

# **810 MISSION AVENUE PROJECT**

## **CEQA Class 32 Categorical Exemption Report**

Lead Agency:

**CITY OF OCEANSIDE**

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## TABLE OF CONTENTS

|      |                                                     |    |
|------|-----------------------------------------------------|----|
| I.   | Introduction .....                                  | 1  |
| II.  | Project Location And Setting.....                   | 2  |
| III. | Project Description .....                           | 5  |
| IV.  | Class 32 Exemption Criteria Analysis.....           | 11 |
| V.   | Exceptions to Categorical Exemptions Analysis ..... | 50 |
| VI.  | Conclusion .....                                    | 54 |
| VII. | References .....                                    | 55 |

### List of Exhibits

|             |                                        |    |
|-------------|----------------------------------------|----|
| Exhibit 1.  | Regional Vicinity.....                 | 3  |
| Exhibit 2.  | Site Vicinity.....                     | 4  |
| Exhibit 3.  | Conceptual Site Plan .....             | 6  |
| Exhibit 4a. | Conceptual Building Perspectives ..... | 7  |
| Exhibit 4b. | Conceptual Building Perspectives ..... | 8  |
| Exhibit 5.  | Conceptual Landscape Plan .....        | 10 |

### List of Tables

|          |                                                                  |    |
|----------|------------------------------------------------------------------|----|
| Table 1. | General Plan Land Use Element Project Consistency Analysis ..... | 11 |
| Table 2. | Zoning Ordinance Project Consistency Analysis .....              | 18 |
| Table 3. | Climate Action Plan Checklist Consistency Analysis .....         | 20 |
| Table 4. | Noise Measurements.....                                          | 28 |
| Table 5. | Sound Level Limits (Decibels).....                               | 30 |

|           |                                                                     |    |
|-----------|---------------------------------------------------------------------|----|
| Table 6.  | Maximum Noise Levels Generated by Construction Equipment.....       | 32 |
| Table 7.  | Typical Vibration Levels for Construction Equipment .....           | 35 |
| Table 8.  | San Diego Air Pollution Control District Pollutant Thresholds ..... | 38 |
| Table 9.  | Short-Term Construction Emissions.....                              | 40 |
| Table 10. | Long-Term Operational Air Emissions .....                           | 43 |

## Appendices

|            |                                                   |
|------------|---------------------------------------------------|
| Appendix A | CAP Checklist                                     |
| Appendix B | Biological Resources Assessment                   |
| Appendix C | Transportation Analysis                           |
| Appendix D | Noise Memorandum                                  |
| Appendix E | Air Quality Memorandum                            |
| Appendix F | Hydrology Report and SWQMP                        |
| Appendix G | Water and Sewer Capacity Study                    |
| Appendix H | Cultural and Paleontological Resources Memorandum |

## I. INTRODUCTION

This report serves as the technical documentation of an environmental analysis performed by Michael Baker International (Michael Baker) for the 810 Mission Avenue Project (project) in the City of Oceanside (City). The intent of the analysis is to document whether the project is eligible for the Class 32 Categorical Exemption under the California Environmental Quality Act (CEQA) Guidelines Section 15332. The report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 32 CE.

CEQA Guidelines Section 15332 states that a Class 32 CE is allowed when:

- a) *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
- b) *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
- c) *The project site has no value as habitat for endangered, rare or threatened species.*
- d) *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
- e) *The site can be adequately served by all required utilities and public services.*

However, it is acknowledged that CEQA Guidelines Section 15300.2 lists the following exceptions to categorical exemptions:

- a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*
- b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*
- c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*
- d) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*
- e) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
- f) *Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

## II. PROJECT LOCATION AND SETTING

### PROJECT LOCATION

The City of Oceanside (City) is located in northern San Diego County, 35 miles north of downtown San Diego and 80 miles south of downtown Los Angeles; refer to Exhibit 1, *Regional Vicinity*. The City is surrounded by the U.S. Marine Corps Base Camp Pendleton to the north, unincorporated portions of San Diego County to the east, cities of Vista and Carlsbad to the south, and the Pacific Ocean to the west. Oceanside is traversed by several major roadways, including the north-south Interstate 5 (I-5) and the east-west State Routes 78 (SR-78) and 76 (SR-76).

The 810 Mission Avenue Project (project) is located in the western portion of Oceanside at 810 Mission Avenue (Assessor's Parcel Numbers [APNs] 760-186-3300 and 147-191-1100). As shown on Exhibit 2, *Site Vicinity*, the square-shaped site encompasses approximately 61,885 square feet bounded by Clementine Street to the north and northeast, Mission Avenue to the south and southeast, Nevada Street to the southwest and west, and Pier View Way to the northwest and north. The project site excludes the narrow, one-story office building lot situated at the corner of Mission Avenue and Clementine Street. Surrounding land uses generally consist of public/community facility, office, and commercial uses. Regional access to the site is provided via I-5 and SR-76. Local access to the site is provided via Mission Avenue, Clementine Street, Nevada Street, and Pier View Way.

### EXISTING SITE CONDITIONS

The project site is currently developed with the North County Transit District (NCTD) Headquarters office building and associated surface parking lot. Access to the NCTD office building is provided along Mission Avenue and access to the surface parking lot is provided along Nevada Street and Clementine Street. According to the City of Oceanside *Land Use and Zoning Map Viewer*, the project site is designated Downtown (DT) and zoned Downtown, Subdistrict 2 (D-2).<sup>1</sup> Based on Redevelopment Project Area (Downtown) Map, the project site is located within the Downtown Redevelopment Project Area and is designated D-2, Financial Center/Office Professional/Residential (Mixed Use). According to the City's Zoning Ordinance Section 1220, *Land Use Regulations by Subdistrict*, "Mixed Uses" is permitted in the D-2 zone with a Use Permit. In general, the D-2 zone provides for a financial center supported by professional offices; residential uses are permitted, where appropriate, as part of mixed-use development projects.

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<sup>1</sup> City of Oceanside, *Land Use and Zoning Map Viewer*, <https://oceanside.maps.arcgis.com/apps/webappviewer/index.html?id=b3f0000402044ca1a724f84dda988d0e&extent=-13069787.2898%2C3915650.637%2C-13046856.1813%2C3933919.0868%2C102100>, accessed September 12, 2022.







Source: Google Earth Pro, September 2022



The site is located near downtown Oceanside, in close proximity to the Oceanside Civic Center and various commercial establishments and visitor attractions (e.g., Oceanside City Beach, Oceanside Municipal Fishing Pier, Oceanside Transit Center, retail shops, restaurants, and personal services). While located near the coast, the site is not within the Coastal Zone and thus, is not subject to the *City of Oceanside Local Coastal Program*.

### III. PROJECT DESCRIPTION

The proposed project involves demolishing the existing NCTD Headquarters office building and surface parking lot and redeveloping the site into an approximately 326,647-square foot mixed-use development; refer to Exhibit 3, *Conceptual Site Plan*. The seven-story mixed-use building would include 206 multi-family units and 255 parking spaces. The residential units would consist of 53 studios, 99 one-bedroom units, 40 two-bedroom units, nine three-bedroom units, and five live-work units. The live-work units would be situated on the ground floor and second floor, with commercial work space along Mission Avenue and Nevada Street. Of the 206 units, 31 units would be affordable low- and moderate-income households.

#### Building Design and Architecture

The mixed-use building would have a maximum building height of 90 feet and would complement the downtown context as an urban housing mixed-use building on a single City block. The building would reinforce the area's pedestrian orientation and activate adjacent streets. Specifically, the five live-work units would front Mission Avenue and Nevada Street to introduce commercial activity along Mission Avenue, while the main entrance to the building lobby would be located on Pier View Way. The lobby entrance would be emphasized through solid corner massing and an attractive entry porch. Ground level dwelling units are oriented to the street while maintaining sufficient privacy with outdoor patios and landscaped setbacks. Above grade parking would primarily be "wrapped" by residential use and utilitarian space, and otherwise screened from public view through architectural and landscape treatment.

The building's architecture is consistent with Oceanside's coastal setting, as well as the community's blend of historic and contemporary design. As shown on Exhibits 4a and 4b, *Conceptual Building Perspectives*, the building has a solid massing and an efficient layout to establish a consistent urban street wall and establish a pedestrian-scale courtyard proposed atop the parking podium on the third level. Architectural features include pitched roof accents, arches marking entries and passageways, exterior balconies, and canopies that create transitions between indoor and outdoor space. The exterior is a mix of stucco, composite siding, and brick veneer in typically light colors.

#### Open Space and Amenities

The project incorporates approximately 22,454 square feet of open space comprised of 8,457 square feet of common outdoor space and 13,997 square feet of private outdoor space. The open space amenities include common and private porches, patios, and courtyards. The proposed courtyard on









the third level features a pool and spa and functions as the main common outdoor living area. Additionally, a seventh floor amenity deck affords all residents and their guests a view of the Pacific Ocean. Private open space amenities include balconies for upper-level units and private patios for ground level units. Additionally, approximately 8,422 square feet of indoor amenity area is also integrated in the mixed-use development and distributed throughout the residential levels. An approximately 5,321-square foot solar zone is also proposed on the roof for future solar panel installation.

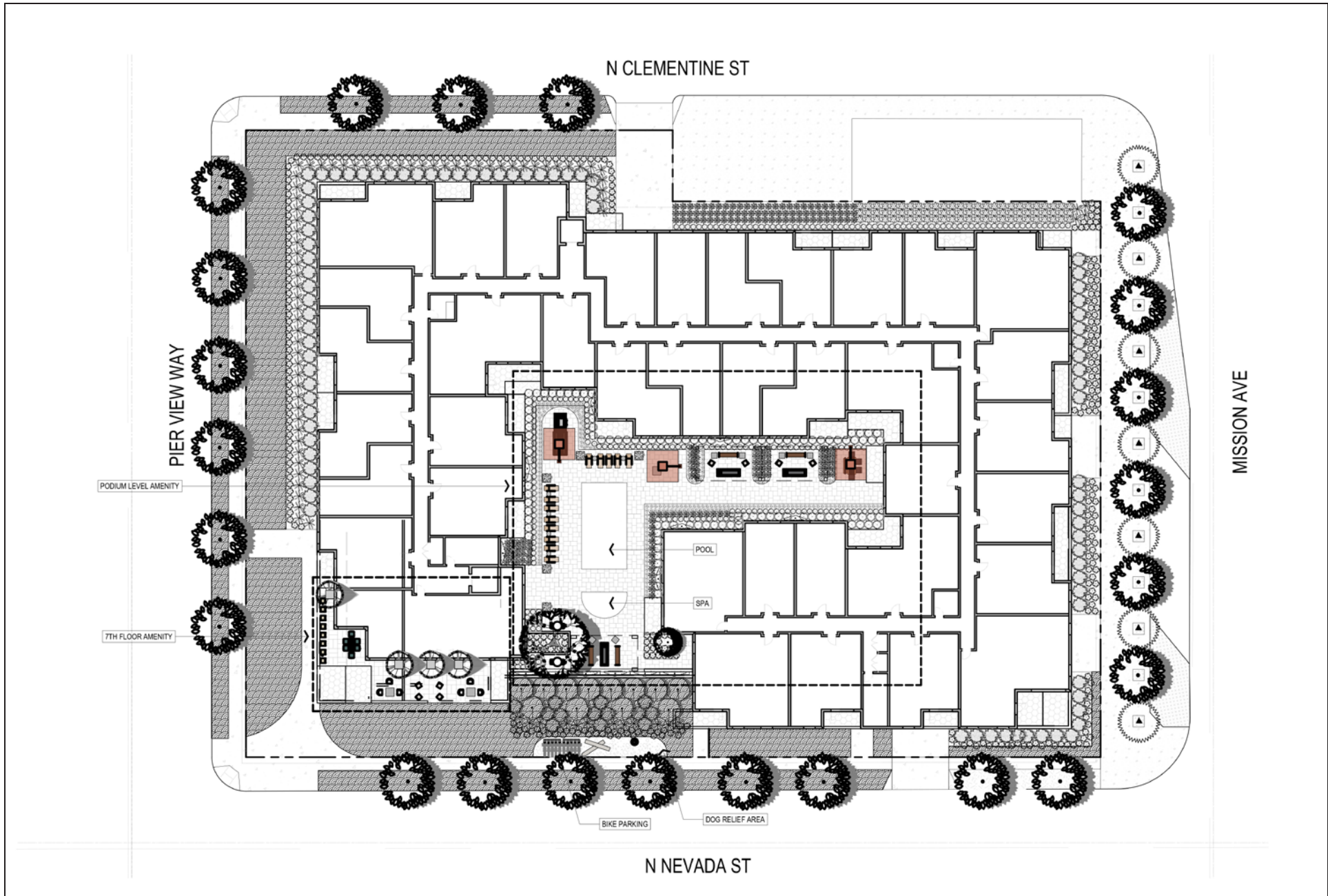
## **Landscaping**

Exhibit 5, *Conceptual Landscape Plan*, illustrates the project's proposed ground-level landscape plan. Drought tolerant and water-wise plant types suitable to the community's coastal environment would be utilized. As a mixed-use development in the City's downtown area, special consideration is given to enhancing the public realm. Specifically, a regular planting of street trees is proposed along Mission Avenue, Clementine Street, Pier View Way, and Nevada Street to shade existing sidewalks while providing landscaped setbacks that include a mixture of small trees, shrubs, and groundcover. Street tree species may include marina strawberry tree, purple orchid tree, gold medallion tree, desert willow, sweet bay, New Zealand Christmas tree, and/or pink trumpet tree, along with palm trees species including Mexican fan palm and hybrid fan palm. Feature tree species may include western redbud multi-trunk, Chinese fringe tree, desert willow pittosporum, California pepper, golden trumpet tree, tipu tree, and/or water gum. The project would also include a variety of strappy plants, large screening shrubs, flowering plants, flowering shrubs, and flowering perennials. The ground level landscaping would enhance the aesthetics of the existing sidewalks, add privacy to proposed ground level residences and patios, and screen parking areas, as needed. Additionally, the outdoor amenity areas (e.g., third floor podium courtyard and seventh floor amenity deck) would include enhanced paving, planter areas, barbecue area, and outdoor patio furniture.

## **Parking**

A total of 255 parking spaces would be accommodated within three levels of parking, of which 1.5 levels would be subterranean parking (due to the sloping nature of the project site). Points of access to the parking garage account for the east to west change in grade across the site and would be provided along Nevada Street at the first level and Clementine Street at the second level. The project's provided parking is in accordance with the City's zoning concessions for projects that reserve units for low- and moderate-income households and consistent with the pedestrian-orientation of the project's design.

Of the total parking stalls provided, 102 spaces (40 percent) would be reserved for electric vehicles, and 17 of those spaces would be equipped with chargers. Additionally, seven accessible parking spaces would be provided, two of which would be van accessible. Further, while the City does not have an applicable required bicycle parking standard, 42 bicycle parking spaces (one space per every five units) are provided to support alternative modes of travel by future residents; 16 of these spaces are located outdoors on the first floor and 26 are located indoors on the second floor.





## Construction

Project construction activities would occur in one phase over approximately 31 months. Construction of the project would include the following: demolition, site preparation, grading, building construction, and architectural coating. Overall, approximately 41,000 cubic yards of cut would be exported off-site.

## Discretionary Approvals

The proposed mixed-use project would require City’s discretionary approvals of the following:

- Mixed-Use Development Plan (RD22-00004);
- Tentative Map (RT22-00001);
- Density Bonus Request (DB22-00008): Request to utilize Density Bonus Law provisions by providing 10% Low-Income units and 5% Moderate-Income units totaling 31 reserved units for affordable housing; and
- SB 330 Application.

## IV. CLASS 32 EXEMPTION CRITERIA ANALYSIS

As discussed in Section I, Introduction, this section evaluates the project’s consistency with the requirements for a Class 32 CE pursuant to CEQA Guidelines Sections 15332.

**CRITERION (a)**     *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*

### GENERAL PLAN CONSISTENCY

Table 1, General Plan Land Use Element Project Consistency Analysis, evaluates the project’s consistency with applicable General Plan land use policies.

