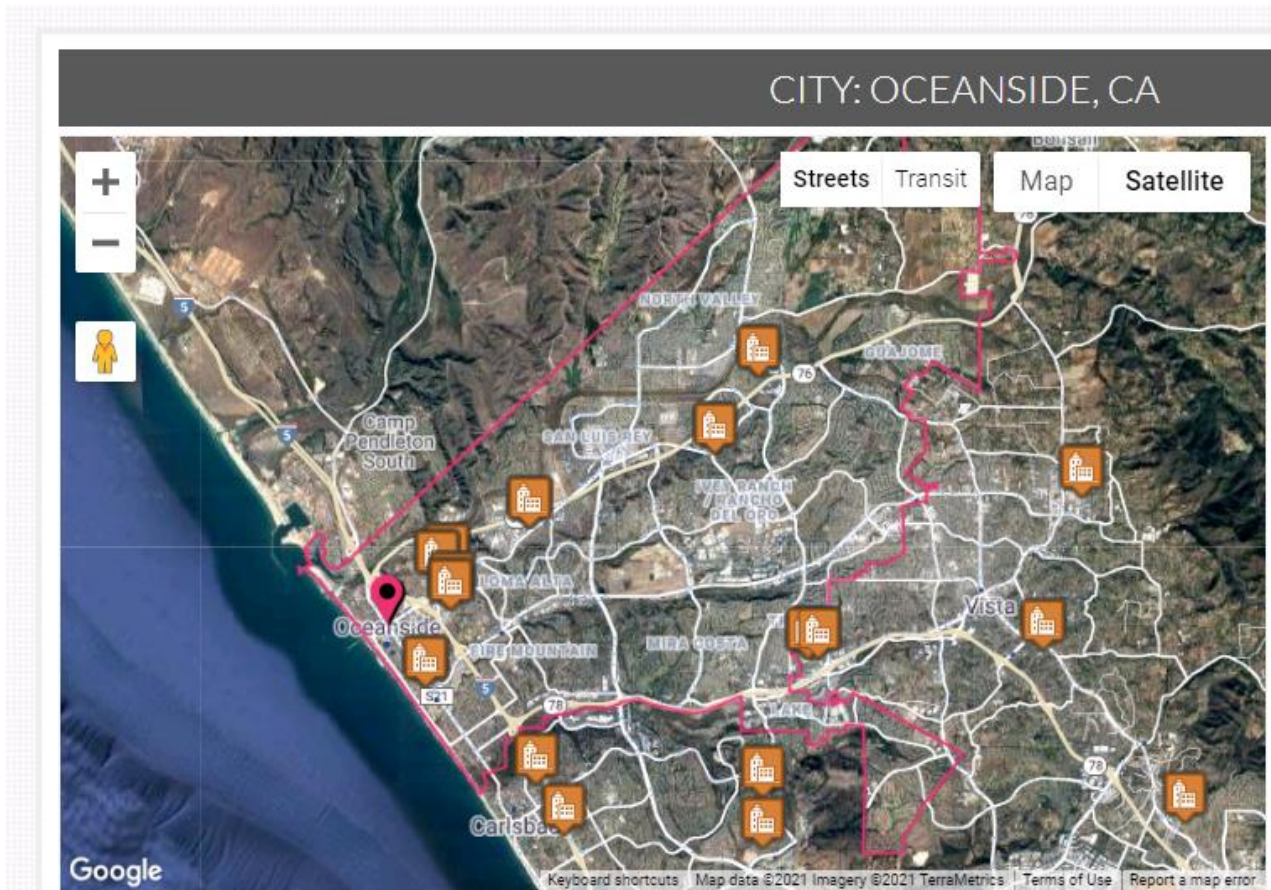
Figure D- 41: ADU Distribution -Oceanside



3. Public Housing Building

According to AllTransit most recent data (2019), Oceanside's eight public housing buildings are mostly located along State Route 76 and one is located along the coast (Figure D- 42). These buildings correspond with the patterns of minority concentration, low and moderate income households, overcrowded housing, lower median gross rents, and low resource areas.

Figure D- 42: Public Housing Buildings



4. ADA Transition Plan

In keeping with its ongoing efforts to serve all members of the public, the City of Oceanside is updating its Americans with Disabilities Act (ADA) transition plan and self-evaluation during the Sixth Cycle Housing Element planning period. The accessibility plan provides a comprehensive plan for accessibility for persons with disabilities to City facilities, programs, services, and events. The City began seeking input from the community and organizations assisting people with disabilities through an online survey in September 2021. Feedback will assist in addressing and prioritizing current and future accessibility needs. The ADA Self-Evaluation and Transition Plan this is expected to be complete by the end of 2022.

The City is also assessing sidewalks for ADA compliance in front of some disadvantaged communities such as Libby Lake, Laurel Street and John Landes among others. The

assessment will serve to determine where to allocate funds for future projects. There is currently a sidewalk installation project (Brooks Street sidewalk improvements) underway in the Crown Heights Community area which is a low resource area.

5. Smart and Sustainable Corridors Plan (SSCP)

In June 2022, the City prepared the Smart and Sustainable Corridors Plan (SSCP), a study document that provides the foundation for the Smart and Sustainable Corridors Specific Plan (SSCSP or “Specific Plan”), which will be developed in 2023 and presented with the General Plan update. In addition to guiding the Specific Plan, the SSCP will also influence the City’s General Plan by identifying growth areas, allowable uses and development types, infrastructure needs, and public realm enhancements. The Plan, often referred to as the SSCSP framework, discusses recommendations for land uses, urban design, and mobility for the three corridors in the plan. These recommendations promulgate public realm improvements consistent with “complete streets” principles and regional land use and mobility policies that seek to reduce reliance on the automobile. These improvements will enhance walkability and transit use, promote outdoor activity and social gathering, and foster a strong sense of place and identity for adjacent neighborhoods. Below are the guiding principles that are intended to direct the overall strategy, policies, design, and investments that will be included in the Specific Plan.

- 1. Focus new development on the corridors by promoting urban infill development.** Establish appropriate densities, intensities, and scale to promote infill urban development that will make use of existing infrastructure, opportunity sites, and leverage both existing and planned transit service. Promote compact infill development and transportation projects that support residents near job centers, provide walkable communities, and address affordability.
- 2. Improve land use connectivity between the places where people live, work, go to school, and access everyday goods and services.** Seek opportunities to develop complete neighborhoods where residents have safe and convenient access to the goods and services needed in daily life. This includes a variety of housing options, access to healthy food and other commercial services, quality public schools, public open spaces and recreational facilities, affordable active transportation options, and civic amenities. An important element of a complete neighborhood is a walkable and bikeable human scale, supporting access to essential goods and services for people of all ages and abilities. Ideally, complete neighborhoods would have goods and services accessible within a 15 or 20-minute walking radius of most residences in order to reduce automobile dependency and encourage active transportation.
- 3. Improve the visual quality of the public realm, streetscapes, and buildings along corridors.** Promote and enable high quality design of buildings, new plazas and parks, signage, landscaping, and public art to transform the current appearance of each corridor into an aesthetically pleasing, interesting, and welcoming entryway into the community. The Specific Plan will include design and management strategies that discourage loitering and camping in these spaces.
- 4. Create networks of safe and accessible bicycle and pedestrian infrastructure.** Pursue “complete streets” strategies to improve mobility on the corridors. Support

safe, efficient, and pleasant travel options, including active and non-automotive transportation connections. To develop a comprehensive transportation network, emphasize improving pedestrian and bicycle connectivity and safety, as well public transit access and facilities. Foster recreational trails that increase access to natural areas.

5. **Support first- and last-mile connections to public transit stops.** Find opportunities to create safe, attractive, and accessible pedestrian and bicycle routes . Increase navigable routes to public transit stops to encourage transit usage among those with access to an automobile and improve access for those who do not.
6. **Reduce GHG emissions and curb traffic congestion.** Reduce GHG emissions from the personal automobile while simultaneously helping to reduce traffic congestion on roadways by incentivizing residents and visitors to choose lower-emission forms of transportation, including public transit, walking, and biking. Promote projects that do not significantly increase passenger vehicle travel, particularly in congested urbanized settings where other mobility options can be provided.
7. **Facilitate jobs and housing growth to provide job opportunities closer to home.** Build upon the commercial success of the corridors to promote a range of job and business opportunities that are an easy commute from existing residential neighborhoods and new housing growth. Allow for low-impact home occupation businesses in residential settings.
8. **Support environmental sustainability and conservation.** Create sustainable corridors through green building design and infrastructure, and encourage environmental conservation and restoration in conjunction with new development. Seek to preserve and enhance natural features, such as creeks and hillsides, to support ecological health, placemaking, and recreational and educational activities for residents.