**Table 1**  
**General Plan Land Use Element Project Consistency Analysis**

| Applicable General Plan Land Use Element Policies                               | Consistency Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1.1 Community Values</b>                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Policy 1.1A: Land uses shall be attractively planned and benefit the community. | <u>Consistent</u> . The project proposes to demolish the existing NCTD Headquarters office building and surface parking lot and redevelop the site into an approximately 326,647-square foot mixed-use development; refer to <u>Exhibit 3</u> . The seven-story mixed-use building would include 206 multi-family units and a parking garage. The multi-family units would include studios, one- to three-bedroom units, and live-work units. Additionally, 31 units would be affordable to low- and moderate-income households. The building’s architecture would be consistent with Oceanside’s coastal setting, as well as the community’s blend of historic and contemporary design. As shown on <u>Exhibits 4a and 4b</u> , the proposed building has a solid massing and an efficient layout to establish a |

| Applicable General Plan Land Use Element Policies                                                                                                                                                                  | Consistency Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                    | <p>consistent urban street wall and prominent entry lobby from Pier View Way. Architectural features include pitched roof accents, arches marking entries and passageways, exterior balconies, and canopies that create transitions between indoor and outdoor space. The exterior is a mix of stucco, composite siding, and brick veneer in typically light colors.</p> <p>Further, the project incorporates approximately 22,454 square feet of open space comprised of 8,457 square feet of common outdoor space and 13,997 square feet of private outdoor space. The open space amenities include common and private porches, patios, and courtyards. The proposed courtyard on the third level features a pool and spa and functions as the main common outdoor living area. Additionally, a seventh floor amenity deck affords all residents and their guests a view of the Pacific Ocean. As such, the proposed mixed-use development would be attractively planned and the proposed live-work spaces would benefit the community.</p> |
| Policy 1.1B: Land uses shall not significantly distract from or negatively impact surrounding conforming land uses.                                                                                                | <u>Consistent.</u> The proposed mixed-use development is a permitted use in the Downtown, Subdistrict 2 (D-2) zone and would be compatible with surrounding conforming land uses, including the adjacent office building to the east of the site and other office and commercial uses surrounding the site on all sides.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>1.11 Balanced Land Use</b>                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Policy 1.11B: The City shall analyze proposed land uses for assurance that the land use will contribute to the proper balance of land uses within the community or provide a significant benefit to the community. | <u>Consistent.</u> Refer to responses to Policies 1.1A and 1.1B.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Policy 1.11C: The City shall continuously monitor the impact and intensity of land use and land use distribution to ensure that the City's circulation system is not overburdened beyond design capacity.          | <u>Consistent.</u> As discussed under Criterion (d)(A), <i>Traffic</i> , of this Class 32 Categorical Exemption Report, the project is located in a Transit Priority Areas (TPA) or Smart Growth Opportunity Area as identified in the most recent SANDAG San Diego Forward Regional Plan and consistent with the General Plan at the time of project application, located in a low vehicle-mile-traveled (VMT) generating area identified on the most recent SANDAG SB 743 VMT Screening map, and generates less than 1,000 average daily trips. As such, the project is screened out of further VMT analysis. Subsequently, the project is not anticipated to result in significant impacts to the City's circulation system.                                                                                                                                                                                                                                                                                                               |
| <b>1.12 Land Use Compatibility</b>                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Policy 1.12B: The use of land shall not create negative visual impacts to surrounding land uses.                                                                                                                   | <u>Consistent.</u> The proposed seven-story mixed-use building would have a maximum building height of 90 feet. In comparison, nearby existing uses are predominantly one- to two-story buildings. However, the building would be consistent with the City's coastal setting, as well as the community's blend of historic and contemporary design. As shown on <u>Exhibits 4a</u> and <u>4b</u> , the proposed building has a solid massing with façade modulations and an efficient layout to establish a consistent urban street wall along Mission Avenue that complements the project area's downtown character.                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Policy 1.12C: The use of land shall not subject people to potential sources of objectionable noise, light, odors, and other emissions nor to exposure of toxic, radioactive, or other dangerous materials.         | <u>Consistent.</u> Construction activities associated with the proposed development may result in short-term impacts related to noise, light, odor, emissions, and hazards and hazardous materials. Nonetheless, as discussed under Criterion (d)(B), <i>Noise</i> , of this Class 32 Categorical Exemption Report, the project would result in less than significant noise and vibration impacts during project construction based on the nominal amount of construction-related traffic, construction noise levels not exceeding the City's General Plan threshold of 85 dBA at 100 feet, and construction vibration not exceeding Caltrans' significance threshold. The project would also result less than significant operational noise and vibration impacts from mobile and stationary sources, based on the nominal amount of projected vehicle trips and that none of the stationary                                                                                                                                                 |

| Applicable General Plan Land Use Element Policies                                                                                                                                                                                                                        | Consistency Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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|                                                                                                                                                                                                                                                                          | <p>sources would result in exceedance of the City's 50 dBA noise standard at the nearest receptor (i.e., single-family residences).</p> <p>Lighting impacts associated with construction activities would be limited to permitted hours of construction (7:00 a.m. and 8:00 p.m. on any day except Sunday or between the hours of 10:00 a.m. and 8:00 p.m. on Sunday) per Municipal Code Article IV. Further, Municipal Code Chapter 39, <i>Light Pollution</i>, regulates the use of outdoor light fixtures to ensure lighting is shielded and no spillover occurs on adjacent properties.</p> <p>As discussed under Criterion (d)(C), <i>Air Quality</i>, of this Class 32 Categorical Exemption Report, the project would not involve land uses that introduce objectionable odor and would result in less than significant impacts in this regard. Further, criteria air pollutants emissions as well as toxic air contaminants emissions resulting from project construction and operation would not exceed SDAPCD thresholds for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>, or result in significant health impacts.</p> <p>Lighting impacts associated with construction activities would be limited to permitted hours of construction (7:00 a.m. and 8:00 p.m. on any day except Sunday or between the hours of 10:00 a.m. and 8:00 p.m. on Sunday) per Municipal Code Article IV. Further, Municipal Code Chapter 39, <i>Light Pollution</i>, regulates the use of outdoor light fixtures to ensure lighting is shielded and no spillover occurs on adjacent properties.</p> <p>Last, compliance with applicable existing local, State, and federal regulations, including those involving the demolition of building materials, would ensure construction and operational activities do not subject people to potential toxic, radioactive, or other dangerous materials. .</p> |
| <b>1.14 Noise Control</b>                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Policy 1.14A: Noise emissions shall not reach levels that pose a danger to the public health.                                                                                                                                                                            | <u>Consistent</u> . Refer to response to Policy 1.12C.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Policy 1.14B: Noise emissions shall be controlled at the source where possible.                                                                                                                                                                                          | <u>Consistent</u> . Refer to response to Policy 1.12C above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Policy 1.14C: Noise emissions shall be intercepted by barriers or dissipated by space where the source cannot be controlled.                                                                                                                                             | <u>Consistent</u> . Refer to response to Policy 1.12C.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Policy 1.14D: Noise emissions shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.                                                                                                                                 | <u>Consistent</u> . Refer to response to Policy 1.12C.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Policy 1.14E: Acceptable noise levels shall be demonstrated by the applicant in the review and approval of any projects or public or private activities that require a permit or other approval from the City.                                                           | <u>Consistent</u> . Refer to response to Policy 1.12C.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>1.16 Housing</b>                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Policy 1.16A: The City shall 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 Oceanside. | <u>Consistent</u> . The mixed-use development would provide 206 multi-family rental units in the City's downtown area. The residential units would consist of 53 studios, 99 one-bedroom units, 40 two-bedroom units, nine three-bedroom units, and five live-work units. Of the 206 units, 31 units would be affordable to low- and moderate-income households.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Policy 1.16B: The City shall strive to produce opportunities for decent and affordable housing in a pleasant environment for all of Oceanside's residents.                                                                                                               | <u>Consistent</u> . Refer to response to Policy 1.16A.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Policy 1.16C: The City shall ensure that housing is developed in areas with adequate access to employment opportunities, community facilities, and public services.                                                                                                      | <u>Consistent</u> . Refer to response to Policy 1.16A. The project site is located in the City's downtown area with a concentration of existing employment opportunities, community facilities, and public services.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Policy 1.16D: The City shall encourage development of a variety of housing opportunities, with special emphasis on providing: 1) a broad range of housing types, with varied levels of amenities and number of bedrooms; 2) sufficient rental stock for all              | <u>Consistent</u> . As discussed under response to Policy 1.16A, the proposed mixed-use development would provide 206 multi-family rental units with 53 studios, 99 one-bedroom units, 40 two-bedroom units, nine three-                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

| Applicable General Plan Land Use Element Policies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Consistency Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| segments of the community, including families with children; and 3) housing which meets the special needs of the elderly and the handicapped.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | bedroom units, and five live-work units. The proposed two and three-bedroom units would be well-placed to serve families with children.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Policy 1.16E: The City shall protect, encourage, and where feasible, provide housing opportunities for persons of low and moderate income.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <u>Consistent</u> . Refer to response to Policy 1.16A.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>1.17 Public Facilities Management</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Policy 1.17B: Land use and development review applications that are inconsistent with the capability of any public service agencies to provide cost-effective services shall not be approved.                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <u>Consistent</u> . The proposed development would be required to pay all applicable impact fees per Municipal Code Chapter 32B, <i>Impact Fees</i> , related to sewer connection, water connection, public facilities, parks, drainage, thoroughfare and bridge, and signalization fees. The project would also be subject to school facilities mitigation fees per Municipal Code Chapter 32E, <i>School Facilities Mitigation</i> , and Senate Bill 50. Based on project consistency with the City's Zoning Code and General Plan land use designation, the project would be consistent with the capacity of public service agencies and, upon payment of all applicable impact fees, would not have the potential to become a burden on public-agencies' provision of cost-effective services.                    |
| Policy 1.17D: Compact and in-fill development should be encouraged to concentrate expenditures for public services.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <u>Consistent</u> . The project is an in-fill development that would demolish the existing NCTD Headquarters office and construct the proposed mixed-use building.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>1.2 Site Design</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Policy 1.2A: The placement of all proposed structural components, landscaping, access ways, etc. shall be oriented on the site in such a manner to maximize: 1) interior building absorption and retention of solar energy during appropriate seasons and times of day, and the access to sunlight for potential solar energy collection; 2) the even circulation of natural breezes between and through all buildings; 3) the quality of view and vistas from the site to the surrounding environment; 4) the quality of views of the site from surrounding land uses; and 5) the public safety by eliminating designs that may harbor or hide detrimental activities. | <u>Consistent</u> . The proposed building design and common and private open space areas would maximize solar absorption and retention and utilize Oceanside's natural coastal breezes. The open space amenities include common and private porches, patios, and courtyards throughout the building. The proposed courtyard on the third level features a pool and spa and functions as the main common outdoor living area. Additionally, a seventh floor amenity deck affords all residents and their guests a view of the Pacific Ocean. Private open space amenities include balconies for upper-level units and private patios for ground level units. Approximately 8,422 square feet of indoor amenity area is also integrated in the mixed-use development and distributed throughout the residential levels. |
| Policy 1.2C: New development or land uses shall provide coordinated site design wherever possible with existing or proposed adjacent land uses to provide complimentary site design, unified circulation access, and joint use of ancillary facilities.                                                                                                                                                                                                                                                                                                                                                                                                                 | <u>Consistent</u> . Similar to the existing NCTD Headquarters office building on-site, the proposed mixed-use building would be accessed by pedestrians from Mission Avenue, Nevada Street, and Pier View Way, as well as by vehicles (into the parking garage) from Nevada Street and Clementine Street. Therefore, circulation access would be similar to existing conditions.                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Policy 1.2G: All developments shall design parking areas to maximize efficiency, safety, convenience, and open space.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <u>Consistent</u> . A total of 255 parking spaces would be accommodated with three levels of parking of which 1.5 levels would be subterranean parking. Points of access to the parking garage account for the east to west change in grade across the site and would be provided along Nevada Street at the first level and Clementine Street at the second level.                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>1.21 Common Open Space</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Policy 1.21A: Common open space must be accessible and usable by potential users of the common open space.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <u>Consistent</u> . As discussed under response to Policy 1.1A, the project incorporates approximately 8,457 square feet of common outdoor space. The proposed common area courtyard on the third level features a pool and spa and functions as the main common outdoor living area. This space is centrally located and can be viewed from most units surrounding the courtyard (from the third level up). As such, this space is highly accessible by on-site residents.                                                                                                                                                                                                                                                                                                                                           |
| Policy 1.21B: Common open spaces within a project site shall be contiguous unless it is found that segregation of the area and type of open space uses better serve the purposes of the General Plan and the project site.                                                                                                                                                                                                                                                                                                                                                                                                                                              | <u>Consistent</u> . Refer to response to Policy 1.1A. No areas of common open space are proposed to be segregated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>1.22 Landscaping</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Policy 1.22A: Existing mature trees shall be retained wherever possible.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <u>Consistent</u> . Seven existing mature Mexican fan palm trees along Mission Avenue would remain.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |



| Applicable General Plan Land Use Element Policies                                                                                                                                                          | Consistency Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Policy 1.22B: Mature trees removed for development shall be mitigated by replacement with an appropriate type, size, and number of trees.                                                                  | <u>Consistent.</u> A total of 29 Chinese banyan trees, four jacaranda trees, six New Zealand Christmas trees, three date palms, seven Canary Island pines, and eight Mexican fan palm trees would be removed as part of the proposed project. It is acknowledged that these trees would not be salvageable upon removal; however, these mature trees would be replaced. The project meets the required landscaping coverage of 25 percent (or 15,713 square feet). New trees would include street trees, feature trees, flowering trees. Other proposed landscaping would include shrubs, and groundcover, as shown on <u>Exhibit 5</u> . Street tree species may include marina strawberry tree, purple orchid tree, gold medallion tree, desert willow, sweet bay, New Zealand Christmas tree, and/or pink trumpet tree, along with palm trees species including Mexican fan palm and hybrid fan palm. Norfolk Island pine, weeping bottlebrush, Chinese flame tree, Brisbane box, Mexican sycamore, southern live oak, and/or lacebark elm. Feature tree and small flowering tree species may include western redbud multi-trunk, Chinese fringe tree, desert willow pittosporum, California pepper, golden trumpet tree, tipu tree, and/or water gum. The project would also include a variety of strappy plants, large screening shrubs, flowering plants, flowering shrubs, and flowering perennials mulga, coast live oak, Engelmann oak, acacias, silver wattle, crape myrtle, pink trumpet tree, fiddle leaf fig, and yuccas. |
| Policy 1.22C: Drought-tolerant materials, including native California plant species, shall be encouraged as a landscape type.                                                                              | <u>Consistent.</u> The proposed landscaping would predominantly consist of drought-tolerant tree and plant species.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>1.23 Architecture</b>                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Policy 1.23A: Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.                                                      | <u>Consistent.</u> Refer to response to Policies 1.1A, 1.1B, and 1.12B.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Policy 1.23B: Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to create an attractive line, dimension, scale, and/or pattern                                  | <u>Consistent.</u> Refer to response to Policy 1.1A. The building would reinforce the area's pedestrian orientation and activate adjacent streets. Specifically, the five live-work units would front Mission Avenue and Nevada Street to introduce commercial activity along these frontages. The main pedestrian entrance to the building lobby would be located on Pier View Way. The lobby entrance would be emphasized through solid corner massing and an attractive entry porch. Ground level dwelling units are oriented to the street while maintaining sufficient privacy with outdoor patios and landscaped setbacks. Above grade parking would primarily be "wrapped" by residential use and utilitarian space, and otherwise screened from public view through architectural and landscape treatment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Policy 1.23C: Elevations, floor plans, perspectives, lines-of-sight, material boards, and other such displays and exhibits shall be provided as necessary to ensure compliance with General Plan policies. | <u>Consistent.</u> The project's plan set includes elevations, floor plans, perspectives, and other exhibits to illustrate the proposed development. The plan set would be submitted as part of the project application for City staff to review for compliance with the General Plan and Municipal Code.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>1.24 Topographic Resources</b>                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Policy 1.24M: The amount of impervious surfacing shall be limited and shall be designed to support the natural drainage system.                                                                            | <u>Consistent.</u> Under existing conditions, the project site is almost entirely impervious (approximately 80 to 85 percent) and developed with the NCTD Headquarters office building and associated surface parking lot. Similarly, the proposed mixed-use development would also result in a mostly impervious site (approximately 90 to 95 percent impervious area) with pervious landscaped areas along the site perimeter and open space at the rooftop; refer to <u>Exhibit 5</u> . The increase in impervious percentage attributes from the reduction in pervious land cover. Nonetheless, increase in discharge would be minimal (less than one cubic feet per second) and the project would not result in significant impacts to the drainage system; refer to <u>Appendix F, Hydrology Report and SWQMP</u> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Policy 1.24O: Parking areas shall adapt to the topographic character of the site.                                                                                                                          | <u>Consistent.</u> Refer to response to Policy 1.2G.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Policy 1.24P: Site disturbance shall be limited to the minimum area necessary as construction proceeds.                                                                                                    | <u>Consistent.</u> The limits of disturbance during construction activities would be restricted to the project site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Applicable General Plan Land Use Element Policies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Consistency Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| <b>1.35 Redevelopment Project Area</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Policy 1.35A: The Downtown Redevelopment Project Area (see General Plan Land Use Element Figure LU-9) shall be implemented by the Redevelopment Plan. This plan shall be implemented by the Oceanside Community Development Commission, consistent with City policy and the General Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <u>Consistent.</u> The project site is located within the Downtown Redevelopment Project Area. Based on Redevelopment Project Area (Downtown) Map, the site is designated D-2, Financial Center/Office Professional/Residential (Mixed Use). As such, the proposed mixed-use project is an allowed and encouraged redevelopment of the site and is consistent with the Redevelopment Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>2.7 Community Facilities Management</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Policy 2.7A: Capital improvement impact fees shall be collected at the time a building permit is issued and should consist of four components: 1) a fee based on share of Citywide capital improvement expansion and replacement needs represented by the proposed development; 2) a fee to cover additional construction and replacement of capital improvements directly serving the proposed development; 3) fees must be adequate to cover the full cost of non-Citywide facilities serving the development (neighborhood parks, fire, and paramedic facilities), including a reserve for replacement costs; and 4) in addition, fees must cover new construction and replacement of Citywide facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <u>Consistent.</u> Refer to response to Policy 1.17B.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>2.711 Master Street Plan</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Policy 2.711E: The City shall 1) require development to provide collector and local street improvements according to standards of the City Engineering Department; 2) require development to dedicate necessary right-of-way when subdivision or development of property adjacent to or straddling streets is proposed and adopted by the Master Street Plan; 3) require development to provide all necessary grading, installation of curbs, gutters, and parkway tree planning, unless these improvements are provided through other means; 4) require development to provide a minimum of half street improvements plus 12 feet of pavement in accordance with City standards; 5) should development be within an area subject to a Major Thoroughfare Fee provision established by the City Council, the City shall require the following: a) payment of the Major Thoroughfare Fee as required by Ordinance No. 80-30 and the latest City Council resolution setting such fee; or b) obtain reimbursement of the required fee as the development installs the necessary improvements, and the City's construction cost estimates of the improvements are greater than the required fee. Should the improvements be less than the required fee, the developer shall pay the difference to the City of the required fee and the City's cost of the improvement; and 6) the development will install all sidewalks and curbs as required in their permanent location to provide for maximum design development. | <u>Consistent.</u> Refer to response to Policy 1.17B. As detailed under Criterion (d)(A), <i>Traffic</i> , of this Class 32 Categorical Exemption Report, the project would re-construct 6-foot-wide sidewalks on Pier View Way, Nevada Street, and a portion of Clementine Street. Sidewalks on Mission Avenue and along the frontage of the existing building on Clementine Street would remain. All proposed improvements that intersect with the public right-of-way would be constructed in accordance with the City's design standards.                                                                                                                                                                                                                                                                                                      |
| Policy 2.711F: If the location and traffic generation of a proposed development would result in congestion on major streets (less than Service Level C – stable traffic flow) or promote safety hazards, the proposed development should in that case be required to make the necessary off-site improvements (subject to reimbursement from impact fees to be collected) or the development should be deferred until financing for the improvements is assured.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <u>Consistent.</u> Refer to response to Policies 1.11C, 1.17B, and 2.711E. As discussed under Criterion (d)(A), <i>Traffic</i> , of this Class 32 Categorical Exemption Report, the project is located in a Transit Priority Areas (TPA) or Smart Growth Opportunity Area as identified in the most recent SANDAG San Diego Forward Regional Plan and consistent with the General Plan at the time of project application, located in a low vehicle-mile-traveled (VMT) generating area identified on the most recent SANDAG SB 743 VMT Screening map, and generates less than 1,000 average daily trips. As such, the project is screened out of further VMT analysis. Further, the project is not anticipated to result in substantial congestion on major streets (less than Service Level C – stable traffic flow) nor promote safety hazards. |

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| <b>2.7121 Bicycle Facilities</b>                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Policy 2.7121D: The use of land shall integrate the Bicycle Circulation System with auto, pedestrian, and transit systems: 1) development shall provide short-term bicycle parking and long-term bicycle storage facilities such as bicycle racks, pedestal posts, and rental bicycle lockers; and 2) development shall provide safe and convenient bicycle access to high activity land uses, such as schools, parks, shopping, employment, and entertainment centers. | <u>Consistent.</u> The project would provide 42 bicycle parking spaces (one space per every five units) to support alternatives modes of travel by future residents. Sixteen bicycle spaces would be located outdoors on the first floor and 26 spaces would be located indoors on the second floor. Given that the site is located in the downtown area, the project would provide bicycle access to high activity land uses, including nearby schools, parks, shopping, employment, and entertainment centers. |
| <b>2.7122 Pedestrian Facilities</b>                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Policy 2.7122A: The construction of five-foot wide sidewalks adjacent to the curb shall be required in all new developments and street improvements.                                                                                                                                                                                                                                                                                                                    | <u>Consistent.</u> Refer to response to Policy 2.711E.                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Policy 2.7122C: The City shall encourage the inclusion of greenbelts and common open space for pedestrian use in residential development.                                                                                                                                                                                                                                                                                                                               | <u>Consistent.</u> Refer to response to Policy 1.1A.                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>2.7131 Transit System</b>                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Policy 2.7131B: The City shall investigate the responsibilities of development in providing necessary on-site and off-site bus system improvements including bus shelters within new commercial, residential, and industrial developments.                                                                                                                                                                                                                              | <u>Consistent.</u> The project frontage along Mission Avenue is currently striped with on-street angled parking spaces and thus, no bus shelters or stops are proposed along the project frontage. However, an NCTD bus stop is located approximately 180 feet to the northeast near the intersection of Mission Avenue and Clementine Street.                                                                                                                                                                   |
| <b>2.723 Sewage Collection and Treatment</b>                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Policy 2.723A: All new housing in the City of Oceanside shall pay a "per-unit" sewer connection charge.                                                                                                                                                                                                                                                                                                                                                                 | <u>Consistent.</u> Refer to response to Policy 1.17B.                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>2.725 Energy</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Policy 2.725A: The City shall encourage the design, installation, and use of passive and active solar collection systems.                                                                                                                                                                                                                                                                                                                                               | <u>Consistent.</u> While the project would not provide solar collection systems at this stage, the project would be consistent with the <i>City of Oceanside Climate Action Plan</i> , which ensures the project's consistency with the General Plan Energy and Climate Action Element; refer to <a href="#">Table 3, Climate Action Plan Checklist Consistency Analysis</a> below.                                                                                                                              |
| Policy 2.725B: The City shall encourage the use of energy efficient design, structures, materials, and equipment in all land developments or uses.                                                                                                                                                                                                                                                                                                                      | <u>Consistent.</u> The project would be required to comply with the most current version of the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating, and cooling equipment, building insulation and roofing, and lighting.                                                                                                                                                             |
| Policy 2.725C: The City shall encourage the use of long-term lower cost energy sources.                                                                                                                                                                                                                                                                                                                                                                                 | <u>Consistent.</u> Refer to <a href="#">Table 3, Climate Action Plan Checklist Consistency Analysis</a> below for a discussion on energy, which includes a discussion related to the use of long-term lower cost energy sources.                                                                                                                                                                                                                                                                                 |
| Policy 2.725D: The City shall require the undergrounding of energy transmission lines and distribution systems to new land developments or uses.                                                                                                                                                                                                                                                                                                                        | <u>Consistent.</u> All proposed utility improvements would be installed underground.                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>2.731 Schools</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Policy 2.731A: The City shall consider the effect of residential development on the existing and design capacity of all affected educational facilities as defined by the appropriate school district.                                                                                                                                                                                                                                                                  | <u>Consistent.</u> Refer to response to Policy 1.17B.                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>2.74 Public Recreation Facilities</b>                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Policy 2.74A: Enrich the quality of life for all citizens of Oceanside while providing constructive and creative leisure opportunities.                                                                                                                                                                                                                                                                                                                                 | <u>Consistent.</u> Refer to response to Policies 1.1A and 1.17b.                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Policy 2.74B: Provide recreational experience and programs that contribute to the total health of the individual while meeting the desires of the community as a whole.                                                                                                                                                                                                                                                                                                 | <u>Consistent.</u> Refer to response to Policies 1.1A and 1.17b.                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Policy 2.74C: Provide adequate parkland acreage in both location and size to meet the recreation needs of existing and future residents and to preserve natural resources within the City.                                                                                                                                                                                                                                                                              | <u>Consistent.</u> Refer to response to Policies 1.1A and 1.17b. While the project would not provide public parkland, the project would be subject to a park impact fee in accordance with Municipal Code Chapter 32D, <i>Park Land Dedication and Payment of Fees</i> .                                                                                                                                                                                                                                         |

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| <b>3.0 Evaluating the State of the Environment</b>                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                 |
| Policy 3.0A: The City shall utilize the requirements of the California Environmental Quality Act (CEQA) as amended to assure that potential impacts to the environment are properly evaluated.                                                | <u>Consistent</u> . As analyzed throughout this Class 32 Categorical Exemption Report, the project's potential impacts to the environment are properly evaluated in accordance with CEQA.                                                                                                                                                                       |
| Policy 3.0B: The City, through the procedures established by both the State of California's CEQA Guidelines and the City of Oceanside's Local CEQA Guidelines, shall identify, evaluate, and mitigate significant impacts to the environment. | <u>Consistent</u> . Refer to response to Policy 3.0A.                                                                                                                                                                                                                                                                                                           |
| <b>3.18 Air Quality</b>                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                 |
| Policy 3.18A: The City shall cooperate with the San Diego County Air Pollution Control Board and participate in the Regional Air Quality Control Strategy (RAQS).                                                                             | <u>Consistent</u> . As discussed under Criterion (d)(C), <i>Air Quality</i> , of this Class 32 Categorical Exemption Report, the project would be consistent with the 2022 RAQS and would not exceed SDAPCD thresholds for ROG, NO <sub>x</sub> , CO, SO <sub>x</sub> , PM <sub>10</sub> , or PM <sub>2.5</sub> , or result in significant air quality impacts. |
| Source: City of Oceanside, <i>Oceanside General Plan Land Use Element</i> , adopted September 10, 1986, and last amended January 1989.                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                 |

## ZONING ORDINANCE CONSISTENCY

The project site is zoned Downtown, Subdistrict 2 (D-2). The D-2 zone provides for a financial center supported by professional offices; residential uses are permitted, where appropriate, as part of a mixed-use development project. The project proposes to redevelop the site into a mixed-use development consisting of 206 multi-family units, of which five would be live-work units on the ground level, allowing commercial work space along the Mission Avenue and Nevada Street frontages.

Per Zoning Ordinance Section 1231, *Transit Oriented Development*, the area within 0.5-mile from the property boundaries of the Oceanside Transit Center is designated a Transit Overlay District (TOD). The location, design, configuration, and mix of uses in the TOD is intended to provide an alternative to traditional development by emphasizing a pedestrian-oriented environment and reinforcing the use of public transportation. Mixed-use projects within the TOD may create its own development standards under a Mixed-Use Development Plan subject to approval. As such, a Mixed-Use Development Plan is a requested project entitlement. According to the City's Zoning Ordinance Section 1220, *Land Use Regulations by Subdistrict*, "Mixed Uses" is permitted in the D-2 zone with a Use Permit. Rather than a Use Permit, the project proposes a Mixed-Use Development Plan, which would allow the mixed-use development as well as establish site-specific development standards and waivers under the State Density Bonus Law. Upon City discretionary approval of the Mixed-Use Development Plan, the proposed project would be permitted within the D-2 zone.

Table 2, *Zoning Ordinance Project Consistency Analysis*, evaluates the project's consistency with relevant Downtown district development regulations and identifies proposed Mixed Use Development Plan standards and waivers, where applicable.

**Table 2**  
**Zoning Ordinance Project Consistency Analysis**

| Applicable Development Standard | Requirement                                                                                                                                                                                                                                           | Proposed Project                                                                                                                                                                                                                                                                                                                                                                                                                                               | Does Project Meet Requirement?                                    |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| Minimum Lot Area                | 5,000 square feet                                                                                                                                                                                                                                     | The project site is approximately 61,885 square feet.                                                                                                                                                                                                                                                                                                                                                                                                          | Yes                                                               |
| Minimum Lot Width               | 50 feet                                                                                                                                                                                                                                               | The site's lot width along Mission Avenue is approximately 195 feet.                                                                                                                                                                                                                                                                                                                                                                                           | Yes                                                               |
| Setbacks                        | Front: 10 feet;<br><br>Side: 3 feet for lots 75-feet wide or less except where courts are required; 10 feet from one side-lot line for lots greater than 75 feet wide or as required for courts; and<br><br>Rear: 5 feet; and as required for courts. | The project would provide a 10-foot front yard setback, 10-foot side yard setback, and 25-foot rear yard setback.                                                                                                                                                                                                                                                                                                                                              | Yes                                                               |
| Building Height                 | 35 feet;<br><br>Mixed use structures above 65 feet, up to 90-feet in height, are allowed upon approval of a Conditional Use Permit (CUP)                                                                                                              | The proposed mixed-use building would have a maximum building height of 90 feet. No CUP is requested as part of the project; however, the proposed Mixed Use Development Plan standards and requested waivers under the State Density Bonus Law would allow for increased building height up to 90 feet without a CUP and for additional roof elements such as roof deck railings and rooftop deck accessory rooms to exceed the maximum height up to 10 feet. | Yes, upon Mixed Use Development Plan approval                     |
| Site Landscaping                | 25 percent                                                                                                                                                                                                                                            | The project would provide approximately 15,713 square feet (25 percent) of site landscaping. The proposed Mixed Use Development Plan standards and requested waivers would allow inclusion of all on-site planting, including upper-level trees and planters, to count towards landscape area and urban forestry requirements.                                                                                                                                 | Yes, per compliance with the Mixed Use Development Plan standards |
| Open Space                      | Based on the proposed Mixed Use Development Plan:<br><br>Total Open Space: 200 square feet per unit (41,200 square feet)<br><br>Private Open Space: 48 square feet per unit (9,888 square feet)                                                       | The proposed Mixed Use Development Plan includes a requested waiver to reduce total open space standard for private and shared open space.<br><br>The project would provide 109 square feet of total open space per unit (22,454 total square feet) and 68 square feet of private open space per unit (13,997 total square feet).                                                                                                                              | Yes, per compliance with the Mixed Use Development Plan standards |
| Maximum Driveway Width          | 24 feet (any vehicular access over 24 feet in width requires Community Development Commission approval); and<br><br>On corner lots or lots with double frontages, vehicular access shall be provided from the secondary street or alley.              | Approximately 26-foot wide vehicular driveways are proposed along Clementine Street and Nevada Street from curb to curb. The driveway then narrows to 24 feet in accordance with City Public Works Standards. Thus, Community Development Commission approval would be required.<br><br>As the project site is considered a corner lot, vehicular access is provided from secondary streets (Clementine Street and Nevada Street).                             | Yes, per compliance with the Mixed Use Development Plan standards |



| Applicable Development Standard | Requirement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Proposed Project                                                                                                                                                                                                                                                                                                                                                                                                        | Does Project Meet Requirement? |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| Parking                         | <p>Based on the proposed Mixed Use Development Plan (per Gov't Code Section 65915(p), as referenced in Oceanside Zoning Ordinance Section 3032):</p> <p><u>Market-Rate Resident Parking</u><br/>1 space for studios and one-bedroom units;<br/>1.5 spaces for two-bedroom units or more;</p> <p><u>Inclusionary Resident Parking</u><br/>0.5 space for studios;<br/>1 space for one-bedroom units;<br/>1.25 spaces for two-bedroom units;<br/>1.5 spaces for three-bedroom units or more.<br/>Note that parking rates above per Gov't Code Section 65915(p) are inclusive of ADA parking standards and guest parking requirements.</p> <p>As such, the project is required to provide 231 spaces.</p> | <p><u>Proposed Market-Rate Resident Parking</u><br/>53 Studios &amp; 5 Live/Work units * 1.0 = 58<br/>99 1-bedroom units * 1.0 = 99<br/>40 2-bedroom units * 1.5 = 60<br/>9 3-bedroom units * 1.5 = 13.5</p> <p><u>Inclusionary Resident Parking</u><br/>16 studios * 0.5 = 8<br/>11 one-bedroom units * 1.0 = 11<br/>4 two-bedroom units * 1.25 = 5</p> <p>In total, the project would provide 255 parking spaces.</p> | Yes                            |

Source: City of Oceanside, *City of Oceanside Comprehensive Zoning Ordinance Article 12, D Downtown District*, October 11, 2021.

## OCEANSIDE CLIMATE ACTION PLAN CONSISTENCY

The *Oceanside Climate Action Plan* (CAP), adopted on May 8, 2019, demonstrates the City's commitment to developing programs, standards, guidelines, and incentives that support sustainable land use patterns, healthy living, and community character. The CAP integrates the City's past and current greenhouse gas (GHG) reduction efforts with additional measures that seek to balance GHG reduction with other priorities, including quality of life, economic development, and fiscal responsibility. In addition to City initiatives and voluntary community efforts, these measures include requirements for certain types of new development. These requirements promote local renewable energy generation, electric vehicle charging infrastructure, urban forestry, reduction in single-occupancy vehicle trips, recycled water use, and other efforts that reduce the City's carbon footprint while enhancing its energy and water independence. The CAP Consistency Checklist consolidates these requirements within a single document, allowing for streamlined compliance review. [Table 3, Climate Action Plan Checklist Consistency Analysis](#), evaluate the project's consistency with applicable CAP measures. [Appendix A, CAP Checklist](#), includes the completed CAP Checklist.

**Table 3**  
**Climate Action Plan Checklist Consistency Analysis**

| Checklist Item                                                                                                                                                                                                             | Project Consistency Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Land Use Consistency (Locational Criteria).</b> Does the project meet one or more of the following locational criteria?</p> <p>1) The project site is located within a designated Smart Growth Opportunity Area.</p> | <p><b>Consistent.</b> The project is located in Smart Growth Opportunity Area (SGOA) OC-1 Downtown Oceanside. The project site is situated approximately 0.4-mile from the Oceanside Transit Center; as such, the project is considered to be located in less than a 0.5-mile walking distance to a transit station with continuous sidewalks and no obstructions. Further, as demonstrated through <a href="#">Tables 1 and 2</a>, the project is consistent with current land use and zoning designations.</p> |

| Checklist Item                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Project Consistency Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>2) The project site is located within ¼ mile of a priority TOD corridor, as determined by the Smart and Sustainable Corridors Plan and/or SB 743 screen-out boundaries.</p> <p>3) The project is consistent with current land use and zoning designations.</p> <p>4) The project requires amendment of current land use and zoning designations. As demonstrated through a detailed analysis a) consistent with the precedent in the surrounding zoning district and b) subject to third party expert review, the proposed land uses would generate less GHG emissions than those associated with uses allowed under current land use and zoning designations.</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p><b>On-Site Renewable Energy Supply.</b> If the project meets one or more of the thresholds outlined in Section 3047 of the City's Zoning Ordinance, will the project purchase an energy portfolio comprised of at least 75 percent renewable, emissions-free electricity?</p>                                                                                                                                                                                                                                                                                                                                                                                      | <p><b>Consistent.</b> The project would construct more than 25 dwelling units, and therefore is required to implement this measure per Section 3047 of the City's Zoning Ordinance. Energy portfolios comprised of at least 75 percent renewable are not available at the time of preparation of this EIR. As such, the project would require a Condition of Approval (COA) that as soon as such energy portfolio becomes available, the project would be required to purchase it. Per the COA, the applicant shall comply with the requirements of Section 3047, Renewable Energy Facilities, of the Zoning Ordinance. If supplying 50 percent of the project's anticipated energy demand on-site proves infeasible, the applicant shall work with staff to come up with an acceptable alternative. The applicant shall work with staff to ensure that the requirements of Section 3047(A) are met prior to issuance of a Certificate of Occupancy and/or the final inspection for the project or to the satisfaction of the City Planner. With the approval of this COA, the project would be consistent with this requirement.</p> |
| <p><b>Electric Vehicle Charging Facilities.</b> If the project involves new development that requires at least five (5) parking spaces, will the project comply with the requirements of Section 3048 of the City's Zoning Ordinance?</p>                                                                                                                                                                                                                                                                                                                                                                                                                             | <p><b>Consistent.</b> The project would include more than 5 parking spaces, and therefore is required to implement this measure per Section 3048 of the City's Zoning Ordinance. The project would provide 102 reserved EV spaces and 17 charger-equipped spaces. These spaces would be distributed throughout level B1 and Level 1, primarily near stairs, elevators, and ramps.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p><b>Recycled Water Infrastructure.</b> Does the City's Water Utilities Department require that the project install infrastructure to provide for recycled water service?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p><b>Consistent.</b> The City of Oceanside Water Utilities Department is requiring the project to install standalone irrigation service meter and lateral to service the project along Pier View Way. The City of Oceanside has future plans to route a new recycled water main through Pier View Way. When the recycled water line is installed the irrigation lateral to this site will be removed from the domestic water line and tied to the recycled water line. Ultimately, once this improvement is complete, the project will be serviced by recycled water. Currently, the timing for installation of the future recycled water line in Pier View Way is unknown.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>Transportation Demand Management (TDM).</b> Per Section 3050 of the City's Zoning Ordinance, does the proposed project expected to generate at least 100 daily employee commute trips, necessitating the preparation and implementation of a TDM plan?</p>                                                                                                                                                                                                                                                                                                                                                                                                      | <p><b>Not Applicable.</b> No, the project is not subject to this requirement.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <p><b>Urban Forestry.</b> Will the project comply with the minimum tree canopy and permeable surface area requirements outlined in Section 3049 of the City's Zoning Ordinance?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p><b>Consistent.</b> The project would comply with minimum tree canopy and permeable surface area requirements and the project Applicant has agreed to maintain minimum tree canopy and permeable surface area throughout the life of the project. However, it is acknowledged that the project requests waivers to allow inclusion of all on-site planting, including upper-level trees and planters, to count towards landscape area and urban forestry requirements, consistent with the Mixed Use Development Plan standards.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>Source: City of Oceanside, <i>Climate Action Plan (CAP) Consistent Checklist, For New Development Subject to Environmental Review per the California Environmental Quality Act (CEQA)</i>, September 30, 2021. Refer to <a href="#">Appendix A, CAP Checklist</a>.</p>                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

As analyzed, the project would be consistent with applicable General Plan land use policies, zoning designation and regulations, as well as the applicable CAP measures. Thus, the project would meet Criterion (a) requirements.

**CRITERION (b)**     *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*

The project site is approximately 1.42 acres. The site is located in the western portion of the City of Oceanside at 810 Mission Avenue. Specifically, the square-shaped site encompasses approximately 61,885 square feet bounded by Clementine Street to the north and northeast, Mission Avenue to the south and southeast, Nevada Street to the southwest and west, and Pier View Way to the northwest and north. The project site excludes the narrow, one-story office building lot situated at the corner of Mission Avenue and Clementine Street. The site is located near downtown Oceanside, in close proximity to the Oceanside Civic Center and various commercial establishments and visitor attractions (e.g., Oceanside City Beach, Oceanside Municipal Fishing Pier, Oceanside Transit Center, retail shops, restaurants, and personal services). The project site is generally surrounded by public/community facility, office, commercial, and residential uses. As such, the project would meet Criterion (b) requirements.

**CRITERION (c)**     *The project site has no value as habitat for endangered, rare or threatened species.*

The following analysis is based on the *Results of a Biological Resources Assessment for the proposed 810 Mission Avenue Project – City of Oceanside, San Diego County, California* (Biological Resources Assessment), prepared by Michael Baker, dated January 3, 2023; refer to Appendix B, *Biological Resources Assessment*.

As part of the Biological Resources Assessment, Michael Baker conducted a thorough literature review and a field survey to confirm existing site conditions and assess the potential for special-status plant and wildlife species that have been documented or that are likely to occur on or within the project site or a 100-foot buffer (survey area). The report also provides a detailed assessment of the suitability of the on-site habitat to support special-status plant and wildlife species that were identified during reviews of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database RareFind 5 (CNDDDB), the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California (CIRP), the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation project planning tool (IPaC), and other databases as potentially occurring in the vicinity of the project site.

Based on the Biological Resources Assessment, the 4.55-acre survey area (the project site with a 100-foot buffer) is composed of urban/developed land. No other vegetation communities or land cover types occur on-site, and no special-status plant species were identified within the survey area during the field survey. As such, the Biological Resources Assessment determined that none of the special-status plant species identified by the CNDDDB, CIRP, and IPaC are expected to occur within the survey area.

No special-status wildlife species were detected within the survey area during the field survey. Due to the survey area and the surrounding area being completely urbanized, fish, amphibian, reptilian, and

mammalian species would not be expected to occur within the survey area. As such, the Biological Resources Assessment determined that the survey area has a moderate potential to support Cooper's hawk (a State WL species) as a foraging species. Cooper's hawk is a covered species under the MHCP and requires no additional permitting for take as long as the project is consistent with the MHCP and its preservation goals. All remaining special-status wildlife species identified by the CNDDDB and IPaC are not expected to occur within the survey area.

The project is located within the boundaries of the *City of Oceanside Draft Subarea Plan to the MHCP* (SAP). Although considered finalized by the City of Oceanside, the SAP has not yet been accepted by the regulatory agencies and implemented into the MHCP. The intent of the SAP is to work in tandem with the MHCP on a city-wide scale to implement conservation measures required by both the California Natural Community Conservation Planning Act and the U.S. Endangered Species Act. The project is not located within the Biological Core and Linkage Area (BCLA), the Coastal California Gnatcatcher (CAGN; *Poliophtila californica californica*) "core area," natural habitats, wetlands, or habitats that could support either narrow endemic species and/or wetland obligate species as protected by the *San Diego North County Multiple Habitat Conservation Program* (MHCP). It is also not located within any designated planning zones protected by the SAP, including the Ag Exclusion Zone, Wildlife Corridor Planning Zone, Off-site Mitigation Zone, Coastal Zone, Pre-approved Mitigation Areas, or the FPA consisting of the Softline Preserve and Hardline Preserve.

Given the project site is in an urban area and the project being a redevelopment project, the project would not conflict with consistency with the MCHP and SAP. As such, the proposed project would meet Criterion (c) requirements.

**CRITERION (d)**     *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

#### **A. TRAFFIC**

The following analysis is based on the *810 South Mission Avenue Residential Development CEQA Transportation Analysis* (Transportation Analysis), prepared by Stantec Consulting Services Inc. (Stantec), dated January 19, 2024; refer to Appendix C, *Transportation Analysis*.

#### **VEHICLE MILES TRAVELED**

The CEQA Guidelines were revised in December 2018 in response to Senate Bill 743 (SB 743), which was adopted in 2013 to change the way transportation impacts were considered. These revisions mandated the transition from level of service (LOS) to Vehicle Miles Traveled (VMT) as the primary metric for evaluating a project's transportation impacts. In the Office of Planning and Research's (OPR's) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) recommendations are provided on how local agencies can identify and address VMT impacts. The OPR Technical Advisory states that local agencies have the discretion to develop and adopt their own impact thresholds or rely on thresholds recommended by other agencies.

Consistent with CEQA Guidelines Section 15064.3, the City adopted the updated *Traffic Impact Analysis Guidelines for Vehicles Miles Traveled (VMT) and Level of Service Assessment* (Transportation Guidelines), dated August 2020. The City's Transportation Guidelines address the CEQA requirement for VMT analysis and include provisions for local traffic studies based on LOS separate from the CEQA process. The Transportation Guidelines utilize the Institute of Transportation Engineers (ITE) San Diego Regional Guidelines to establish impact thresholds and methodology for VMT Analysis. The Transportation Guidelines state that a VMT analysis is required for any project that is consistent with the adopted General Plan but exceeds 1,000 average daily trips (ADT); for any project that is inconsistent with the adopted General Plan, a VMT analysis would be required for when a project exceeds 500 ADT.

According to the Transportation Analysis, the project would generate approximately 1,280 ADT; however, when accounting for the elimination of the existing office building, the project would result in a net increase of approximately 823 ADT. Consequently, a VMT analysis would be required to be conducted for the project based on the above criteria.

## **IMPACT ANALYSIS**

### **VMT Threshold of Significance**

According to the City's Transportation Guidelines, the metric and significance thresholds are dependent on project type/land use. The proposed project would redevelop the site into a mixed-use development with 206 multi-family units, including five live-work units. As such, the project would be considered a residential project, with resident VMT per capita as the metric and the 15 percent below the regional average VMT per capita as the significance threshold.

### **VMT Screening**

Prior to conducting a VMT analysis, screening criteria is used to readily determine if a project would not cause a significant impact on VMT. To be screened out means that projects do not need to be analyzed for CEQA purposes since they already support VMT reduction. The Transportation Guidelines include a list of project types that are presumed to be considered VMT-reducing. These project types are either locally serving or are based on substantial evidence provided by the OPR Technical Advisory Committee supporting SB 743 implementation that those project types support VMT reduction.

Based on Transportation Guidelines, a project would be screened out and presume to not result a significant impact on VMT if the project meets at least one of the project types listed in Table 2, *Screened Out Projects*, of the Transportation Guidelines.

The project would meet the following three project types as listed on Table 2 of the Transportation Guidelines:

1. Projects located in a Transit Priority Areas (TPA) or Smart Growth Opportunity Area as identified in the most recent SANDAG San Diego Forward Regional Plan and consistent with the General Plan at the time of project application. Projects located in a TPA must

be able to access the transit station within a 0.5-mile walking distance or 6-minute walk continuously without discontinuity of sidewalk or obstructions to the route.

2. Projects located in a low-VMT generating area identified on the most recent SANDAG SB 743 VMT Screening map.
3. Project generating less than 1,000 ADT when consistent with the adopted General Plan.

### **Project Type 1– Located in a TPA or SGOA**

The project is located in Smart Growth Opportunity Area (SGOA) OC-1 Downtown Oceanside. The project site is situated approximately 0.4-mile from the Oceanside Transit Center; as such, the project is considered to be located in less than a 0.5-mile walking distance to a transit station with continuous sidewalks and no obstructions. The project is also consistent with the current General Plan land use and zoning; refer to Tables 1 and 2. Therefore, the project meets the criteria to be screened out and is presumed to have a less than significant impact on VMT.

### **Project Type 2 – Located in a Low-VMT Generating Area**

The project is located in a low-VMT generating area; refer to Figure 4 of the Transportation Analysis. As shown, the project is in census tract 182 and the VMT per capita is within the range of 50 percent to 85 percent of the regional mean under SANDAG's existing baseline (2016 – AMB2/2021 RP). The project's VMT per capita is 14.2 and the regional mean is 18.9 VMT per resident; therefore, the project's VMT is 15 percent below the regional average VMT per capita. Therefore, the project meets the criteria to be screened out and is presumed to have a less than significant impact on VMT.