While all corridors will be enhanced, the narrative here describes some of the enhancements along Mission Avenue Corridor, which travels across Census Tract CT 186.03, a tract identified as having a high concentration of poverty and segregation:

Public Realm and Streetscapes

- Create a More Pedestrian-Oriented Streetscape. Support wider sidewalks, adding new street trees, improving pedestrian crossings, and incorporating active ground floor uses to enhance the visual qualities in areas that have the potential for significant pedestrian activity, such as:
 - Between I-5 and Canyon Drive
 - Between Carolyn Circle/Airport Road and Frontier Drive
 - The intersection of Mission Avenue and El Camino Real to Rancho Del Oro Drive
- Increase Tree Canopy. In areas prioritized for pedestrians, seek to expand the street tree canopy so that it presents a consistent image along Mission Avenue. Trees with

large tree canopies should be prioritized over palm trees which do not provide much shade or canopy. Some portions of Mission Avenue include landscaped medians, which could be extended throughout the corridor. In addition to providing additional tree canopy coverage and beautification of the corridor, median planters could be utilized to treat and/or capture stormwater.

- Complete Sidewalk Network. In order to provide a more walkable and pedestrian friendly environment additional side-walk should be added in locations where they don't currently exist in the following locations:
 - Mesa Drive to Airport Road. The north end has a partial sidewalk and a portion that is asphalt shoulder separated from the road via guardrail. The south side of Mission Avenue has some steep slopes and would require regrading and retaining walls that could be cost prohibitive.
 - Ocean Pointe to just past Fireside Street (south side)
 - East of El Camino Real to Rancho Del Oro Drive. The north side of the street has a large concrete channelized drainage ditch. Hydrologic studies should be completed to evaluate under-grounding the drainage ditch in order to provide a sidewalk connection to Mission San Luis Rey. Several bus stops exist in this stretch of road and don't have accessible walkways to connect them to the pedestrian infrastructure.
 - Rancho Del Oro Drive to east of Parish Way. This portion of Mission Avenue lacks sidewalks on both sides of the street.
 - Highway 76 overpass at Mission Gate Drive. A small portion of sidewalk on the north side of the street is missing between the recent housing development and shopping center to the east
- Upgrade Amenities at Bus Stops. Many bus stops along Mission Avenue lack pedestrian amenities such as benches, trash receptacles and opportunities for shade, which could be provided with a structure or by additional tree planting. Coordinate with the North County Transit District (NCTD) to make bus stops safer and more comfortable for transit riders.
- Update Curb Ramps to Current ADA Standards. Many older curb ramps don't include truncated domes or may have other ADA compliance issues. Priority should be placed on upgrading curb ramps at bus stops, busier intersections- and pedestrian-oriented areas.
- Complete Crosswalks at Major Intersections. Several major intersections only include crosswalks on two or three sides. Priority should be placed on busy intersections, near bus stops or at pedestrian-oriented areas such as:—San Diego Street—Barnes Street—Foussat Road—Frontier Drive—El Camino Real—Mission Plaza Real Shopping Center—Rancho Del Oro Drive
- Underground Electric Lines and Poles. As areas redevelop the existing power poles and lines throughout the corridor should be undergrounded where feasible.

-
- Butler Street to Carolyn Circle
 - Foussat Road intersection
 - Ocean Puente to Parish Way
 - Old Grove Road to Valley Heights Drive

Parks and Public Spaces

- Connections to Existing Parks and Trails. Identify opportunities to expand upon existing parks and trails to improve access to these public amenities, including the San Luis Rey River Trail, Mission San Luis Rey, Joe Balderrama Recreation Center, Brooks Street Pool, Ron Ortega Recreation Park, and Prince Memorial Skatepark.
- Residential Public Spaces. Seek opportunities to integrate parks and public spaces into new residential development. Such spaces could include playgrounds, community gardens, art, seating areas, or rooftop green spaces

Mobility

- Pedestrian-Focused Treatments. Support walking and cycling safety along the corridors through pedestrian-focused treatments like widening sidewalks, providing planted buffers between the walkway and vehicular travel ways, and enhancing visibility of pedestrians to drivers at major intersection crossings. Prioritize locations where redevelopment is anticipated as well as identified pedestrian district nodes.
- Active Transportation Connections to Transit. Support pedestrian and cycling access to transit at major stops and stations in the SSCP corridors through focused application of traffic calming and infrastructure treatments within a quarter mile of major stops and stations.
- Intermodal Connections. Improve comfort for transit riders, pedestrians and cyclists through treatments applied to locations with key intermodal connections. Treatments should include tree shading, landscaping, water fountains, bicycle parking, seating, and other amenities that create sense of place and encourage lingering.

The figures below show the Frameworks for improvements for each corridor including public space opportunities, mobility enhancements, pedestrian streetscape priority areas, parks and open space, as well as potential greenway connections.

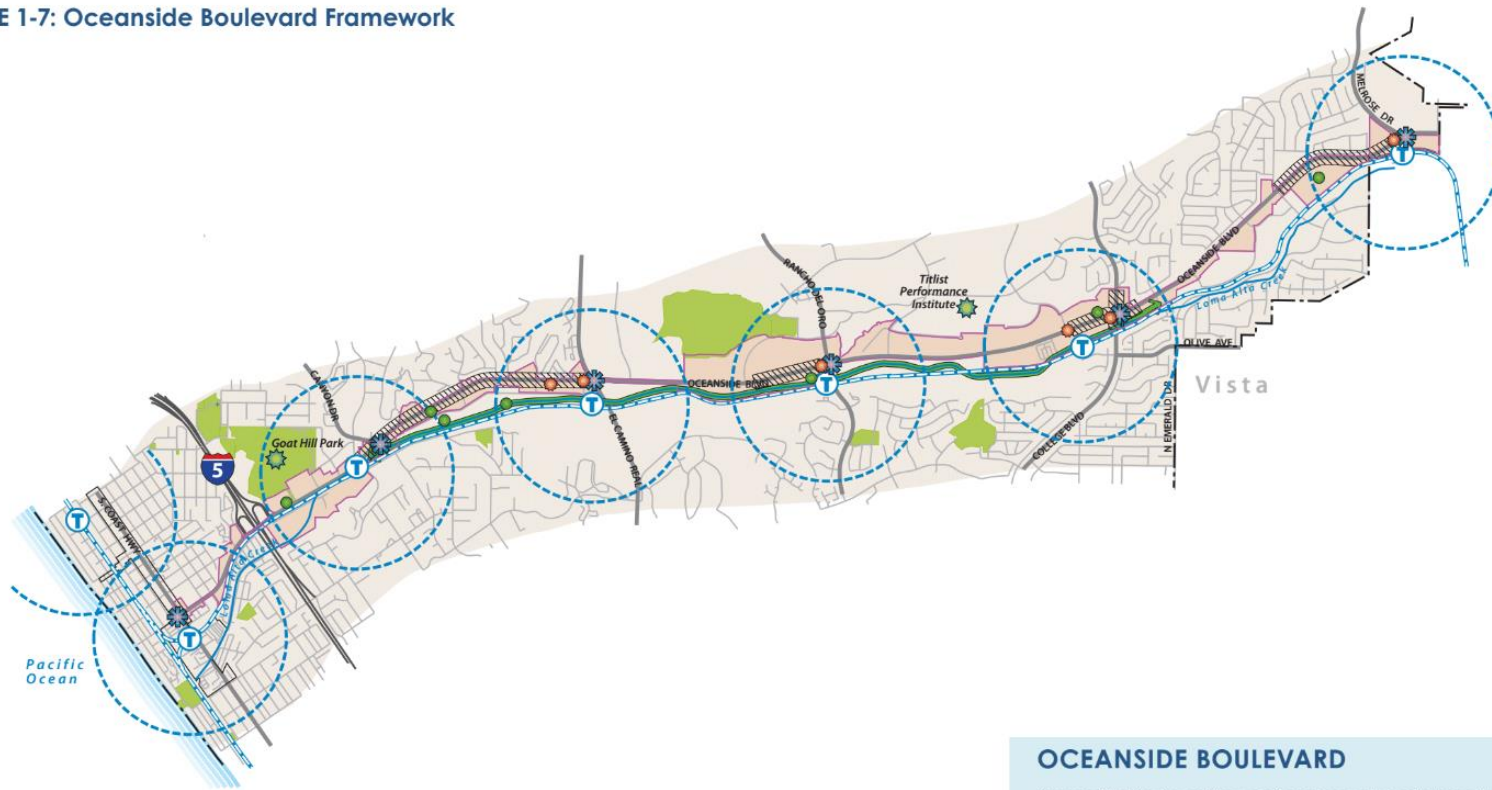
Figure D- 43: Mission Avenue Framework

FIGURE 1-6: Mission Avenue Framework



Figure D- 44: Ocean Boulevard Framework

FIGURE 1-7: Oceanside Boulevard Framework



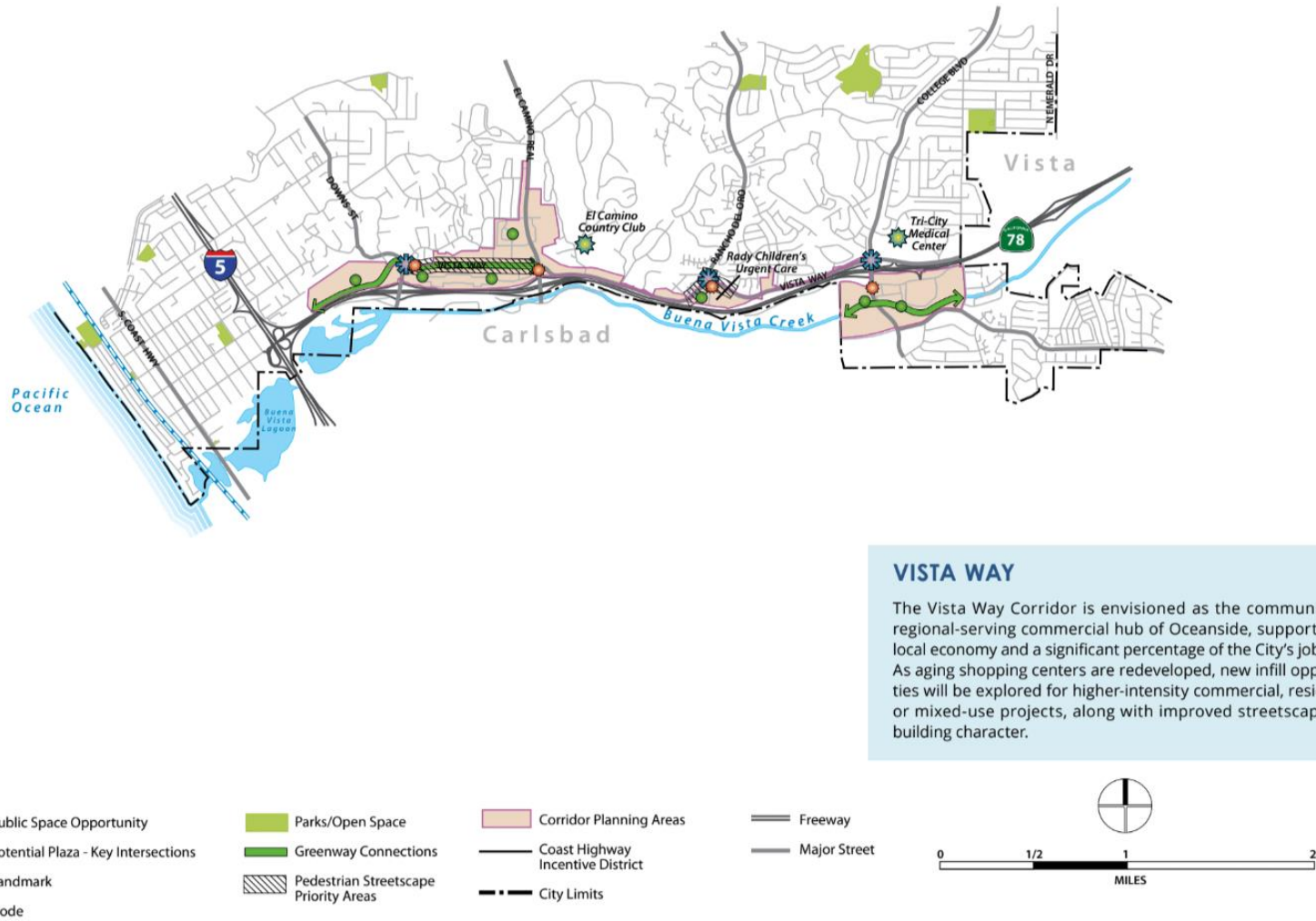
OCEANSIDE BOULEVARD

Oceanside Boulevard is envisioned as a dynamic transit oriented corridor with a mix of shopping venues, restaurants, industry, and residential development oriented around the Sprinter stations, with opportunities to embrace Loma Alta Creek as the core of its open space and trail system. New connections, bicycle/ pedestrian facilities, and greenways will foster a connected urban environment and provide direct access to the Sprinter light rail stations and the Creek.



Figure D- 45: Vista Way Framework

FIGURE 1-8: Vista Way Framework

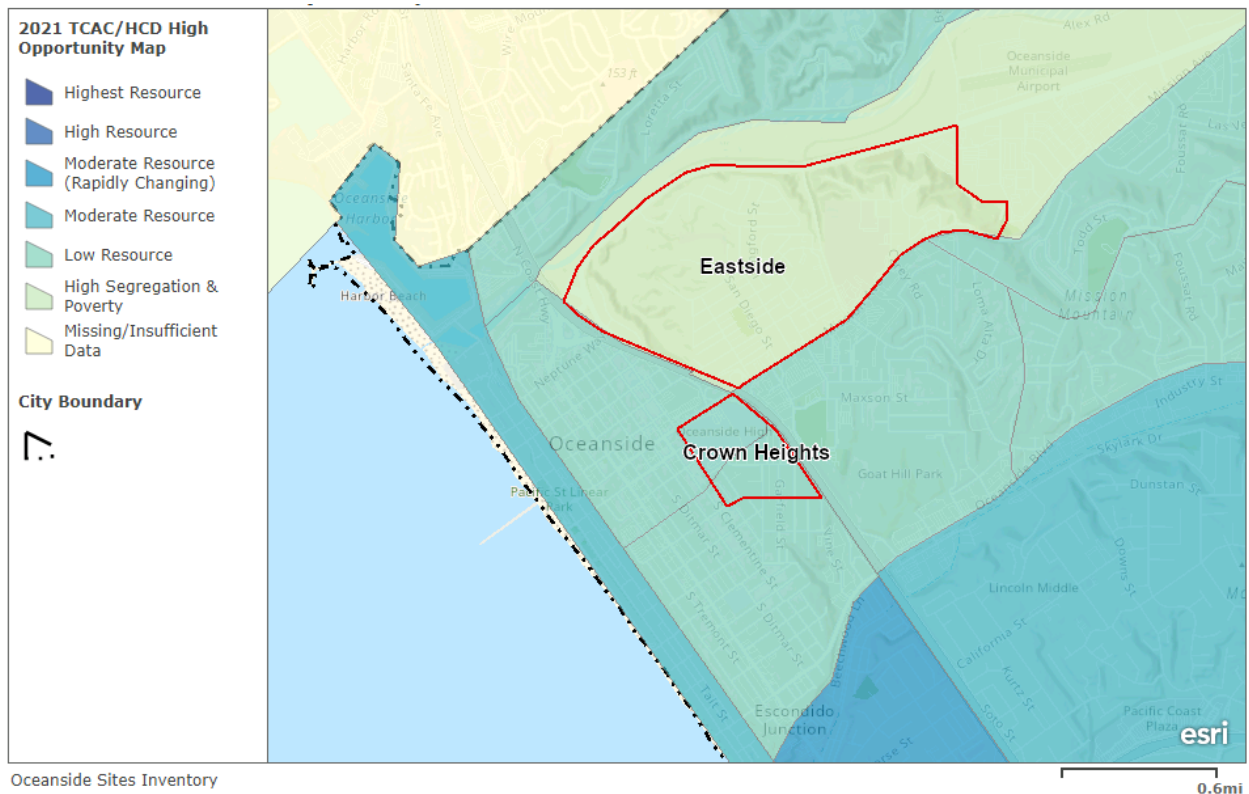


G. Local Knowledge

1. Historically Segregated Neighborhoods

There are two neighborhoods in Oceanside known as ethnically concentrated areas in the past and present- Crown Heights and Eastside. Both of these neighborhoods today are part of the areas in the City that have are considered low resources and experience disproportionate needs. Eastside in particular has been identified as a TCAC Area of High Segregation and Poverty. These communities in North Oceanside have a concentration of renter households and renters with cost burdens. In addition, these communities are located in tracts vulnerable to displacement. Figure D- 46 shows the location of the communities in relation to the TCAC Opportunity Score for the tracts in which they are located.

Figure D- 46: Crown Heights and Eastside Communities



Esri, NASA, NGA, USGS, FEMA | SanGIS using legal recorded data provided by the County Recorders and Assessor's Office. See the County ARCC website at <https://arcc.sdcounty.ca.gov/Pages/default.aspx> for more information about tax parcels | Esri Community Maps Contributors, SanGIS, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

Crown Heights is a predominantly Hispanic, low-income neighborhood bounded by Mission Avenue to the north, Interstate 5 to the east, Missouri Street to the south and Home Street to the west. This neighborhood has one of the highest overcrowding rates in the City (between 15 and 20 percent of households in that tract live in overcrowded conditions (Figure D- 35) and has some of the lowest incomes in the city (between \$30,000 and \$55,000, Figure D- 14). The Community has struggled with gang violence for many

generations and City efforts to curb violence have included infrastructure improvements, increased code enforcement efforts, as well as increased policing.³⁵ However, the community has expressed a need for more resources, particularly youth activities and facilities to give teens alternatives. In 2013, increased gang violence in the area was attributed to cutting back on funding for city libraries and a public pool. After meeting with leaders of community groups in Crown Heights, Donald Stump, executive director of North County Lifeline, concluded that "One of the things that we've determined is that there's a lot of resources out there, but we're not sure they're very well coordinated and that they're getting to the people that need them in the community." Safety issues are a symptom of the lack of resources in this area that combine with historical gang violence, poverty, and minorities that require targeted efforts in the area.