### **Project Type 3 – Generating Less Than 1,000 ADT When Consistent With the Adopted General Plan**

As discussed above, the project is consistent with the General Plan (refer to Table 1) and the project would generate less than 1,000 net new ADT. Therefore, the project meets the criteria to be screened out and is presumed to have a less than significant impact on VMT.

## **SITE ACCESS AND DESIGN FEATURES ANALYSIS**

As shown in Exhibit 2, the project site is bounded by Pier View Way to the north, Clementine Street to the east, Mission Avenue to the south, and Nevada Street to the west. Vehicular access would be made from Clementine Street and from Nevada Street. Both driveways would be gated for resident access only.

On Clementine Street there are currently two driveways; one provides access to an existing building that would remain, and the other provides access to the existing NCTD office building parking lot. The proposed project would remove the existing driveway for the NCTD office building parking lot and replace it with a new driveway.



On Nevada Street there are three existing driveways. The project would remove all three driveways and construct one new driveway, resulting in more distance between the intersections and the driveway.

Both Clementine Street and Nevada Street are local streets with two-lanes (one in each direction), no bike lanes, and with sidewalks. Bicyclists and pedestrians would access the project site using continuous sidewalks on Mission Avenue, Pier View Way, Nevada Street, and Clementine Street. The project would re-construct 6-foot-wide sidewalks on Pier View Way, Nevada Street, and a portion of Clementine Street. Sidewalks on Mission Avenue and along the frontage of the existing building on Clementine Street would remain. All proposed improvements that intersect with the public right-of-way would be constructed in accordance with the City's design standards. Therefore, the Transportation Analysis determined that the project would not increase hazards due to geometric design features, and impacts would be less than significant in this regard.

## **EMERGENCY ACCESS ANALYSIS**

The two driveways proposed for the project (along Clementine Street and Nevada Street) would be gated and used primarily for residential parking. The driveways would be designed per City requirements and reviewed by the Oceanside Fire Department. Access to the project site can also be made from all four streets bounding the project site. It should be acknowledged that a traffic control plan would be required as a Condition of Approval (COA) to be implemented during construction to maintain access on public streets during installation of utility connections and/or right-of-way improvements, should such improvements require partial lane closure. Per the required COA, a traffic control plan shall be prepared according to the City traffic control guidelines and approved to the satisfaction of the City Engineer prior to the start of work within the public Right-of-Way. Traffic control during construction of streets that have been opened to public traffic shall be in accordance with construction signing, marking and other protection as required by the Caltrans Traffic Manual and City Traffic Control Guidelines. Traffic control plan implementation and hours shall be in accordance with the approved traffic control plans. Also, the final site plans for the project would be subject to review by the Oceanside Fire Department and approval by the City Traffic Engineer and City Engineer to ensure that the project site maintains adequate emergency access. Therefore, the Transportation Analysis determined that project would not impact emergency access, and impacts would be less than significant in this regard.

## **B. NOISE**

The following analysis is based on the *810 Mission Avenue Project – Noise Technical Memorandum* (Noise Memo), prepared by Michael Baker, dated September 10, 2024; refer to Appendix D, Noise Memorandum.

## ENVIRONMENTAL SETTING

### Sound, Noise, and Groundborne Vibration

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound ten dBA higher than another is perceived to be twice as loud and 20 dBA higher is perceived to be four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between six dBA and about 7.5 dBA per doubling of distance.

Sources of earth-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is the peak particle velocity (PPV); another is the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

## Noise Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The nearest sensitive receptors to the project site are single-family residences located approximately 60 feet to the northeast of the project boundary.

## Existing Stationary Noise Levels

The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment and parking areas). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

## Existing Roadway Noise Levels

The majority of the existing noise in the project area is generated from traffic along surrounding roadways including Pier View Way, Clementine Street, Mission Avenue, and Nevada Street.

## Existing Ambient Noise Levels

In order to quantify existing ambient noise levels in the project area, Michael Baker International conducted two short-term noise measurements in the project vicinity on October 26, 2022. The noise measurement locations are shown in Exhibit 1, *Noise Measurement Locations*, of the Noise Memo and were representative of typical existing noise exposure within and immediately adjacent to the project site. The 10-minute measurements were taken between 11:30 p.m. and 12:30 p.m. Short-term ( $L_{eq}$ ) measurements are considered representative of the noise levels throughout the day. The noise measurements were taken during “off-peak” (9:00 a.m. through 3:00 p.m.) traffic noise hours as this provides a more conservative baseline. During rush hour traffic, vehicle speeds and heavy truck volumes are often low. Free-flowing traffic conditions just before or after rush hour often yield higher noise levels. The noise levels measured near the project site is identified in Table 4, *Noise Measurements*.

**Table 4**  
**Noise Measurements**

| Site No. | Location                                      | L <sub>eq</sub> (dBA) | L <sub>min</sub> (dBA) | L <sub>max</sub> (dBA) | Peak (dBA) | Start Time |
|----------|-----------------------------------------------|-----------------------|------------------------|------------------------|------------|------------|
| 1        | Corner of Clementine Street and Pier View Way | 60.7                  | 45.7                   | 76.5                   | 93.5       | 11:58 a.m. |
| 2        | Corner of Horne Street and Seagaze Drive      | 58.1                  | 45.5                   | 73.4                   | 97.5       | 12:15 p.m. |

Source: Michael Baker International, October 26, 2022. Refer to [Appendix D](#) for the results of the field measurements.

Meteorological conditions were clear, warm temperatures (74.8 degrees Fahrenheit [°F]), and light wind speeds (approximately 1.4 mile per hour). Measured noise levels during the daytime measurements ranged from 58.1 to 60.7 dBA L<sub>eq</sub>. The sources of peak noise include traffic along the roadways. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. Refer to Noise Memo for the results of the field measurement.

## REGULATORY SETTING

### City of Oceanside

#### City of Oceanside General Plan

The *Oceanside General Plan* (General Plan) is the primary source of long-range planning and policy direction that will be used to guide growth and preserve the quality of life within the City of Oceanside. The City reformatted the General Plan in June 2002. The Noise Element for the City of Oceanside has been prepared by using the base information made available by the Comprehensive Planning Organization (CPO). The following goals and policies are applicable to the project:

#### *Noise Element*

**Goal:** To minimize the effects of excessive noise in the City of Oceanside.

**Objective:** To protect the residents and visitors to Oceanside from noise pollution. To improve the quality of Oceanside's environment.

#### Policies:

- Noise level shall not be so loud as to cause danger to public health in all zones except manufacturing zones where noise levels maybe greater.
- Noise shall be controlled at the source where possible.
- Noise shall be intercepted by barriers or dissipated by space where the source cannot be controlled.

- Noise shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.
- Noise levels shall be considered in the approval of any projects or activities, public or private, which requires a permit or other approval from the City.
- Noise levels shall be considered in any changes to the Land Use and Circulation Elements of the General Plan.
- Noise levels of City vehicles, construction equipment, and garbage trucks shall be reduced to acceptable levels.

The Noise Element of the General Plan establishes target maximum noise levels in the City. The City has adopted noise control ordinance using scientific methods to identify “noise” and noise sources and establishing enforcement provisions. Noise types are broken into seven categories: aircraft, motor vehicles, construction, noise amplification equipment, noise making apparatus, disturbers of the peace, human voice, and noise caused by animals. The following are suggested controls that are applicable to the project:

#### *Construction Noise*

1. *It should be unlawful for any person within any residential zone or 500 feet therefrom to operate any pile driver, power shovel, pneumatic, power hoist, or other construction equipment between 8 p.m. and 7 a.m. generating an ambient noise level of 50 dBA at any property line, unless an emergency exists.*
2. *It should be unlawful for any person to operate any construction at a level in excess of 85 dBA at 100 feet from the source.*
3. *It should be unlawful for any person to engage in construction activities between 6 p.m. and 7 a.m. when such activities exceed the ambient noise level by 5 dBA. A special permit may be granted by the Director of Public Work if extenuating circumstances exist.*

#### **City of Oceanside Municipal Code**

The Oceanside Municipal Code Chapter 38, *Noise Control* (also known as “Noise Control Ordinance”), establishes appropriate standards and procedures to ensure the accuracy of sound level measurements.

#### Section 38.12. – General sound level limits.

(a) Except for exempted activities and sounds as provided in this chapter or exempted properties as referenced in Section 38.15, it shall be unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property in the applicable base district zone on which the sound is produced exceeds the applicable limits set forth below (Table 5, *Sound Level Limits (Decibels)*):

**Table 5**  
**Sound Level Limits (Decibels)**

| Base District Zone                                                                                                                                             | 7:00 a.m. to 9:59 p.m. | 10:00 p.m. to 6:59 a.m. |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------------------------|
| (1) Residential Districts                                                                                                                                      |                        |                         |
| RE (Residential Estate)                                                                                                                                        | 50                     | 45                      |
| RS (Single-Family)                                                                                                                                             | 50                     | 45                      |
| RM (Medium Density)                                                                                                                                            | 50                     | 45                      |
| RH (High Density)                                                                                                                                              | 55                     | 50                      |
| RT (Residential Tourist)                                                                                                                                       | 55                     | 50                      |
| (2) C (Commercial)                                                                                                                                             | 65                     | 60                      |
| (3) I (Industrial)                                                                                                                                             | 70                     | 65                      |
| (4) D (Downtown)                                                                                                                                               | 65                     | 55                      |
| (5) A (Agricultural)                                                                                                                                           | 50                     | 45                      |
| (6) OS (Open Space)                                                                                                                                            | 50                     | 45                      |
| Sources: City of Oceanside, <i>City of Oceanside Code of Ordinance, Chapter 38 Noise Control, Sec. 38.12. – General sound level limits</i> , October 19, 2022. |                        |                         |

Section 38.15. – Exemptions for construction, maintenance or other public improvement activities by government agencies or public utilities.

Notwithstanding anything in this chapter to the contrary, the city manager, or the manager's designee, on a case-by-case basis, may authorize construction, maintenance or other public improvement activities by a government agency or a public utility, that exceed the noise, duration or hour of work limits established by this chapter, upon a determination that the authorization furthers the public interest.

Section 38.16. – General prohibition

It shall be unlawful for any person to make, continue, or cause to be made or continued, within the limits of the City of Oceanside, any disturbing, excessive, or offensive noise which causes discomfort or annoyance to reasonable person of normal sensitivity.

The following characteristics and conditions shall be considered in determining whether there exists a violation of the general prohibition of this section:

- 1) The level of noise;
- 2) Whether the nature of the noise is usual or unusual;
- 3) The level of background noise;
- 4) The time of day or night that noise occurs;
- 5) The duration of the noise;
- 6) Whether the noise is recurrent, intermittent, or constant.

It shall be rebuttably presumed that any noise which complies with the area sound level limits prescribed by Section 38.12 is not in violation of the general prohibition of this section.

Section 38.17. – Specific noises prohibited.

Notwithstanding the rebuttable presumption referenced in section 38.16, the following acts are declared to cause disturbing, excessive, or offense noise in violation of this article although such enumeration shall not be deemed to be exclusive:

- h) Pile drivers, hammers, etc. The operation between the hours of 10:00 p.m. and 7:00 a.m. of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam, or electric hoist, parking lot cleaning equipment or other appliance, the use of which is attended by loud or unusual noise.

## **NOISE IMPACTS**

### **Short-Term Construction Noise Impacts**

Temporary increases in ambient noise levels as a result of the project would predominantly be associated with construction activities. Construction activities would occur over approximately 31 months and would include the following phases: demolition, grading, building construction, paving, and architectural coating. Typical noise levels generated by construction equipment are shown in Table 6, *Maximum Noise Levels Generated by Construction Equipment*. It should be noted that the noise levels identified in Table 6 are maximum sound levels ( $L_{max}$ ), which are the highest individual sound occurring at an individual time period. Although  $L_{max}$  is important in evaluating an interference caused by a single noise event,  $L_{max}$  could not be totaled into a one-hour or a 24-hour cumulative measure of impact as CNEL or Ldn could. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

The nearest sensitive receptors are the single-family residences that are located approximately 60 feet to the northeast of the project site, measured from the project boundary. This sensitive receptor may be exposed to elevated noise levels during project construction. However, the project construction activities would adhere to the standards set forth by City's Noise Ordinance Section 38.17, *Specific Noise Prohibited*, and the EDM. In accordance with these regulations, construction activities would be limited to normal working hours (7:00 a.m. to 6:00 p.m. Monday through Friday). The General Plan prohibits any person to operate any powered construction equipment if the operation of such equipment emits noise at a level in excess of 85 dBA when measured within a radius of 100 feet from such equipment. Due to geometric spreading, these noise levels would diminish with distance from the construction site at a rate of approximately 6 dBA per doubling of distance; refer to Table 6.



**Table 6**  
**Maximum Noise Levels Generated by Construction Equipment**

| Type of Equipment | Acoustical Use Factor <sup>1</sup> | Reference L <sub>max</sub> at 50 Feet (dBA) <sup>2</sup> | L <sub>max</sub> at 60 Feet (dBA) | L <sub>max</sub> at 100 Feet (dBA) |
|-------------------|------------------------------------|----------------------------------------------------------|-----------------------------------|------------------------------------|
| Backhoe           | 40                                 | 78                                                       | 76                                | 72                                 |
| Compressor        | 40                                 | 78                                                       | 76                                | 72                                 |
| Concrete Saw      | 20                                 | 90                                                       | 88                                | 84                                 |
| Dozer             | 40                                 | 82                                                       | 80                                | 76                                 |
| Dump Truck        | 40                                 | 76                                                       | 74                                | 70                                 |
| Excavator         | 40                                 | 81                                                       | 79                                | 75                                 |
| Flatbed Truck     | 40                                 | 74                                                       | 72                                | 68                                 |
| Grader            | 40                                 | 85                                                       | 83                                | 79                                 |
| Loader            | 40                                 | 79                                                       | 77                                | 73                                 |
| Paver             | 50                                 | 77                                                       | 75                                | 71                                 |
| Roller            | 20                                 | 80                                                       | 78                                | 74                                 |
| Scraper           | 40                                 | 85                                                       | 83                                | 79                                 |
| Tractor           | 40                                 | 84                                                       | 82                                | 78                                 |
| Water Truck       | 40                                 | 80                                                       | 78                                | 74                                 |
| Welder            | 40                                 | 74                                                       | 72                                | 68                                 |

Notes:  
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.  
2. These noise levels represent the A-weighted maximum sound level (L<sub>max</sub>) measured at a distance of 50 feet from the construction equipment.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

As seen in [Table 6](#), the loudest piece of equipment would operate at a maximum noise level of 84 dBA at 100 feet from the source. Therefore, construction noise levels would not exceed the City's General Plan threshold of 85 dBA at 100 feet. As such, the noise impacts associated with construction activities would be considered less than significant.

#### Construction Trips Noise Impacts

Construction activities would also cause increased noise along access routes to and from the site due to movement of equipment and workers, as well as haul trips. According to the California Emissions Estimator Model version 2022.1 (CalEEMod) modeling defaults, air quality modeling anticipated that project construction would generate a maximum of 116 hauling trips per day during the grading phase, 191 worker trips per day during the building construction phase, and 39 vendor trips per day also during the building construction phase; refer to [Appendix E, \*Air Quality Memorandum\*](#). As a result, mobile source noise would increase along access routes to and from the project site during construction. However, mobile traffic noise from construction trips would be temporary and would cease upon project completion.

According to the California Department of Transportation (Caltrans), a doubling of traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA). According to General Plan Circulation Element, the average daily trips along Mission Avenue (between Coast Highway to Horne Street) is 8,500. As such, the project's construction trips would not double existing traffic volumes and any increase in traffic noise levels would thus be

imperceptible. Therefore, short-term haul truck noise impacts from construction traffic would be less than significant.

## **Long-Term Operational Noise Impacts**

### Off-Site Mobile Noise

Future development generated by the proposed project would result in some additional traffic on adjacent roadways, thereby potentially increasing vehicular noise in the vicinity of existing and proposed land uses. Based on the trip generation data provided in the Transportation Analysis, the proposed project would generate approximately 832 net ADT on weekdays and weekends. The most prominent source of mobile traffic noise in the project vicinity is along Mission Avenue. According to General Plan Circulation Element, the average daily trips along Mission Avenue (between Coast Highway to Horne Street) is 8,500.