According to the Voice of San Diego,³⁶ the neighborhood was not always predominantly Hispanic. Crown Heights "was a white, middle-class neighborhood until the 1970's, when developers replaced its single-family homes with high-density apartments and a new wave of immigrants moved in." High density apartments led to the concentration of renters in the area who now face increasing rents due to redevelopment patterns and statewide increases in housing costs. Crown Heights is just a couple of blocks east of the Coast Highway District, where redevelopment efforts have increased in the past few decades. Local businesses in Crown Heights are also at risk of displacement. The Voice of San Diego cited concern that new construction in downtown would lead to loss of small business. The Crown Heights community has a dedicated Community Resource Center where residents can meet as well as engage with the City (more details are provided on the Community Resource Centers section).

Eastside Oceanside is a Latino community located east of Interstate 5 and north of Mission Avenue. The neighborhood is bounded by Mission Avenue to the south, Interstate 5 to the west, Benet Road to the east and the area above Highway 76 and the San Luis Rey River to the north.³⁷ According to the Oceanside Historical Society, Mexican families settled in the Eastside in the 1910s and 1920s.³⁸ Early residents were farm laborers who worked in San Luis Rey Valley and the Rancho Santa Margarita (now Camp Pendleton). The community was geographically segregated by a large canyon (now Interstate 5) and had significantly different access to resources- Eastside had dirt streets while most of Oceanside had paved ones and indoor plumbing was nonexistent until the 1940s. Eastside children were sent to the Americanization School on Division Street where they were immersed in English. The Eastside neighborhood became more diverse in the 1950s, first with the influx of African American families, and then Philippine and Samoan families in the 1960s.

³⁵ Huard, Ray. (2013, February 11). *Peace is elusive in Crown Heights*. San Diego Union-Tribune.

<https://www.baltimoresun.com/sdut-peace-is-elusive-in-crown-heights-2013feb11-story.html>

³⁶ Srikrishnan, Maya. (2016, April 21). *Renters grapple with a changing Oceanside*. Voice of San Diego.

<https://voiceofsandiego.org/2016/04/21/renters-grapple-with-a-changing-oceanside/>

³⁷ Davis-Varela, A.J. *Oceanside Neighborhood Guide: Eastside*. Your North County.

<https://yournorthcounty.com/oceanside-neighborhood-guide-eastside/>

³⁸ Eastside Neighborhood, *Oceanside Historical Society*. <https://oceansidehistoricalsociety.org/history-of-oceanside/eastside-neighborhood/>

The neighborhood also has a history of activism and community organization.³⁹ Lucy and Marie Chavez, who operated the East Star Market on San Diego Street, pioneered community organization. They helped lobby for improvements in the neighborhood and held forums to engage residents in City processes and voting. Lucy's efforts led to a political career- she became Oceanside's Deputy Mayor in the 1980s. Today, the Eastside Neighborhood Association is a dedicated group of community members who organize an array of events throughout the year and engage the community.

Like Crown Heights, Eastside is also facing displacement pressures. While it is one of the most affordable neighborhoods in Oceanside (according to Your North County⁴⁰ and the affordability index/median gross rents in Figure D- 39), it is also located in a hilltop with ocean and harbor views. The affordability of the neighborhood is likely due to its zoning, which for decades until the 1990s only allowed multifamily housing. In the 1990s, the City changed the zoning to allow only single family in efforts to avoid the overconcentration of multifamily housing in the area. Existing multifamily buildings are considered legal non-conforming and are allowed to be rehabilitated. However, with the increased redevelopment in Oceanside and rising rents, renovations may lead to displacement. Eastside also suffers from safety issues due to gang violence. Like Crown Heights, Eastside has a dedicated Community Center- the Chavez Community Center.

Overall, North Oceanside has historically had a concentration of minorities and has been one of the most affordable neighborhoods in the County and is being affected by local and regional redevelopment patterns. According to the Voice of San Diego, "housing prices in other North County coastal cities are high and getting higher, pushing families in lower-income and Latino neighborhoods east and north" and there is a pattern of "minorities and lower income families getting pushed around the county as different parts develop."⁴¹ While rents are rising everywhere, the rent increases "are hitting people who ended up there [North Oceanside] for the affordability. Oceanside homes are a 30 percent cheaper than Carlsbad, and nearly half the price of Encinitas."

2. Community Resource Centers

The City actively engages its disadvantaged communities through its four Community Resource Centers located in the Libby Lake, Crown Heights, Eastside, and Tri-City neighborhoods of Oceanside. These four Resource Centers are distributed throughout the City and together service all the low resource communities in the City (which also overlap with communities vulnerable to displacement according to UC Berkley's Urban Displacement Project) (Figure D- 47).

Community Resource Centers are a hub for local engagement and the provision of services to the community. Given their location, they are essential in targeted outreach efforts to engage low resource communities. They serve as spaces to distribute and gather information as well as sites for program implementation and providing technical

³⁹ Hawthorne, K. (2015, August 14). History of Oceanside's Eastside neighborhood. Oceanside Chamber of Commerce. <https://www.oceansidechamber.com/oceanside-blog/history-of-oceansides-eastside-neighborhood>

⁴⁰ See footnote 37.

⁴¹ See footnote 36

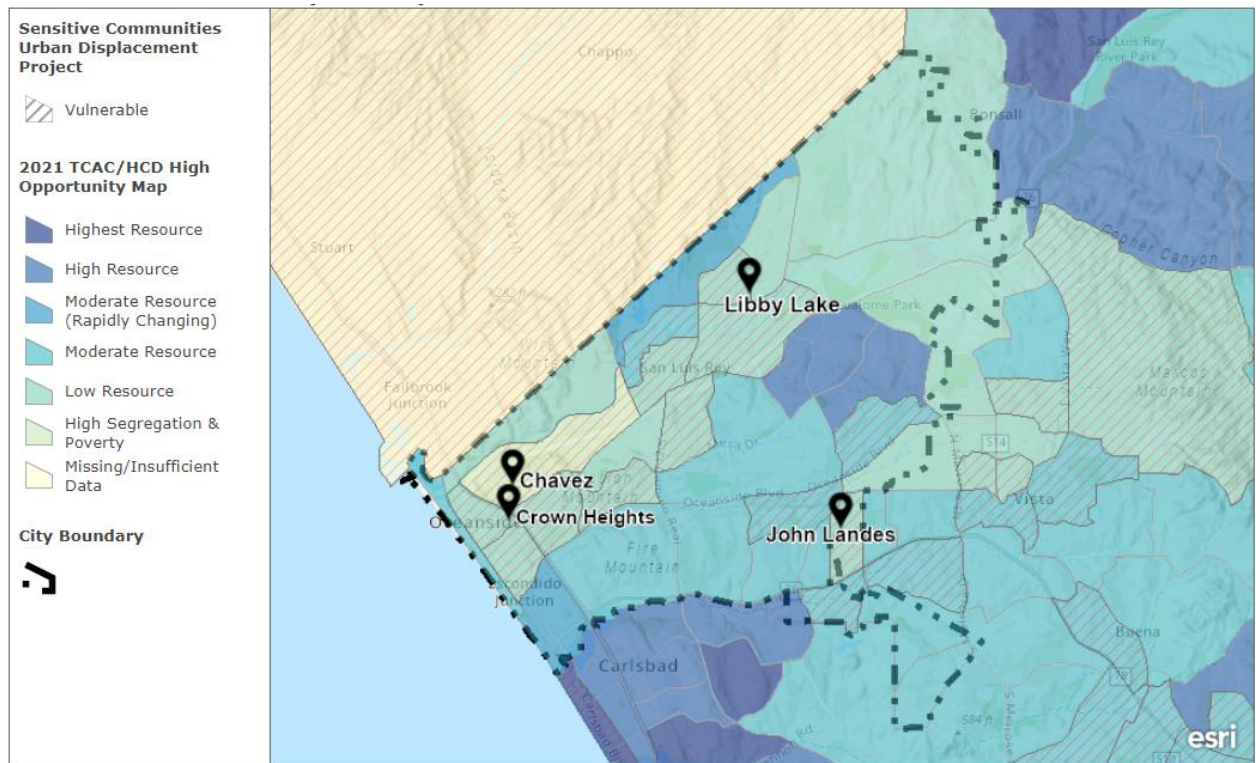
assistance. They provide a meeting place for neighborhood resident associations and support groups; a site for after school programs; youth and adult educational and health programs; computer access and training; and a focal point from which revitalization of neighborhoods can be accomplished.

Community Resource Centers also provide a venue at which non-profit health and social service agencies can provide services aimed at improving and enhancing the quality of life of residents in the neighborhoods served. Center staff and collaborative agencies help residents locate and access needed services. City staff (Community Resource Center Assistants) serve as a liaison between the community, service providers, and the various City Departments and services including Oceanside Police Department and Code Enforcement Officers working in the neighborhoods. For example, every inclusionary housing project in the City is marketed at Resource Centers. City staff is available on-site to help residents one-on-one to apply for local programs including Housing Choice Vouchers and rehabilitation assistance. Resource Center staff has participated in door-to-door surveys.

The Libby Lake Community Center and Crown Heights Community Resource Center are both located in low resource tracts that have also been identified as having patterns of segregation and a concentration of special needs populations (the central tracts that run west to east, blue markers in Figure D- 47). The Eastside neighborhood is served by the Chavez Community Resource Center, located in the tract identified as having a high concentration of poverty and segregation (Figure D- 47). The John Landes Community Center opened in 2023 and assists residents in the low resource tract located in the Tri-City neighborhood.

In an effort to improve conditions in lower resource areas, City Council has directed that all CDBG funds go to park improvements and accessibility projects around and in Community Resource Centers. Detailed information of each Community Center is provided below:

Figure D- 47: Community Resource Centers



Note: Communities were designated sensitive if they currently have populations vulnerable to displacement in the event of increased redevelopment and drastic shifts in housing cost. Vulnerability includes metrics for the share of very low income residents, share of renters, share of people of color, and share of very low income households (50% AMI or below) that are severely rent burdened (spending 50% of income on rent). Market-based displacement pressures include percent change in rent between 2012-2017 above county median rent increases, and/or a rent gap (meaning rent is substantially lower than rent in surrounding areas).

a. Chavez Resource Center

In the early 1990's, Oceanside's Eastside neighborhood which had in the past had a strong identity with positive social and family relationships, had deteriorated to become a place where people were afraid to come out of their houses after dark. The community park had become the turf of gang members and drug dealers.; Residents were afraid to get involved, fearing retaliation from gang members, and some believed getting involved wasn't going to help improve the neighborhood. The two community center buildings in the park were in poor condition and offered few recreational programs.

In 1994 a coalition combined four disparate Eastside grassroots organizations into a cohesive force that consolidated the interests and concerns of the residents into strong and effective advocates for improving the neighborhood. Under the leadership of community residents Concha Hernandez-Greene and Connie Johnson, they pulled their community together, calling themselves the Eastside United Community Action (UCAN) and began holding monthly meetings. They were key members in Partners for Healthy Neighborhoods, a collaborative involving residents, city staff, Oceanside Police Department, and area non-profit health, social service, and educational organizations. In

1996, a building in the park that had been built by neighborhood residents in 1957 and had been used in better times for Saturday night teen dances and various community activities was reclaimed as a neighborhood resource center and named after the Chavez family (Joe and Lucy) who had given so much of themselves to the Eastside community.

The Chavez Community Resource Center provided a site for collaborative partners to provide community-based social service, health, educational and case management programs. Monthly community meetings also increased resident involvement and empowered them to work with OPD and the City to take back their neighborhood. Eastside UCAN started an annual Fall Fair in Joe Balderrama Park, providing residents with educational and social service information while provide fun activities for the families attending. The combined efforts of Eastside residents organized under Eastside UCAN, with Partners for Healthy Neighborhoods, Oceanside Police Department, and the Neighborhood Services Department, and more recently the Eastside Neighborhood Association, have improved the quality of life in Eastside. Though there has been a lot of progress since the mid-1990's, challenges remain, and ongoing efforts are needed to sustain the progress made and provide opportunities for neighborhood youth and families to continue to work toward a brighter future.

b. Crown Heights Resource Center

In 1996, in response the high crime rate and gang activity in the neighborhood, the Crown Heights Community Resource Center was opened in a rented house on Division Street. That site was managed by the Police Department and staffed by a Community Assistant and Public Safety Officer. It housed a number of non-profit agencies and activities, including Partners For Healthy Neighborhoods, Community Housing Works, and Hope and Power. The Santa Margarita Family YMCA also provided additional services to neighborhood youth and families at the historic Americanization School building across the street. Management of the Resource Centers transitioned to the Neighborhood Services Department and in July of 2001 the Crown Heights Resource Center moved to the present site at the city- owned Americanization School building at 1210 Division Street.

Currently, multiple agencies, organizations, and volunteers work in collaboration with the City of Oceanside to address the different needs and problems faced by the residents of this neighborhood, empowering them to participate in making their neighborhood a better place to live. Monthly Community Meetings of the Crown Heights Residents Group are held on the third Wednesday each month and are attended by Oceanside Police Department's Neighborhood Policing Team Officers and Neighborhood Services staff. Along with partnering agency staff and guest presenters.

Current programs at the site include a Positive Youth Development After School Program for youth (middle school and high school), reading club for children for Pre-K to 2nd grade, and a computer lab.

c. Libby Lake Resource Center

In July 1998, the City of Oceanside partnered with residents of the Libby Lake neighborhood (then known as Calle Montecito) and Partners for Healthy Neighborhoods – a collaborative of local health agencies and social service providers – on the Calle Montecito Revitalization Project. The goal of the project was to reclaim and revitalize the

community which had declined since initial development in the mid-1960s and was plagued by gang and drug-related criminal activity. An abandoned convenience store at the entrance to the neighborhood, representative of the decline the neighborhood had experienced, was purchased by the City and converted into a Community Resource Center using Community Development Block Grant funds.

The Community Resource Center, operated by the Neighborhood Services Department in collaboration with Partners for Healthy Neighborhoods, provided a neighborhood site at which residents could obtain information and services from health and social service agencies, and a drop-in after school program. The center also provided a base for community mobilization, providing the opportunity for residents to learn organizational and leadership skills through service providers, and to meet with neighbors and City representatives including members of the Oceanside Police Department's community policing team (Then known as the Neighborhood Enhancement Team -NETWORK) to address problems in the community. Problems of crime, drugs, and gang violence were greatly reduced through resident empowerment, additional programs for youth and families, and Oceanside Police Department's community-oriented policing programs, which led to improved cooperation and communication between police and citizens. Housing and Code Enforcement staff worked with residents to improve the quality and appearance of housing in the area, and the City's Parks & Recreation Department made major improvements at Libby Lake Park, adding and upgrading amenities and restoring it to a beautiful park.

The development of the new Libby Lake Community Center was a key component of the Revitalization Plan, a collaborative effort between the City, the Libby Lake Neighborhood Association, Partners for Healthy Neighborhoods, Vista Community Clinic, the California Endowment, Community Housing Works, and North County Lifeline. Funding for construction was provided by the U.S. Department of Housing and Urban Development in the form of a Community Development Block Grant and a Section 108 loan. The new 13,000 square-foot building opened in October 2003. Services at the site include a Community Resource Center, a full service community clinic operated by Vista Community Clinic, VCC Dental Clinic, a Computer lab for public access, Interfaith Community Services' Emergency Support Services and Family Self Sufficiency Programs and Vista Community Clinic's Project REACH youth program, providing after school services to area teens. A community room at the site is used for meetings of the Libby Lake Neighborhood Association as well as classes offered by non-profit health and social service agencies that benefit the community.

d. John Landes Resource Center

The John Landes Community Center in Oceanside's Tri City neighborhood was reactivated in 2023 with renovations, new services and programs, the addition of a Library, and new skate area elements will be coming soon to the park. Located in the 10 acre John Landes Park, amenities include a barbeque and picnic area, baseball fields, basketball courts, drinking fountain, multi-purpose field, play equipment, restrooms, softball fields, tennis courts, a skateboarding area, and free parking. The land for the park's development was purchased nearly 60 years ago in 1964.

After the expiration of a lease agreement with Mira Costa College in June, and with American Rescue Plan Act (ARPA) funding, the John Landes Community Center facility received fresh paint throughout the building, new flooring in select rooms, a Library area, computers for community use, upgraded restroom fixtures, and new fencing and lighting. Additional facility improvements included a shade structure in the patio areas and an upgrade to the patio play area is to be completed by Spring 2023. The first programming reactivated at the facility was Parks and Recreation's "Sunsational Summer Camp" program. Additional activities added is an after school program, recreational programs such as dance and tumbling, and adult programs like Aikido and Aerobics.

The City's Housing & Neighborhood Services Department staff work at the Center to assist residents and provide resources, referrals, and services that address mental health, social services, and overall well-being. They can help with needs such as food distributions, medical and transportation assistance, job training opportunities, and community events.

The Oceanside Public Library completed a Community Engagement Project to better assess the needs of the neighborhood surrounding Landes Community Center. As a result, staff has opened a Library inside the Landes Community Center. The Library offers books for all ages, study rooms, computer access, online resources, free family programs and more.