According to Caltrans, a doubling of traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA). As the project-related traffic would not result in doubling of traffic, the project would not result in a perceptible increase traffic noise level. This analysis conservatively assumes that every single project-generated trip would travel along Mission Avenue. However, in reality, the project's ADTs would be split across multiple nearby local roadways. Thus, the project's net new ADTs would not have the potential to significantly increase traffic noise volumes along roadways were not further analyzed. Less than significant impacts would occur in this regard.

### Stationary Noise

Stationary noise sources associated with the project would include the operation of mechanical equipment, parking lot activities, and outdoor gathering areas.

#### *Mechanical Equipment Noise*

Heating, ventilation, and air conditioning (HVAC) units would be installed on the roof of the proposed building. Typically, mechanical equipment noise is approximately 60 dBA at 20 feet from the source. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source. The project proposed mechanical equipment (HVAC units) would be located on the roof of the structure (90 feet in height). The nearest sensitive receptors to the project site are the single-family residences located approximately 60 feet to the northeast of the project site. As such, HVAC units could be located as close as 108 feet from the nearest sensitive receptor. Noise from the proposed HVAC units would be approximately 45 dBA without an enclosure or noise attenuation features at this distance and would not exceed the City's 50 dBA noise standard for single-family residences and would not increase 5 dBA over ambient noise level (refers to [Table 4](#); 58.1 to 60.7  $L_{eq}$ ). Thus, the proposed project would not result in significant noise impacts from HVAC units to the nearest sensitive receptor, and stationary noise levels from the proposed HVAC units would comply with the City's Noise Ordinance. Impacts in this regard would be less than significant.

### *Outdoor Gathering Area Noise*

The project would include a seventh floor amenity deck that affords all residents and their guests a view of the Pacific Ocean and private open space (i.e., patios) for all units. These areas have the potential to be accessed by groups of people intermittently for various occasions (e.g., private parties, events, and other social gatherings, etc.). Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking. This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members. Therefore, crowd noise would be approximately 62 dBA at 3.28 feet from the source (i.e., at the private open space).

As a conservative analysis, the project would analyze the possible noise from outdoor patios of the ground level units to the nearest sensitive receptors as the public common space (i.e., seventh floor deck) is located facing the ocean which is away from the sensitive receptors. The outdoor patios on the ground floor would be approximately 60 feet from the nearest sensitive receptors. Based on the Inverse Square Law, crowd noise from the ground floor open space would be reduced to approximately 36 dBA at the closest sensitive receptor. Therefore, noise from proposed outdoor gathering areas would not exceed the City's 50 dBA noise standard for the nearest receptor (i.e., single-family residences). Impacts would be less than significant.

### Cumulative Operational Impacts

#### *Off-Site Mobile Noise*

As discussed above, the project's potential traffic redistribution noise levels would not exceed the established significance criteria (i.e., 3.0 dB increase and exceedance of 50 dBA CNEL). Traffic noise generated from cumulative development projects would be required to implement any required mitigation measures on a project-by-project basis, as applicable, pursuant to CEQA provisions. Therefore, the proposed project, in combination with cumulative traffic noise levels, would result in less than significant impacts.

#### *Stationary Noise*

Although the proposed mixed-use building may occur in proximity to other future development, the proposed development would not involve stationary noise sources that is capable to produce substantial amount of noise (typical of industrial projects) above existing ambience noise levels. Stationary noise sources associated with the project would include the operation of mechanical equipment, parking lot activities, and outdoor gathering areas, all of which are typical noise sources that are currently present in any urban setting. Further, each cumulative project would require separate discretionary approval and CEQA analysis, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. Additionally, as noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective sites and their vicinities. Thus, the project and any cumulative development in

the project vicinity are not anticipated to result in a significant cumulative impact. A less than significant impact would occur in this regard.

## GROUNDBORNE VIBRATION IMPACTS

### Construction Vibration Impacts

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of some heavy-duty construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

As detailed in the Noise Memo, Caltrans has published reactions of people and the effects on buildings produced by continuous vibration levels. According to Caltrans, there is a risk of architectural damage to normal dwellings at 0.2 inches/second peak particle velocity (PPV; defined as the maximum instantaneous positive or negative peak of the vibration wave). Further, Caltrans notes that vibrations may begin to annoy people at 0.2 inches/second PPV. Thus, for the purposes of this analysis, 0.2 inches/second PPV is utilized for the human annoyance and building damage groundborne vibration threshold. Typical vibration produced by construction equipment is illustrated in Table 7, Typical Vibration Levels for Construction Equipment.

**Table 7**  
**Typical Vibration Levels for Construction Equipment**

| Equipment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Approximate peak particle velocity at 25 feet (inches/second) <sup>1</sup> | Approximate peak particle velocity at 60 feet (inches/second) <sup>1</sup> | Approximate peak particle velocity at 80 feet (inches/second) <sup>1</sup> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|----------------------------------------------------------------------------|----------------------------------------------------------------------------|
| Loaded trucks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 0.076                                                                      | 0.0204                                                                     | -                                                                          |
| Small bulldozer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 0.003                                                                      | 0.0008                                                                     | -                                                                          |
| Jackhammer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 0.035                                                                      | 0.0094                                                                     | -                                                                          |
| Vibratory Roller                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 0.210                                                                      | 0.0565                                                                     | -                                                                          |
| Pile Driver (sonic, upper range) <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 0.734                                                                      | -                                                                          | 0.1282                                                                     |
| Notes:<br>1. Calculated using the following formula:<br>$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$ where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance<br>PPV (ref) = the reference vibration level in in/sec from Table 7-4 of the Federal Transportation Authority's <i>Transit Noise and Vibration Impact Assessment Manual</i> .<br>D = the distance from the equipment to the receiver<br>2. According to project Applicant, the project would use sonic pile drivers to install shoring members in accordance with a shoring plan proposed. The shortest distance measured from proposed shoring line to the nearest structure occupied by sensitive receptors (i.e., single-family residences across Clementine Street) would be 80 feet.<br>Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , Table 7-4 Vibration Source Levels for Construction Equipment, September 2018. |                                                                            |                                                                            |                                                                            |

Groundborne vibration decreases rapidly with distance. As indicated in [Table 7](#), based on the Federal Transportation Authority's reference vibration levels, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.734 inches/second PPV at 25 feet from the source of activity. The nearest structure occupied by sensitive receptors are the single-family residences that are located approximately 60 feet to the northeast of the project site, measured from the project boundary. As shown in [Table 7](#), the vibration velocities ranges from 0.0008 to 0.0565 inches/second PPV at 60 feet during the operation of loaded trucks, small bulldozer, jackhammer, and vibratory roller, and would not exceed the 0.2 inches/second PPV significance threshold at the nearest structure occupied by sensitive receptors.

It should be noted that the project would use sonic pile drivers to install shoring members in accordance with a shoring plan proposed. The shortest distance measured from the proposed shoring line to the nearest structure occupied by sensitive receptors (i.e., single-family residences across Clementine Street) would be 80 feet. As shown in [Table 7](#), the estimated vibration velocities from operation of a pile driver would be approximately 0.1282 inches/second PPV at 80 feet and would not exceed the 0.2 inches/second PPV significance threshold.

Therefore, vibration impacts from the project construction activities are not anticipated to exceed significance threshold at the nearest structure occupied by sensitive receptors, and a less than significant impact would occur in this regard.

### **Operational Vibration Impacts**

Operation of the project would not include or require equipment, facilities, or activities that would result in perceptible groundborne vibration. According to the FTA, it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. As such, it can be reasonably inferred that project operations would not create perceptible vibration impacts to the nearest sensitive receptors. A less than significant impact would occur in this regard.

### **AIRPORT NOISE IMPACTS**

The nearest public use airport to the project site is the Oceanside Municipal Airport which lies approximately 1.65 miles to the northeast of the project site. According to the San Diego Airport Land Use Compatibility Plan, the project site is not located within an aviation noise exposure range of 60 dBA CNEL and would therefore not expose people residing or working in the project area to excessive noise level, since the 60 dB CNEL exterior noise standard is compatible with State noise insulation standards. The project site is not in the vicinity of a private airstrip. Therefore, a less than significant impact to airport land use compatibility would occur.

### **C. AIR QUALITY**

The following analysis is based on the *810 Mission Avenue Project – Air Quality Technical Memorandum* (AQ Memo), prepared by Michael Baker, dated September 18, 2024; refer to [Appendix E](#), *Air Quality Memorandum*.

## **REGULATORY SETTING**

### **San Diego Air Pollution Control District**

The San Diego Air Pollution Control District (SDAPCD) is one of 35 air quality management districts in California responsible for regional air quality planning, monitoring, and stationary source and facility permitting. Locally, the SDAPCD is entrusted with regulating stationary (fixed) sources of air pollution, including power plants, manufacturing and industrial facilities, stationary internal combustion engines, gas stations, landfills, and solvent cleaning and surface coating operations. However, approximately 67 percent of the air pollutants in the region are emitted by motor vehicles and other mobile sources (e.g., ships, trains, construction equipment, etc.). Emission standards for mobile sources are established by the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (EPA).

### **San Diego Regional Air Quality Strategy**

In compliance with the California Clean Air Act, the SDAPCD prepared and submitted the 1991 Regional Air Quality Strategy (RAQS) to address San Diego County's nonattainment status for O<sub>3</sub>. The RAQS addresses State O<sub>3</sub> standards. It is periodically updated as new measures become technologically feasible, improve air quality, or protect public health. These measures reduce O<sub>3</sub>-forming emissions from stationary sources, such as industrial operations and manufacturing facilities. The individual measures in the RAQS are then developed into proposed rules that are reviewed by the public and considered for adoption by the SDAPCD Board. Once adopted, the SDAPCD assists affected facilities to understand and comply with new requirements that may affect their operations. The two pollutants addressed in the RAQS are VOCs and NO<sub>x</sub>, which are precursors to the formation of ground level O<sub>3</sub>.

The latest revision of the RAQS was published in 2022. The 2022 RAQS contains strategies to continue directly reducing emissions of ozone precursors in San Diego County, and assist in reducing particulate matter (PM) and greenhouse gases (GHGs) as a co-benefit. The primary requirement associated with the 2022 RAQS is to ensure that a revised emission control strategy contained in each RAQS be at least as effective in improving air quality as the control strategy being replaced. The proposed and scheduled measures included will provide additional direct emission reductions of ozone precursors (VOCs and NO<sub>x</sub>), as well as indirect reductions of GHG and PM emissions. SDAPCD has adopted/amended seven existing measures, proposed and scheduled eight measures in the next three years, and proposed 14 additional measures for further study in the next three years. All proposed measures will further reduce air pollution beyond levels established in the previous (2016) RAQS. Together, the proposed control measures scheduled for consideration are estimated to reduce VOC emissions by approximately 0.04 tons per day and NO<sub>x</sub> emissions by 0.59 tons per day. Consequently, the 2022 RAQS will provide additional emission reductions relative to the 2016 RAQS and, therefore, is more effective in improving air quality and meets all state requirements.

The SDAPCD has also developed the air basin's input to the State Implementation Plan (SIP), which is required under the Federal Clean Air Act (FCAA) for nonattainment areas. The SIP includes the SDAPCD's plans and control measures for attaining the O<sub>3</sub> NAAQS. The latest

revisions to the SIP were submitted by CARB to the EPA in 2020. The SDAPCD has developed its 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County, which provides plans for attaining and maintaining the 8-hour NAAQS for ozone. The 2020 SIP has been submitted to the EPA and is pending approval at this time.

The San Diego Association of Governments (SANDAG), the regional transportation planning agency, continues to implement regional transportation control measures to reduce motor vehicle use, thereby reducing emissions and improving air quality. The measures expand access to public transit, vanpools, and park-and-ride/bicycle facilities, as well as enhancements to the regional high-occupancy vehicle lane system.

### Air Quality Thresholds

As stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management board or air pollution control district may be relied on to make the impact determinations for specific program elements. The SDAPCD has adopted numerical thresholds to analyze the significance of a project's construction and operational emissions. These thresholds are designed such that a project consistent with the thresholds would not have an individually or cumulatively significant impact to the SDAB's air quality. These thresholds are also used by planning agencies and local jurisdictions for comparative purposes when evaluating projects under CEQA. The significance thresholds for temporary construction and long-term operational emissions in the SDAB are shown in Table 8, San Diego Air Pollution Control District Pollutant Thresholds.

**Table 8**  
**San Diego Air Pollution Control District Pollutant Thresholds**

| Project Phase                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Pollutant (lbs/day) |                 |     |                 |                  |                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------------|-----|-----------------|------------------|--------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ROG <sup>1</sup>    | NO <sub>x</sub> | CO  | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> <sup>2</sup> |
| Construction                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 75                  | 250             | 550 | 250             | 100              | 55                             |
| Operation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 75                  | 250             | 550 | 250             | 100              | 55                             |
| Notes: ROG = reactive organic gases; NO <sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO <sub>x</sub> = sulfur oxides; PM <sub>10</sub> = particulate matter up to 10 microns; PM <sub>2.5</sub> = particulate matter up to 2.5 microns; lbs = pounds<br>1. Threshold of significance for VOCs from the South Coast Air Quality Management District (SCAQMD) for the Coachella Valley.<br>2. EPA "Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards" published September 8, 2005. Also used by the SCAQMD. |                     |                 |     |                 |                  |                                |
| Source: County of San Diego Land Use and Environment Group, <i>Guidelines for Determining Significance and Report Format and Content Requirements for Air Quality, Table 5, Screening-Level Thresholds for Air Quality Impact Analysis</i> , March 2007.                                                                                                                                                                                                                                                                                             |                     |                 |     |                 |                  |                                |

The thresholds listed in Table 8 are used to evaluate whether project-related emissions could cause a significant impact on air quality. Emissions below the screening-level thresholds would not cause a significant impact. In the event that emissions exceed these thresholds, modeling would be required to demonstrate that the project's total air quality impacts result in ground-level concentrations below the CAAQS and NAAQS, including appropriate background levels. For nonattainment pollutants, if emissions exceed the thresholds shown in Table 8, the project could have the potential to result in a cumulatively considerable net increase in these pollutants and thus could have a significant impact on the ambient air quality. If the emissions of the project are found

to be below the screening level thresholds, it can be concluded that the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

## Methodology

The following analysis estimates the construction-related and long-term operational air pollutant emissions of the proposed project based on construction schedule and land use types using the California Emissions Estimator Model version 2022.1 (CalEEMod). Air quality modeling was performed in general accordance with the statutory requirements outlined in the RAQS to identify both construction and operational emissions associated with the proposed project. Emissions estimates are compared with the recommended thresholds of significance developed by the SDAPCD to determine if project emissions are likely to cause a significant adverse impact in regard to mass emissions of criteria pollutants, concentration-based health effects, and air quality attainment planning. The consistency with RAQS and SIP is also analyzed. Impacts of the proposed project resulting in other emissions, such as those leading to odors, are assessed qualitatively.

## AIR QUALITY PLAN CONSISTENCY

As previously discussed, the SIP sets forth the State's strategies for attaining and maintaining the NAAQS. The SDAPCD is responsible for developing the San Diego portion of the SIP and has developed an attainment plan for attaining the 8-hour NAAQS for O<sub>3</sub>. The RAQS sets forth the plans and programs designed to meet the State air quality standards. Through the RAQS and SIP planning processes, the SDAPCD adopts rules, regulations, and programs designed to achieve attainment of the ambient air quality standards and maintain air quality in the SDAB.

Conformance with the 2022 RAQS and SIP determines whether a project would conflict with or obstruct implementation of the applicable air quality plans. Because CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by local jurisdictions as part of their general plans, projects that propose development consistent with the growth anticipated by the general plan are assumed to be consistent with the 2022 RAQS and SIP. In the event a project proposes development which is less dense than anticipated within the general plan, the project would likewise be consistent with the 2022 RAQS and SIP.