Table D- 23: Resource Center Programs and Activities

	Chavez	Crown Heights	Libby	John Landes
Address	605 San Diego St. Oceanside, CA 92054 (760) 435-3371 (760) 754-8610 (Fax) Hours of Operation: Monday - Friday 9:00 a.m. - 5:00 p.m.	1210 Division St. Oceanside, CA 92054 (760) 435-3335 (760) 439-2891 (Fax) Hours of Operation: Monday - Friday 8:30 a.m. – 4:30 p.m.	4700 North River Road Oceanside, CA 92057 (760) 435-3600 (760) 754-9823 (Fax) Hours of Operation: Monday - Friday 8:00 a.m. - 5:00 p.m.	2855 Cedar Road Oceanside, CA 92056 (760) 435-5545 Hours of Operation: Monday - Friday 9:00 a.m. - 6:00 p.m.
Programs/Activities include but not limited to:	<p>The Eastside Neighborhood Association community meetings: last Thursday each month at 6:00 pm</p> <p>North San Diego County NAACP Office hours: T/TH 10am-2pm</p> <p>Bridges to Health Assistance with Medical and CalFresh Applications 1st and 3rd Tuesdays from 10am-4pm</p> <p>Women’s Neighborhood Fitness Group Aerobics M-TH: 5-6pm</p>	<p>Community Meetings Third Thursday of each month at 6:00 PM.</p> <p>County of San Diego CalFresh and Medi-Cal application assistance 1st and 3rd Mondays of each month: 10am-4pm</p> <p>Adelante Bookmobile’s Fall and Winter Hours Every Wednesday, 2-6pm</p> <p>North County Lifeline Club Crown Heights (Positive Youth Development After School Program)</p> <p>Youth Services Supervisor / La Casita After-school Care (760) 757-0118 ext. 6306</p>	<p>Vista Community Clinic Monday – Friday 8:00 am – 5:00 pm Saturday 9:00 am – 4:00 pm (760) 631-5000</p> <p>Vista Community Clinic Project R.E.A.C.H. Monday–Friday 2:00 pm – 6:00 pm (760) 631-5000 Ext. 7136</p> <p>Vista Community Clinic - Dental Clinic Monday – Friday 8:00 am – 5:00 pm Saturday 9:00 am – 4:00 pm (760) 631-5000</p> <p>Interfaith Community Services Family Self Sufficiency Program and Emergency Support Services, pantry, case management. By appointment only. (760) 721-2117 (760) 721-0351 (Fax)</p>	<p>Housing and Neighborhood Services Dept Assist residents and provide resources, referrals, and services that address mental health, social services, and overall well-being.</p> <p>Other Assistance Food distributions, medical and transportation assistance, job training opportunities, and community events.</p> <p>Landes Community Center Library Books, study rooms, computer access, online resources, free family programs and more</p> <p>Current Programs After School Program, Summer Camp, and additional recreation programs</p>

3. South Morro Hills Area

The South Morro Hills region (Census Tract 186.19) encompasses a 5.4-square mile (3,440 acres) of agriculturally zoned land in the northeast corner of Oceanside. The area has a rich history of farming and is known to produce avocados, tomatoes, cut flowers, and succulents. In recent years, the local farming community has indicated it has become increasingly more difficult and less profitable to farm due to factors such as cost of water, labor, and foreign competition. Additionally, South Morro Hills has seen increase development pressure as it is the last remaining “greenfield” area of the City. In response, the City initiated the South Morro Hills Community Plan effort with the goal of maximizing farmland conservation.

The Community Plan will contain policies and planning guidance specific to Oceanside's only remaining agricultural area and will focus on supporting the continued viability of farming through supplemental income produced by expanded agritourism opportunities and farmland conservation in conjunction with some housing development. The plan will also focus on protecting the rural character of South Morro Hills, enhancing the quality of life of residents, and promoting responsible growth management.

The South Morro Hills area consists of parcels ranging in size from 2.5 to over 20 acres. Many of the larger parcels are used for commercial agricultural operations. The Agricultural Zone District allows properties to be subdivided into 2.5 acre parcels and developed with one single-family residence. Policies in the General Plan support agricultural operations as the primary land use with single-family residences permitted as an incidental land use.

4. 2020 San Diego Regional Analysis of Impediments

The City of Oceanside participated in the 2020 San Diego Regional Analysis of Impediments to Fair Housing (2020 Regional AI). The 2020 Regional AI concluded that the following were impediments to Fair Housing Choice in the San Diego Area (regional impediments shown in **bold**). The relevance to Oceanside is included below:

- **Impediment #1: Enforcement activities are limited. Fair housing services focus primarily on outreach and education; less emphasis is placed on enforcement. Fair housing testing should be conducted regularly.** Legal Aid Society provides fair housing services to the City of Oceanside. Legal Aid Society works to stop housing discrimination, ensuring equal housing opportunities for all people in the City and County of San Diego through outreach, education, and enforcement of Federal and State Fair Housing Laws. Legal Aid reported that extensive fair testing was done in the City. Legal Aid tested for discrimination based on disability, familial status, sexual orientation, and race. Of the 47 sites tested, eight sites showed disparate treatment; six due to disability (reasonable accommodation) and two due to familial status. The City needs more emphasis on outreach locally.
- **Impediment #2: Fair housing outreach and education should expand to many media forms, not limited to traditional newspaper noticing or other print forms. Increasingly fewer people rely on the newspapers to receive information. Public**

notices and printed flyers are costly and ineffective means to reach the community at large. Like the regional practices, the City also mainly uses traditional print forms as fair housing outreach. The City will share fair housing information and resources online and continue to maintain the link on the City website providing information about fair housing services. In addition, the City will consider this impediment as it expands outreach and education of the State's new Source of Income Protection (SB 329 and SB 322), defining public assistance including HCVs as legitimate source of income for housing,

- **Impediment #3: Patterns of racial and ethnic concentration are present within particular areas of the San Diego region. In San Diego County, 15% of residents indicated they spoke English "less than very well" and can be considered linguistically isolated.** Linguistic isolation is extensive in Oceanside with 14% of residents indicating they spoke English "less than very well," and can be considered linguistically isolated.
- **Impediment #4: Housing choices for special needs groups, especially persons with disabilities, are limited. Housing options for special needs groups, especially for seniors and persons with disabilities, are limited.** About 35% of homeowners and 15% of renters were over the age 65 in 2018. Elderly homeowners may be physically unable to maintain their homes or cope with living alone while renters may live in a fixed income. Table 14 shows that highest rates of disabilities (59%) were reported by those aged 65 and over. The 2020 San Diego Regional AI found governmental constraints that hinder housing choice for special needs groups, particularly non-compliance with state law related to accessory dwelling units, Low Barrier Navigation Centers (LBNC), emergency shelter capacity and parking standards, and transitional and supportive housing, and affordable housing streamlined approval. Details of the constraints are found in the Governmental Constraints section of this document. In August 2020, Oceanside amended its Zoning Ordinance to comply with state law on Accessory Dwelling Units.
- **Impediment #5: Due to the geographic disparity in terms of rents, concentrations of Housing Choice Voucher use have occurred.** The Housing Authority of Oceanside managed 1,539 vouchers as of February 2020, accounting for 5.3% of the County's 29,057 HCV administered throughout the entire County. HCV users are concentrated in along Mission Avenue and State Route 76 of the City.
- **Impediment #6: Hispanics and Blacks continue to be under-represented in the homebuyer market and experienced large disparities in loan approval rates.** Blacks were not significantly under-represented in the homebuyer market in Oceanside. Variation between percent of applicant pool (3%) and percent of the City's population (4%) was not significant. However, Blacks residents received the lower approval rates (55%) than approval rates for Whites (64%), all City applicants combined (61%), and most other minority races (approval rates ranged from 53% to 58%). Hispanics were greatly under-represented, making up only 15% of the City's applicant pool but 36 % of the City's population. Hispanics were approved at lower

rates than whites (64%), Native American, Hawaiian, multi-race, and all City applicant combined but not Black applicants (55%).

- **Impediment #7: Land use policies, zoning provisions, and development regulations that affect the range of housing choice available not in compliance with state law.** The 2020 Regional AI found that for Oceanside, amendments to the Zoning Ordinance to address the following are needed: Density Bonus, Accessory Dwelling Units (ADUs), Low Barrier Navigation Centers (LBNC), emergency shelter capacity and parking standards, and transitional and supportive housing, and farmworker housing. These amendments are addressed in the Housing Plan section of the housing element.

5. Public Comments related to AFFH

As described in Table C-1, residents provided comments regarding AFFH during the planning process. Comments included the need to create more housing opportunities via mixed-income housing, to make plans to address the risk of displacement for current residents, and to implement best practices for Affirmatively Furthering Fair Housing. Residents also expressed the need to strengthen programs for home ownership—particularly for disadvantaged neighborhoods and to target investments to reduce historic inequities. Some residents suggested that the City address the historic, social, and environmental inequities through its Housing Element.

H. Sites Inventory

AB 686 requires a jurisdiction's site inventory "...shall be used to identify sites throughout the community, consistent with..." its duty to affirmatively further fair housing. The number of units, location and assumed affordability of identified sites throughout the community (i.e., lower, moderate, and above moderate income RHNA) relative to all components of the assessment of fair housing was integrated throughout the discussion in the fair housing assessment section.

Table D- 26 below shows the distribution of RHNA units by census tract and selected fair housing characteristics. While the addition of RHNA units represents an increase from less than one percent to 89 percent of housing units per tract (% change), the percent increase ranges vary for tracts with all levels of resources. For example, the percent increase in units for the nine low resource tracts ranges from less than one percent to 89 percent. In the tract with the greatest percent increase in units (tract 18510), about 72 percent of the RHNA units are moderate/above moderate.

The table also shows the breakdown of the RHNA units by TCAC score. Units were distributed similarly across tracts with different income levels. About 51 percent of all RHNA units are located in low resource tracts while 42 percent of all RHNA units are located in moderate resource tracts. Similarly, 57 percent of all lower income RHNA are in low resource tracts, compared to 41 percent of all lower income RHNA in moderate resource tracts. The slight differences in distribution are attributed to the congruence between the infill growth corridors identified by the City (Coast Highway and SSCSP), which correlate with lower resources and disproportionate needs.

The majority of RHNA sites are located within and adjacent to the commercial corridors of Downtown, Coast Highway, Mission Avenue, Oceanside Boulevard, and Vista Way, where zoning allows for high-density housing in conjunction with mixed-use development. These communities were also identified as having patterns of segregation (a concentration of minorities, especially Hispanics, persons with disabilities, LMI households, housing choice voucher use), lower access to opportunities, and disproportionate housing needs. This pattern is expected since these commercial corridors are targeted in the Smart and Sustainable Corridor Specific Plan (SSCSP). The SSCSP is expected play a key role in establishing a growth vision for the next 15 to 20 years by: 1) Identifying those areas best suited for future employment and housing growth; and 2) Ensuring that the resources necessary to accommodate such growth are dedicated to these areas.

The SSCSP will promulgate smart growth policies that fulfill a key mandate of the City's recently-adopted Climate Action Plan – i.e., enabling transit-oriented development as the principal means of accommodating future housing and employment growth. While current zoning within the City's major commercial corridors allows for mixed-use development with residential densities up to 29 dwelling units per acre, new policies, standards, and incentives needed to spur infill and redevelopment in these areas are expected to be included in the SSCSP. The SSCSP and related planning efforts will identify ways to promote efficient and synergistic land use in these areas, while at the same time protecting the integrity of adjacent single-family neighborhoods. As such, it is expected that incentives through the SSCSP will lead to investment in these corridors, which are located within areas with patterns of special needs populations and lower resources. Also, by placing RHNA units of different incomes along the same corridors, the City hopes to improve the conditions by potentially diversifying the socioeconomic profile in the area.

While one of the ways the City can affirmatively further fair housing is by increasing housing opportunities in areas with high resources, the 2021 TCAC/HCD Opportunity maps only identified two High Resource Tracts in the City (Figure D- 16). These tracts are located inland at the northernmost parts of Ivey Ranch/Rancho de Oro neighborhoods away from the major transit and employment centers of the City. Only about 50 acres of the SSCSP covers these High Resource tracts and the areas have current commercial existing uses not likely to be redeveloped in the near future. These sites have major anchor stores like Walmart and Vons Markets.

The rest of the City are categorized as moderate and low resource tracts. Overall, the various neighborhoods in the City are diverse and well-integrated. Because the City is generally considered low to moderate resource, the City's strategy for growth and improvement is to focus its efforts on elevating the quality of life in the low-moderate resource and segregated tracts. Channeling new housing development to the one high resource tract is not a feasible strategy. The low-moderate resource and segregated tracts require significant public improvements and private investments to revitalize these neighborhoods. Without redevelopment funds as catalysts, the City relies on private reinvestments in these neighborhoods. The General Plan and Corridor Specific Plan updates are intended to coordinate efforts to rejuvenate these aging commercial areas, bringing in new uses that are in high demand, such as housing, mixed use development, and new commercial/industrial uses that meet current and projected trends. The ultimate goal is to bring amenities to these areas – jobs, new housing, shopping, and entertainment, etc. – so that over time, these areas would become higher resource neighborhoods. The

Housing Element RHNA sites strategy reflects the City's vision of a better community as outlined in the General Plan and Corridor Specific Plan updates.

Thus, the City's strategy to increase housing opportunities in areas with high resources is promote investment in areas along the corridors, most of which are Lower Resource. The Plan focuses on planning infrastructure that is bicycle, pedestrian, and transit-friendly; decreasing greenhouse gas emissions through increased use of transit, walking, and biking; attracting more commercial and industrial businesses and jobs to Oceanside; preserving the City's open space and reducing sprawl. This in combination with increasing mixed-use development is expected to increase resources in corridors.

The City has recently approved two mixed-use mixed-income projects within the east/west corridors (SSCSP areas) with a total of 63 affordable units. Modera Melrose project consists of ~2,400 square feet of dedicated commercial retail space and 323 apartment units. There are 33 units reserved very low income households. The Ocean Creek Project consists of ~3,000 square feet of commercial retail space and 295 units of which 30 are reserved for low income households.

Table D- 24: Rezone Corridor Units by Resource Level

	Lower		Mod/AM		Total	
	Units	%	Units	%	Units	%
Low Resource	1,917	58.7%	608	38.5%	2,525	52.1%
Moderate Resource	1,231	37.7%	934	59.2%	2,165	44.7%
High Segregation & Poverty	118	3.6%	37	2.3%	155	3.2%
Total	3,266	100.0%	1,579	100.0%	4,845	100.0%

About 52% of the City's units in candidate rezone sites are located with Low Resource. However, another 45 percent of these units are located in moderate resource tracts. This means that about 2,165 units of the RHNA units are expected to be built in areas with planned targeted investments that could increase their level to high resource. Of these 2,165 units, 56 percent are lower income.

In addition to sites within the SSCP, the City also selected other sites near areas with current development and investment such as the Coast Highway Corridor where resource levels are rapidly changing to High Resource. For example, Census Tract 181 in South Oceanside along Coast Highway has moderate resources but is rapidly changing. Overall, about 5% (332 units) of RHNA units are located in these rapidly changing moderate resource tracts, the majority (320) of which are low income units.

Table D- 25: RHNA Units by TCAC Level

	Lower		Mod/AM		Total	
	Units	%	Units	%	Units	%
High/Highest Resource	0	0.0%	0	0.0%	0	0.0%
Moderate Resource/	1,347	32.8%	957	45.3%	2,304	37.1%
Moderate Resource (Rapidly Changing)	320	7.8%	12	0.6%	332	5.3%
Low Resource	2,318	56.5%	873	41.3%	3,191	51.3%
High Segregation & Poverty	118	2.9%	270	12.8%	388	6.2%
Total Units	4,103	100.0%	2,112	100.0%	6,215	100.0%

The City also hopes to ameliorate the concentration of HCV use in the central census tracts bounded by the Interstate Highway 5, the San Luis Rey River, S El Comino Real, and Oceanside Blvd. by increasing its outreach efforts to educate tenants and landlords on the State's new Source of Income Protection (SB 329 and SB 222), defining public assistance including HCVs as legitimate source of income for housing.

To mitigate the impact of displacement, the City will be assessing its Inclusionary Program in 20202 to incentivize development rather than payment of an in-lieu fee (within one year of the Housing Element adoption).