As demonstrated through [Tables 1](#) and [2](#), the project is consistent with current land use and zoning designations. The proposed development of 206 multi-family homes is anticipated to result in a population increase of 575 persons; refer to [Appendix E](#). The SANDAG population and housing forecast for the City of Oceanside shows the population of 181,375 persons and 24,232 multiple family homes in the City by 2050. The proposed project with 206 units and anticipated population increase of 575 persons would represent 0.31 percent of the anticipated population growth and 0.85 percent of the anticipated multiple family homes that will be built in the City by 2050. Therefore, the housing and population growth introduced by implementation of the proposed project would be well within the SANDAG and RAQS growth forecasts. Further, the proposed project would not permanently change the existing or planned transportation network or traffic patterns anywhere in the SDAB. As such, the proposed project would be consistent with the City's



General Plan and SANDAG's growth projections. Based on the above, the proposed project would not result in an inconsistency with the SDAPCD RAQS. Therefore, a less than significant impact would occur in relation to implementation of the RAQS.

## EMISSIONS IMPACTS

### Short-Term Construction

The project involves construction activities associated with demolition, grading, building construction, paving, and architectural coating applications. The project would be constructed over approximately 31 months, beginning in April 2028. Additionally, approximately 41,000 cubic yards of cut would be exported off-site. Exhaust emission factors for typical diesel-powered heavy equipment are based on CalEEMod program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared using CalEEMod. Refer to [Appendix E](#) for the CalEEMod outputs and results. Table 9, *Short-Term Construction Emissions*, presents the anticipated daily short-term construction emissions.

**Table 9**  
**Short-Term Construction Emissions**

| Emissions Source                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Pollutant (pounds/day) <sup>1</sup> |                  |                  |                  |                  |                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|------------------|------------------|------------------|------------------|-------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ROG                                 | NO <sub>x</sub>  | CO               | SO <sub>2</sub>  | PM <sub>10</sub> | PM <sub>2.5</sub> |
| <b>Year 1 (2028)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                     |                  |                  |                  |                  |                   |
| Construction Related Emissions <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3.05                                | 32.7             | 29.1             | 0.11             | 5.28             | 2.51              |
| <b>Year 2 (2029)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                     |                  |                  |                  |                  |                   |
| Construction Related Emissions <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 9.54                                | 13.3             | 24.3             | 0.04             | 2.42             | 0.8               |
| <b>Year 3 (2030)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                     |                  |                  |                  |                  |                   |
| Construction Related Emissions <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 9.5                                 | 9.89             | 19.3             | 0.03             | 2.4              | 0.72              |
| <b>Maximum Daily Emissions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>25.22</b>                        | <b>47.47</b>     | <b>49.03</b>     | <b>0.12</b>      | <b>5.92</b>      | <b>2.99</b>       |
| <i>SDAPCD Thresholds</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <i>75</i>                           | <i>250</i>       | <i>550</i>       | <i>250</i>       | <i>100</i>       | <i>55</i>         |
| <b><i>Is Threshold Exceeded?</i></b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b><i>No</i></b>                    | <b><i>No</i></b> | <b><i>No</i></b> | <b><i>No</i></b> | <b><i>No</i></b> | <b><i>No</i></b>  |
| Notes:<br>1. Emissions were calculated using CalEEMod, version 2022.1. Worst-case scenario between summer and winter conditions is presented as a conservative analysis.<br>2. Modeling assumptions include compliance with SDAPCD Rule 55, Fugitive Dust Control, which requires: properly maintain mobile and other construction equipment; water exposed surfaces three times daily; limit speeds on unpaved roads to 15 miles per hour, etc.; the use of low VOC paint per SDAPCD Rule 67.1, <i>Architectural Coatings</i> , is included in CalEEMod version 2022.1 as default data. |                                     |                  |                  |                  |                  |                   |
| Source: Refer to <a href="#">Appendix E</a> for detailed model data.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                     |                  |                  |                  |                  |                   |

### Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways. Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from demolition, site preparation, and construction is expected to be short-term and would cease upon project completion. It should be noted that most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM<sub>10</sub> generated as a part of fugitive dust emissions. PM<sub>10</sub> poses a serious health hazard alone or in combination with other pollutants. PM<sub>2.5</sub> is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. PM<sub>2.5</sub> is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO<sub>x</sub> and sulfur oxides (SO<sub>x</sub>) combining with ammonia. PM<sub>2.5</sub> components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Construction activities associated with the proposed project would be required to implement emissions control measures detailed in SDAPCD's Rule 55, which restricts construction activities from creating visible dust emissions at the property line that lasts more than three minutes in any hour and requires the removal of all track-out from the nearby roadways. As depicted in [Table 9](#), total PM<sub>10</sub> and PM<sub>2.5</sub> emissions would not exceed the SDAPCD thresholds during construction. Thus, construction-related air quality impacts would be less than significant.

### Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions (e.g., NO<sub>x</sub> and CO) from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As depicted in [Table 9](#), construction equipment and worker vehicle exhaust emissions would be below the established SDAPCD thresholds. Therefore, air quality impacts from equipment and vehicle exhaust emission would be less than significant.

### ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O<sub>3</sub> precursors. As required, all architectural coatings for the proposed project structures would comply with SDAPCD Rule 67.0.1. Rule 67.0.1 provides specifications on painting practices as well as regulates the ROG content of paint. It should be

noted that SDAPCD Rule 67.1 is included in CalEEMod version 2022.1 as default data. ROG emissions associated with the proposed project would be less than significant; refer to Table 9.

#### Total Daily Construction Emissions

In accordance with the SDAPCD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. As indicated in Table 9, criteria pollutant emissions during construction of the proposed project would not exceed the SDAPCD significance thresholds. Thus, total construction related air emissions would be less than significant.

#### Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, serpentinite and ultramafic rocks are not known to occur within the project area.

#### **Long-Term (Operational) Emissions**

Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic, and emissions from stationary area and energy sources. To be conservative, emissions generated from the existing uses were not modeled or deducted from the project-generated emissions, except for mobile source. Emissions associated with each of these sources were calculated and are discussed below. Operational emissions generated by the proposed project were calculated with CalEEMod and are detailed in Table 10, Long-Term Operational Air Emissions.

**Table 10**  
**Long-Term Operational Air Emissions**

| Emissions Source                                                                                                                                                                                                                            | Pollutant (lbs/day) <sup>1,4</sup> |                 |             |                 |                  |                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|-----------------|-------------|-----------------|------------------|-------------------|
|                                                                                                                                                                                                                                             | ROG                                | NO <sub>x</sub> | CO          | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| <b>Proposed Project Summer Emissions</b>                                                                                                                                                                                                    |                                    |                 |             |                 |                  |                   |
| Mobile Emissions <sup>3</sup>                                                                                                                                                                                                               | 2.85                               | 1.94            | 22.3        | 0.06            | 5.61             | 1.45              |
| Area Source Emissions                                                                                                                                                                                                                       | 14.5                               | 2.78            | 63.5        | 0.16            | 6.8              | 6.55              |
| Energy Emissions                                                                                                                                                                                                                            | 0.02                               | 0.37            | 0.16        | < 0.01          | 0.03             | 0.03              |
| <b>Total Emissions<sup>2</sup></b>                                                                                                                                                                                                          | <b>17.4</b>                        | <b>5.10</b>     | <b>85.9</b> | <b>0.23</b>     | <b>12.4</b>      | <b>8.03</b>       |
| <i>SDAPCD Regional Threshold</i>                                                                                                                                                                                                            | 75                                 | 250             | 550         | 250             | 100              | 55                |
| <b><i>Is Threshold Exceeded?</i></b>                                                                                                                                                                                                        | <b>No</b>                          | <b>No</b>       | <b>No</b>   | <b>No</b>       | <b>No</b>        | <b>No</b>         |
| <b>Proposed Project Winter Emissions</b>                                                                                                                                                                                                    |                                    |                 |             |                 |                  |                   |
| Mobile Emissions <sup>3</sup>                                                                                                                                                                                                               | 2.81                               | 2.13            | 20.9        | 0.06            | 5.61             | 1.45              |
| Area Source Emissions                                                                                                                                                                                                                       | 12.8                               | 2.64            | 47.3        | 0.16            | 6.79             | 6.54              |
| Energy Emissions                                                                                                                                                                                                                            | 0.02                               | 0.37            | 0.16        | < 0.005         | 0.03             | 0.03              |
| <b>Total Emissions<sup>2</sup></b>                                                                                                                                                                                                          | <b>15.6</b>                        | <b>5.14</b>     | <b>68.3</b> | <b>0.22</b>     | <b>12.4</b>      | <b>8.02</b>       |
| <i>SDAPCD Regional Threshold</i>                                                                                                                                                                                                            | 75                                 | 250             | 550         | 250             | 100              | 55                |
| <b><i>Is Threshold Exceeded?</i></b>                                                                                                                                                                                                        | <b>No</b>                          | <b>No</b>       | <b>No</b>   | <b>No</b>       | <b>No</b>        | <b>No</b>         |
| Notes:                                                                                                                                                                                                                                      |                                    |                 |             |                 |                  |                   |
| 1. Emissions were calculated using CalEEMod, version 2022.1.                                                                                                                                                                                |                                    |                 |             |                 |                  |                   |
| 2. The mobile source emissions were calculated using the trip generation data provided in Stantec, <i>810 Mission Avenue Residential Project – Local Transportation Assessment, Table ES-1 Trip Generation Summary</i> , dated May 9, 2024. |                                    |                 |             |                 |                  |                   |
| 3. The numbers may be slightly off due to rounding.                                                                                                                                                                                         |                                    |                 |             |                 |                  |                   |
| Source: Refer to <a href="#">Appendix E</a> for detailed model data.                                                                                                                                                                        |                                    |                 |             |                 |                  |                   |

### Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> are all pollutants of regional concern (NO<sub>x</sub> and ROG react with sunlight to form O<sub>3</sub> [photochemical smog], and wind currents readily transport SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>); however, CO tends to be a localized pollutant, dispersing rapidly at the source. Based on the Transportation Analysis, the proposed project would generate approximately 832 net ADT on weekdays and weekends; refer to [Appendix C](#). As shown in [Table 11](#), emissions generated by vehicle traffic associated with the project would not exceed established SDAPCD thresholds. Impacts from mobile source air emissions would be less than significant.

### Area Source Emissions

Area source emissions would be generated from consumer products, architectural coating, and landscaping. As shown in [Table 11](#), area source emissions from the proposed project would not exceed SDAPCD thresholds for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>.

### Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas (non-hearth) usage associated with the proposed project. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and

electronics. As shown in [Table 11](#), energy source emissions from the proposed project would not exceed SDAPCD thresholds for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>.

### Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, ozone precursors VOCs and NO<sub>x</sub> affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the South Coast Air Quality Management District (SCAQMD), the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD), SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO<sub>x</sub> and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO<sub>x</sub> or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Similarly, since the project would not exceed SDAPCD's thresholds for construction and operational air emissions, the project is assumed to have a less than significant impact for air quality health impacts as well.

## **SENSITIVE RECEPTORS**

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be

affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The nearest sensitive receptors to the project site are the single-family residences located approximately 60 feet to the northeast of the project boundary.

## **Toxic Air Contaminants**

### Construction

If a project has the potential to result in TAC emissions with a cancer risk greater than 10 in 1 million or substantial non-cancer risk, the project would be deemed to have a potentially significant impact. Project construction activities are anticipated to involve the operation of diesel-powered equipment, which would emit Diesel Particulate Matter (DPM). In 1998, the CARB identified diesel exhaust as a TAC. Cancer health risks associated with exposures to diesel exhaust typically are associated with chronic exposure, in which a 30-year exposure period often is assumed. The project would mixed-use buildings while complying with the California Code of Regulations (CCR), Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. Implementation of these regulations would reduce the amount of DPM emissions from the construction of the project.

The nearest sensitive receptor to the project site is a single-family residence located approximately 60 feet to the northeast of the project boundary. However, health impacts on sensitive receptors associated with exposure to DPM from project construction are anticipated to be less than significant because construction activities are expected to occur well below the 30-year exposure period used in health risk assessments. Additionally, emissions would be short-term and intermittent in nature, and therefore would not generate TAC emissions at high enough exposure concentrations to represent a health hazard. Therefore, construction of the proposed project is not anticipated to result in an elevated cancer risk to nearby sensitive receptors and the impact would be less than significant.

### Operations

The project would involve the construction and operation of a mixed-use development and would result in very limited operational activities with potential health risks, including occasional diesel truck trips for trash pickups and landscaping maintenance operations. None of these activities would result in the generation of excessive TAC emissions, or associated health risks from the project's operation. Therefore, operation of the proposed project is not anticipated to result in an elevated cancer risk to nearby sensitive receptors. Impacts would be less than significant in this regard.

## **Carbon Monoxide Hotspots**

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The SDAB is designated as an attainment area for the Federal and State CO standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. Nationwide estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions. CO emissions have continued to decline since this time. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A potential CO hotspot may occur at any location where the background CO concentration already exceeds 20 parts per million (ppm), which is the 1-hour California ambient air quality standard. As shown in Table 1, the closest monitoring station to the project site that monitors CO concentration is the San Diego-Rancho Carmel Drive Monitoring Station, and the maximum CO concentration was measured at 1.70 ppm in 2022. Given that the background CO concentration does not currently exceed 20 ppm, a CO hotspot would not occur at the project site. Therefore, CO hotspot impacts would be less than significant in this regard.

## **Conclusion**

As discussed above, the proposed project would not be a significant source of TAC or result in CO hotspot emissions impacts. As such, the project would not expose sensitive receptors to substantial pollutant concentrations and a less than significant impact would occur.

## **OBJECTIONABLE ODORS**

Project construction could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust. These compounds would be emitted in various amounts and at various locations during construction. The nearest sensitive receptors to the site include are the single-family residences located approximately 60 feet to the northeast of the project site. Odors are highest near the source and would quickly dissipate off-site. Additionally, any odors associated with construction would be temporary. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. Thus, given the distance of the nearest sensitive receptors and fact that construction-related odorous emissions would be short-term and temporary, construction activities would result in less than significant impacts in this regard.

The project consists of mixed-use development and would not include land uses that would be sources of objectionable odors. In addition, the project would comply with SDAPCD Rule 51 which prohibits the emission of any material, including odors, which causes a nuisance to a considerable number of people or endangers the comfort, health or safety of the public. Thus, the potential for odor impacts associated with the project is less than significant.

## DUST

Construction activities associated with the proposed project would be required to implement emissions control measures detailed in SDAPCD's Rule 55, which restricts construction activities from creating visible dust emissions at the property line that lasts more than three minutes in any hour and requires the removal of all track - out from the nearby roadways. With implementation of SDAPCD's Rule 55, the proposed project would not exceed the SDAPCD standards for fugitive dust.

As shown in in Tables 10 and 11, project construction and operation would not generate any emissions that exceed SDAPCD thresholds. During construction, the highest concentration of particulate matter to be released would be 7.79 pounds per day (both PM<sub>10</sub> and PM<sub>2.5</sub> combined) which would only occur during the first year of construction. During the operation phase of the project, the highest concentration of particulate matter would be 20.43 pounds per day (both PM<sub>10</sub> and PM<sub>2.5</sub> combined). Therefore, the project would not generate more than 100 pounds per day of particulate matter and this impact would be less than significant.

## D. WATER QUALITY

The following analysis is based on the *Preliminary Hydrology Report, Mission Site, 810 Missions Ave., Oceanside, California 92054* (Hydrology Report), prepared by Stantec, dated August 29, 2022, as well as the *Priority Development Project Storm Water Quality Management Plan for 810 Mission Avenue* (SWQMP), prepared by Stantec, dated May 13, 2024; refer to Appendix E, Hydrology Report and SWQMP.

As part of Section 402 of the Clean Water Act (CWA), the U.S. Environmental Protection Agency has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, including those generated during construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is within the jurisdiction of the San Diego RWQCB.

The project would be regulated under the NPDES Phase I Municipal Stormwater (MS4) Permits issued by the San Diego RWQCB for San Diego County (Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100, and NPDES Permit No. CAS0109266). Since



1990, operators of MS4s are required to develop a stormwater management program designed to prevent harmful pollutants from impacting water resources via stormwater runoff.