Table D- 26: RHNA Distribution by Tract Characteristics

Tract	Tract Total HH	Total RHNA	Lower	Mod/AM	% Change ¹	% of RHNA	% of Lower RHNA	% of M/AM RHNA	TCAC Score	% Non-White	% LMI Pop	% Ovcrd HH	% CB Renter	% CB Owner
18603	2,228	388	118	270	17.4	6.2	2.9	12.8	High Segregation & Poverty	80.0	62.0	13.5	69.6	56.8
						6.2	2.9	12.8						
18200	2,464	378	289	89	15.3	6.1	7.0	4.2	Low Resource	37.6	63.0	18.2	60.4	54.3
18400	1,624	100	64	36	6.2	1.6	1.6	1.7	Low Resource	64.1	73.6	7.0	60.6	31.9
18509	1,793	1048	1029	19	58.4	16.9	25.1	0.9	Low Resource	73.8	74.1	21.2	66.8	55.0
18510	934	831	235	596	89.0	13.4	5.7	28.2	Low Resource	69.4	58.6	12.9	52.6	35.5
18511	1,983	7	0	7	0.4	0.1	0.0	0.3	Low Resource	54.7	69.0	6.8	57.0	29.3
18512	2,125	275	164	111	12.9	4.4	4.0	5.3	Low Resource	36.4	67.9	0.0	68.2	60.7
18612	1,242	63	48	15	5.1	1.0	1.2	0.7	Low Resource	46.4	21.6	3.0	61.3	47.6
19403	1,506	230	230	0	15.3	3.7	5.6	0.0	Low Resource	62.3	21.9	7.7	51.6	41.1
19404	802	259	259	0	32.3	4.2	6.3	0.0	Low Resource	84.2	67.1	26.4	49.0	27.5
						51.3	56.5	41.3						
18300	1,131	6	0	6	0.5	0.1	0.0	0.3	Moderate Resource	21.8	38.8	4.1	40.1	42.4
18504	2,466	1183	782	401	48.0	19.0	19.1	19.0	Moderate Resource	36.1	55.7	5.1	62.7	41.2
18513	3,553	165	0	165	4.6	2.7	0.0	7.8	Moderate Resource	53.8	36.4	3.9	64.0	38.4
18515	1,813	455	70	385	25.1	7.3	1.7	18.2	Moderate Resource	20.4	20.3	1.7	57.2	44.8
18516	1,249	116	116	0	9.3	1.9	2.8	0.0	Moderate Resource	47.5	36.9	10.1	60.6	37.0
18517	1,923	222	222	0	11.5	3.6	5.4	0.0	Moderate Resource	46.8	59.4	7.2	51.0	55.3
19805	1,631	157	157	0	9.6	2.5	3.8	0.0	Moderate Resource	55.6	74.7	5.5	48.1	52.0
18100	2,420	332	320	12	13.7	5.3	7.8	0.6	Moderate Resource (Rapidly Changing)	29.4	52.1	0.7	52.1	46.7
						42.4	40.6	45.9						
Total Units		6,215	4,103	2,112										

1. Represents the % increase in total households in the tract should the RHNA units anticipated be built.

I. Summary of Issues

Below is a summary of the fair housing issues and contributing factors. Contributing factors were evaluated and prioritized. Contributing factors were priority based on their impact on fair housing issues as well as the City's ability to address the contributing factors. Prioritized contributing factors are numbered.

Fair Housing Issue #1: Discriminatory Practices and Limited Outreach Capacity

Disability is most commonly cited as a reason for discrimination in fair housing practiced in the City and the County. Oceanside is also subject to the regional impediment found by the 2020 Regional AI that outreach and education is limited to digital marketing and public notices which are ineffective means to reach the community at large.

Contributing Factors:

- Private discrimination ¹
- Lack of fair housing law education and enforcement ¹
- Lack of marketing community meetings ¹
- Lack of meetings at various times ²

Evaluation and Prioritization

The analysis found that while there are fair housing services available to residents, one of the biggest factors that limit its fair housing goals is ineffective marketing means (digital). A lack of knowledge of fair housing rights for tenants and responsibilities from landlords may contribute to the cases of private discrimination. Given the limited funds available to the City, the City will focus on expanding awareness of the fair housing law to residents in the low resource areas and areas with a high concentration of poverty and segregation through its Community Resource Center.

Since fair housing services are provided by LASSD, the City will work with them to provide targeted outreach as well as to expand their scope of work to include testing of Source of Income protection.

Fair Housing Issue #2: Patterns of Segregation

There is a pattern of concentrated minority population and persons with disabilities in census tracts with a high concentration of low- and moderate-income household and housing choice voucher use. The analysis also found that these census tracts (east and west of Interstate Highway 5 and surrounding State Route 76/Mission Avenue east to west) are also the most affordable areas in the City.

Contributing Factors

- Location and type of affordable housing²
- Lack of public investments in specific neighborhoods, including services or amenities¹
- Lack of private investments¹

Evaluation and Prioritization

Patterns of concentration and segregation need to be addressed with place-based strategies to improve the conditions to existing residents. The contributing factors have the highest impact on the conditions on areas of need are the lack of private and public investment. The City's strategy is to attract private investment and its associated amenities through the Smart and Sustainable Corridor Specific Plan. The City will also continue to invest public funds for the improvement of areas with a concentration of poverty and segregation where CDBG funds can be used.

Alternatively, another contributing factor to fair housing is the lack of affordable housing in areas of high resources and the concentration of it in certain areas, causing a concentration of residents in need in areas with low resources. To combat this, the City will inform tenants and landlords of the State's new Source of Income Protection (SB 329 and SB 222) to improve housing mobility.

Fair Housing Issue #3: Disproportionate Access to Opportunities

Oceanside's Hispanic population had the lowest index scores for most of HUD's opportunity indicators: low poverty, labor market engagement, transit trips and jobs proximity. Figure D- 14 shows that the City's Hispanic population is concentrated in the central census tracts along Mission Avenue, a corridor within the Smart and Sustainable Corridor Plan, and these census tracts also had low economic and education scores, supporting HUD's index scores findings that Hispanics have disproportionate access to opportunities. In addition, the tracts with low economic and education scores were also tracts with 10 to 20% of the population with disabilities. Of note from the analysis is the gap in schools in the central tracts (Figure D- 19) as well as the lack of a full day rapid transit route through the census tracts scoring low resource. There is only one rapid transit route in Oceanside and it runs south of the low resource tracts. Jobs proximity indices range from lowest to moderate across the census tracts with low resource scores (which also have a concentration of Hispanic population and persons with disabilities).

Contributing Factors:

- Location of employment/employers¹
- Lack of schools and location of proficient schools²
- The availability, type, frequency, and reliability of public transportation²
- Lack of public investments in specific neighborhoods, including services or amenities¹
- Lack of private investments¹

Evaluation and Prioritization

As explained earlier, the areas with the disproportionate needs and concentration of poverty and segregation are also the same areas targeted by the SSCSP. The City's strategy to incentivize high-density mixed-used infill development through the plan are expected to infuse the area with private investment/development. The SSCSP plan area is also expected to be suitable for employment growth. By locating most RHNA along the SSCSP, The City expects the SSCSP to increase the opportunities for a range of housing choices in these low resource areas. In addition, the City is in the process of re-evaluating

its Inclusionary Housing Ordinance which could increase the availability of affordable housing in the City.

Fair Housing Issue#4: Disproportionate Housing Needs

Cost burden is the most prominent housing problem in Oceanside and renters experience it at higher rates than owners. Over 50% of renter households experience cost burdens, and these households are concentrated in the central census tracts of the City, along State Route 76/Mission Avenue. Elderly and Hispanic renter households also experience cost burdens at higher rates than other household types and races. Sensitive communities, those at displacement risk, are also located along State Route 76/Mission Avenue.

Contributing Factors:

- Median rent increase²
- Displacement of residents due to economic pressures¹
- The availability of affordable units ¹

Evaluation and Prioritization

The areas with the highest displacement risk are also the areas targeted in the SSCSP, which also have a concentration of minorities with disproportionate housing needs and low access to opportunities. As stated previously, the SSCSP is expected to incentivize development and investment in the area. The City will continue to implement a range of tenant protection programs and measures and has in place a framework to help disadvantaged communities at risk of displacement (when the City provides a loan). Also, the City offers assistance to displaced businesses. The City is also in the process of assessing its Inclusionary Housing Ordinance to promote the constructions of units instead of paying in-lieu fees.

III. FAIR HOUSING ISSUES, CONTRIBUTING FACTORS, AND MEANINGFUL ACTIONS

Table below identifies fair housing issues in Oceanside. Meaningful actions to address these issues are outlined in Section V, Housing Action Plan of the Housing Element, under Program 20.

Fair Housing Issue	Contributing Factors
Discriminatory Practices and Limited Outreach Capacity	<ul style="list-style-type: none"> • Private discrimination¹ • Lack of fair housing law education and enforcement¹ • Lack of marketing community meetings¹ • Lack of meetings at various times²
Patterns of segregation Census tracts with minority concentration (Hispanic concentration), persons with disabilities, LMI households, HCV use, and public housing buildings.	<ul style="list-style-type: none"> • Location and type of affordable housing² • Lack of public investments in specific neighborhoods, including services or amenities¹ • Lack of private investments¹
Disproportionate Access to Opportunities Concentration of low resource tracts along SR 76/Mission Avenue- low education and low economic scores. These census tracts have a concentration of Hispanic population, and persons with disabilities	<ul style="list-style-type: none"> • Location of employment/employers¹ • Lack of schools and location of proficient schools² • The availability, type, frequency, and reliability of public transportation² • Lack of public investments in specific neighborhoods, including services or amenities¹ • Lack of private investments¹
Disproportionate Housing Needs Cost burden is most prominent housing problem and it affects renter Hispanic and elderly households more. Sensitive communities at risk of displacement found along SR 76/Mission Avenue, in areas with Hispanic concentration and persons with disabilities.	<ul style="list-style-type: none"> • Median rent increases² • Displacement of residents due to economic pressures¹ • The availability of affordable units¹