The existing NCTD Headquarters office functions as commercial use. Localized on-site runoff concentrates at two locations: Pier View Way and Mission Avenue, located to the northwestern and southern corners of the project site, respectively. The majority of the site drains due southwest from the northern property boundary toward Pier View Way. The remaining on-site flows travel toward Mission Avenue, which would be combined with the off-site runoff. Generally, on-site runoff sheet flows across the project site following topographic low-points that ultimately outlet into the street gutters, which ultimately travels due southwest towards the Pacific Ocean.

Development of the proposed project would slightly change the permeability of the site. Under the existing conditions, impervious areas (i.e., area where zero ground infiltration occurs) dominated the majority (approximately 80 to 85 percent) of the project site while the remaining 15 to 20 percent was identified as pervious area. As discussed in Criterion (a) above, the proposed project would install ornamental landscaping on-site, including open space at the rooftop. According to the Hydrology Report, future development conditions would consist of approximately 90 to 95 percent impervious area. The increase in impervious percentage attributes from the reduction in pervious land cover for the proposed project. Nonetheless, discharge for a 25-year storm event under future development conditions would result in an increase of 0.7 cubic feet per second (cfs) compared to existing conditions, while discharge rate for a 100-year storm event under future development conditions would result in an increase of 0.8 cfs compared to existing conditions. Due to the minimal increase (less than one cfs) in discharge rate resulting from the proposed project, the Hydrology Report concluded that post-project runoff would maintain the existing drainage pattern along Mission Avenue and Pier View Way, and project impacts to the drainage system would be less than significant.

Further, per the City and MS4 Permit requirements, a Storm Water Quality Management Plan (SWQMP) has been prepared for the project. The City has adopted minimum requirements for managing urban runoff, including storm water, from land development activities, as described in the *City of Oceanside BMP Design Manual*, dated January 2022. The SWQMP includes design of storm water best management practices (BMPs) consistent with the requirements of the *City of Oceanside BMP Design Manual*. According to the SWQMP, the project proposes Water Quality BMP facilities and a storm drain collection system to convey storm water from impervious sources (rooftops, amenity walkways, pool, spa, sidewalks, and driveways). On-site, the project proposes site design features and structural BMPs for water quality purposes. Site design features would include trees and low dispersion areas. Structural BMPs include in-ground and raised biofiltration planters (w/underdrains). The proposed storm drain system discharges treated flows into the public right-of-way, which is a hardened and maintained street system. As such, all on-site stormwater would be treated prior to discharge off-site. Therefore, the project would result in similar impacts regarding hydrology and improved water quality management compared to the existing condition. The project would not result in any significant effects relating to water quality.

**CRITERION (e)**     *The site can be adequately served by all required utilities and public services.*

The existing NCTD Headquarters office building is already connected to and served by the City's utilities and public services. The *Water and Sewer Capacity Study for the Mission Avenue Site* (Water and

Sewer Capacity Study), prepared by Stantec, dated February 13, 2023, has been prepared for the proposed project; refer to Appendix G, *Water and Sewer Capacity Study*. According to the Water and Sewer Capacity Study, the proposed project would result in an increase in potable water demands and generated wastewater flow as compared to the existing condition. However, as shown by the hydraulic analyses of the potable water and sewer system conducted as part of the Water and Sewer Capacity Study, the proposed project would not adversely impact City of Oceanside existing water and sewer system facilities.

It should be acknowledged that the City of Oceanside Water Utilities Department does not issue Will Serve Letters. Rather, any off-site improvements to the City's water and sewer systems that are necessary to accommodate new development would be identified and provided for review during the entitlement review process. Once the entitlement process is complete, the City would set aside the necessary flow and capacity allowances for the developments. Additionally, it is noted that City has a capital improvement project in development to improve existing domestic water and sewer systems adjacent to the project site, and to extend the recycled water main along Pier View Way near the project site. Therefore, when this recycled water is available to the project site, irrigation demand would be supplied by the recycled water system. Further, as the project is consistent with the site's existing land use designation and zoning and the proposed use is typical of the area, payment of standard utilities connection fees and ongoing user fees should sufficiently offset the potential impacts on all required utilities.

As the project is consistent with the site's existing land use designation and zoning as well as other land uses in the area, it is not anticipated that the proposed mixed-use development would require the expansion of police or fire protection services, or result in increased calls for these services. Overall, the site would be adequately served by all required utilities and public services and the project would meet Criterion (e) requirements.

## V. EXCEPTIONS TO CATEGORICAL EXEMPTIONS ANALYSIS

### EXCEPTION

**CRITERION (a) LOCATION** *State CEQA Guidelines Sections 15300.2 states that categorical exemption "Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies."*

The project is proposing a categorical exemption under Class 32. Therefore, Exception Criterion (a) would not apply to the project.

### EXCEPTION

**CRITERION (b) CUMULATIVE IMPACT** *State CEQA Guidelines Sections 15300.2 states that all categorical exemptions "are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant."*

No successive projects of the same type in the same place would occur over time. The project involves demolishing the existing NCTD Headquarters office building and surface parking lot at 810 Mission Avenue (APNs 760-186-3300 and 147-191-1100) and redeveloping the site into an approximately 326,647-square foot mixed-use development. The following projects are planned, or known, in the downtown area and/or in proximity to the project site:

- 901 Pier View Way (Entitled): Mixed-use development with 64 units and 2,474 square feet of commercial space on a 13,249 square-foot site.
- Sunsets 3.0 Horne Street & Pier View Way (Under Review): Mixed-use development with 180 apartments and 5,000 square feet commercial space on 0.70-acre.
- 901 Mission Avenue (SB 330 Application Submitted): The project may include up to 422 dwelling units.
- 712 Seagaze Way (Plan Check): Mixed-use development with 115 apartments and 64 hotel rooms on 0.36-acre site.
- Fire Station 1 602 Civic Center Drive (Under Construction): 30,000 square-foot City of Oceanside Fire Department station on 0.69-acre.
- 702 N. Freeman Mixed-use 513 N. Freeman Street (Entitled): Five unit multi-family development on a 7,500 square-foot lot
- Weidner Duplex 519 N. Clementine Street (Under Review): Convert SFD into duplex.
- 624 N. Clementine Street (Under Review): Convert SFD into duplex
- 701-713 N. Freeman Apartments (Entitled): Four story apartment building with 24 units on a 20,000 square-foot site
- 119 South Ditmar Duplex (Entitled): Convert SFD to duplex
- Block 5 and Block 20 of the 5 Block Masterplan, adjacent blocks bound by railroad right-of-way to the east, Mission Avenue to the south, Myers Street to the west, and Civic Center Drive to the north (Anticipated): Both sites may have 170 dwelling units each
- Regal Cinema 402 Mission Avenue (Anticipated): Mixed-use with 332 units and commercial
- Oceanside Transit Center Redevelopment Project 235 South Tremont Street (Under Review): A mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses.

The project is consistent with existing land use designation and zoning, and all applicable General Plan land use policies (refer to Tables 1 and 2). Further, based on the analysis presented in this Class 32

CE Report, the project is would not result in significant impacts pertaining to air quality, noise, transportation, water quality, and public services/utilities. Due to the nature of the proposed project (in fill development), potential project effects are not anticipated to be cumulatively considerable and would not require the need for mitigation. As such, Exception Criterion (b) would not apply to the project.

#### **EXCEPTION**

**CRITERION (c)      SIGNIFICANT EFFECT**      *State CEQA Guidelines Sections 15300.2 states that a categorical exemption “shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.”*

The project would not result in any significant effects on the environment due to unusual circumstances. The site is not located within a sensitive resource area and no site-specific environmental constraints, such as biological resources (refer to Criterion [c]), hydrology and water quality (refer to Criterion [d]), geology and soils, scenic resources (refer to Exception Criterion [d]), hazards and hazardous material (refer to Exception Criterion [e]), and historical resources (refer to Exception Criterion [f]) exist. As stated, the project site is in an urbanized area of Oceanside (near downtown Oceanside) and is surrounded by public/community facility, office, commercial, and residential uses. Further, the project is a permitted use under the site’s existing land use designation and would meet all development standards under the existing zoning for the site; refer to Tables 1 and 2. Therefore, significant effects on the environment due to unusual circumstances are not anticipated and Exception Criterion (c) would not apply to the project.

#### **EXCEPTION**

**CRITERION (d)      SCENIC HIGHWAYS**      *State CEQA Guidelines Sections 15300.2 states that a categorical exemption “shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.”*

According to the General Plan Environmental Resource Management Element Figure ERM-8, *Existing Open Space*, and Table ERM-2, *Existing Open Space*, the project site is not located in close vicinity of areas which serve as open space and which are currently dedicated or restricted in some manner to ensure their preservation. Further, the project site is not located in an officially designated (by federal, state, or local government action) scenic area. Based on the California Department of Transportation’s *California Scenic Highway Mapping System*, the closest eligible (not officially designated) State scenic highway is Interstate 5 (I-5) located approximately 0.26-mile to the northeast.<sup>2</sup> Given the intervening views in an urbanized area and the distance, it is unlikely for the proposed mixed-use development to be negatively impacting scenic resources visible from I-5, if any. As such, the proposed project would

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<sup>2</sup> California Department of Transportation, *California State Scenic Highway System Map*, <https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, accessed October 26, 2022.

not result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, and Exception Criterion (d) would not apply.

#### **EXCEPTION**

**CRITERION (e)      HAZARDOUS WASTE SITES**      *State CEQA Guidelines Sections 15300.2 states that a categorical exemption “shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.”*

Government Code Section 65962.5 requires the Department of Toxic Substance Control and State Water Resources Control Board to compile and update a regulatory sites listing (per the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations (CCR), to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is not currently listed pursuant to Government Code Section 65962.5 (Cortese List).<sup>3</sup> Therefore, Exception Criterion (e) would not apply to the project.

#### **EXCEPTION**

**CRITERION (f)      HISTORICAL RESOURCES**      *State CEQA Guidelines Sections 15300.2 states that a categorical exemption “shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.”*

The following analysis is based on the *Cultural And Paleontological Resources Identification Memorandum for The Oceanside Transit Center Redevelopment Project, Mission Site, City of Oceanside, San Diego County, California* (Cultural and Paleo Resources Memo), prepared by Michael Baker, dated November 14, 2022; refer to Appendix H, Cultural and Paleontological Resources Memorandum.

The Cultural and Paleo Resources Memo completed a South Coastal Information Center (SCIC) records search, literature and historical map review, Oceanside Historical Society consultation, built environment survey, California Register of Historical Resources (California Register) evaluation for the existing structure located on the project site, and buried archaeological site sensitivity analysis to determine if the project area contains historical resources as defined in California Environmental Quality Act (CEQA) Guidelines Section 15064.5(a) that may be impacted by the project.

According to the Cultural and Paleo Resources Memo, the existing NCTD Headquarters office building has not previously been evaluated for the CRHR; thus, it has been evaluated in the Cultural and Paleo Resources Memo in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines,

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<sup>3</sup> California Environmental Protection Agency, *Cortese List Data Resources*, <https://calepa.ca.gov/sitecleanup/corteselist/>, accessed March 3, 2023.

using the eligibility criteria outlined in Section 5024.1 of the California Public Resources Code. The criteria for eligibility for listing in the California Register are based upon the National Register of Historic Places. To be eligible for listing in the California Register, a property must be at least 50 years of age (resources less than 50 years of age may be eligible if they can demonstrate that sufficient time has passed to understand its historical importance) and possess significance at the local, state, or national level, under one or more of the following criteria:

- Criterion 1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Criterion 2. It is associated with the lives of persons important in our past.
- Criterion 3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value.
- Criterion 4. It has yielded, or may yield, information important in history or prehistory.

In addition to meeting a significance criterion, a property must also have integrity or the ability to convey its significance under a majority of the seven aspects of integrity. They are location, design, materials, workmanship, setting, feeling, and association.

Based on the Cultural and Paleo Resources Memo, the property is not directly or significantly associated with this period in history and is not known to have made a significant contribution to other broad patterns of local, regional, state, or national culture and history. It was not one of the first or pioneering commercial office properties in Oceanside, nor does it appear to have been constructed with the intention of exclusive use by a particular firm that influenced the course of a particular field or commercial development in the area. Therefore, the Cultural and Paleo Resources Memo determined that the property is recommended not eligible for listing in the California Register under Criterion 1.

The property is not associated with any persons significant in national, state, or local history. Historical records reviewed revealed little specific information about individual personnel of Feist, Vetter, Knauf, and Loy or the Oceanside Federal Savings and Loan Association who worked at this location, and there is no demonstrable evidence that any employees, singularly or collectively, made notably significant contributions within the broader context of their respective fields or commercial development in Oceanside. Therefore, the Cultural and Paleo Resources Memo determined that the property is recommended not eligible for listing in the California Register under Criterion 2.

The building at 801 Mission Avenue, constructed in 1968, incorporates some elements of the New Formalism architectural style, which was popular in the United States from about 1955 to 1975. This building is a relatively simple, late iteration of New Formalism, which by the late 1960s was a ubiquitous style among civic and commercial office facilities. Many of the building's features that would typically identify it as an example of New Formalism have been altered, such as the removal of the original fenestration and installation of modern anodized metal-sash, tinted door and window units

Neither the building's design nor the materials used in its construction possess high artistic value. Furthermore, research did not reveal the architect or builder, and a lack of press coverage suggests the building was not designed by a significant architect or constructed by a master builder. Therefore, the Cultural and Paleo Resources Memo determined that the property is recommended not eligible for listing in the California Register under Criterion 3.

The built environment of the property is not likely to yield valuable information which would contribute to the understanding of human history because the property is not and never was the principal source of important information pertaining to significant events, people, or architectural style. Therefore, the Cultural and Paleo Resources Memo determined that the property is recommended not eligible for listing in the California Register under Criterion 4.

Overall, lacking significance, the Cultural and Paleo Resources Memo concluded that the on-site property is recommended ineligible for listing in the California Register. As such, no historical resource as defined by CEQA Section 15064.5(a), would be adversely impacted by the project, and this exception would not apply.

## **VI. CONCLUSION**

Based on this analysis, the proposed 810 Mission Avenue Project meets all criteria for the Class 32 CE pursuant to CEQA Guidelines Section 15332. Further, none of the exceptions listed pursuant to CEQA Guidelines Section 15300.2 apply to the proposed project.

## VII. REFERENCES

- California Department of Transportation, *California State Scenic Highway System Map*, <https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aa>, accessed September 18, 2024.
- California Environmental Protection Agency, *Cortese List Data Resources*, <https://calepa.ca.gov/sitecleanup/corteselist/>, accessed March 3, 2023.
- City of Oceanside, *Climate Action Plan (CAP) Consistent Checklist, For New Development Subject to Environmental Review per the California Environmental Quality Act (CEQA)*, February 13, 2023.
- City of Oceanside, *Land Use and Zoning Map Viewer*, <https://oceanside.maps.arcgis.com/apps/webappviewer/index.html?id=b3f0000402044ca1a724f84dda988d0e&extent=-13069787.2898%2C3915650.637%2C-13046856.1813%2C3933919.0868%2C102100>, accessed September 18, 2024.
- Michael Baker International, *810 Mission Avenue Project – Noise Technical Memorandum*, September 18, 2024.
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- Michael Baker International, *Cultural And Paleontological Resources Identification Memorandum For The Oceanside Transit Center Redevelopment Project, Mission Site, City of Oceanside, San Diego County, California*, November 14, 2022.
- Michael Baker International, *Results of a Biological Resources Assessment for the proposed 810 Mission Avenue Project – City of Oceanside, San Diego County, California*, January 3, 2023.
- NOVA Services, Inc., *Geotechnical Investigation, Proposed Affordable Multifamily Development, 810 Mission Avenue, Oceanside, CA*, August 11, 2021.
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- Stantec Consulting Services Inc., *Preliminary Hydrology Report, Mission Site, 810 Missions Ave., Oceanside, California 92054*, August 29, 2022.
- Stantec Consulting Services Inc., *Priority Development Project Storm Water Quality Management Plan for 810 Mission Avenue*, May 13, 2024.