Stantec **Memo**

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| To: | City of Oceanside | From: | Maria Morris and Daryl Zerfass<br>Stantec |
| Project/File: | 2042217900 | Date: | January 19, 2024 |

**Reference: 810 South Mission Avenue Residential Development CEQA Transportation Analysis**

Stantec Consulting Services Inc. (Stantec) has performed a transportation analysis for the proposed 810 South Mission Avenue Residential Development (Project) in support of the Project's Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA). The purpose of this study is to identify potential transportation impacts on the transportation system that may result due to the implementation of the Project.

## Project Description

The Project is located at 810 South Mission Avenue and would construct a residential development comprised of 206 multi-family dwelling units, including 5 live-work units and 31 affordable housing units. The Project site is generally bounded by Mission Avenue to the south, Pier View Way to the north, Nevada Street to the west, and Clementine Street to the east. There is a small parcel with an existing commercial building on the northwest corner of South Mission Avenue and Clementine Street that is not a part of the Project and that would remain in place. The Project would demolish the existing North County Transit District (NCTD) Headquarters office building and parking lot. The NCTD Headquarters would be relocated as part of the proposed Oceanside Transit Center (OTC) Specific Plan development. **Figure 1** illustrates the Project's location.

## Transportation Setting

### Existing Roadway System

The existing roadway network in the vicinity of the Project site can generally be characterized as a small urban grid. Intersections are typically closely spaced with many two-lane roadways and some key four-lane roadways, as well as one-way roadways. For the purpose of this analysis, roadways such as Clementine Street and Nevada Street are referred to as oriented in the north-south direction, and roadways such as Mission Avenue and Pier View Way are referred to as oriented in the east-west direction.

#### Regional

Interstate 5 (I-5) is a part of the interstate highway system that runs north-south through California, Oregon, and Washington, providing regional connectivity to the Project site. I-5 has four mixed-flow travel lanes in each direction in the Project vicinity, for a total of eight lanes. I-5 has interchanges at State Route 76 (SR-76)/San Luis Rey Mission Expressway and Mission Avenue each of which can provide regional access to the Project site.

Arterials

The City of Oceanside utilizes roadway classifications by which streets and highways are categorized according to the type of function they are intended to provide. Classifications used by the City are Expressway, Prime Arterial, Major Arterial, Secondary Collector, Collector Street, and Local Street. The following describes the streets surrounding the Project site:

Mission Avenue is a one-way Collector Street that runs westbound along the south side of the Project site. West of the Project site, Mission Avenue is classified as a Secondary Collector between Pacific Street and Cleveland Street, transitioning to a Collector Street between Cleveland Street and Clementine Street, a Secondary Collector between Clementine Street and Horne Street, and continues as a Major Arterial between Horne Street to just west of Rancho Del Oro Drive. East of Rancho Del Oro Drive, Mission Avenue continues as a Secondary Collector to where it terminates at Frazee Road. It provides access to commercial office, retail shopping centers, districts, as well as access to the beach and Oceanside Pier parking lots. Currently, Mission Avenue is a four-lane divided roadway between Pacific Street and Cleveland Street, and a four-lane undivided roadway between Cleveland Street and Coast Highway. Mission Avenue between Coast Highway and Clementine Street is a two-lane one-way roadway in the westbound direction, with Seagaze Drive providing one-way travel in the eastbound direction one block south of Mission Avenue. East of Clementine Street, Mission Avenue is a four-lane divided roadway to the I-5 Freeway. The portion of Mission Avenue near the Project site has parking on both sides of the street and is designated as a Class III bike route with shared-lane arrow (sharrow) markings on the rightmost lane.

Clementine Street is a two-lane local street that runs along the east side of the Project site. The roadway extends in a north-south direction between Windward Way to the north and Reese Street to the south. It is generally serving residential uses and is not classified in the City's Circulation Element. Near Mission Avenue, Clementine Street has no bike lanes, has on-street parking, and has continuous sidewalks on both sides of the street.

Pier View Way is a two-lane local street that runs along the north side of the Project site. The roadway extends in the east-west direction between Cleveland Street to the west and Horne Street to the east. It generally serves commercial uses and is not classified in the City's Circulation Element. Near Mission Avenue, Pier View Way is undivided, has no bike lanes, has on-street parking, and has continuous sidewalks on both sides of the street.

Nevada Street is a two-lane local street that runs along the west side of the Project site. The roadway extends in the north-south direction between Neptune Way to the North and Oceanside Boulevard to the south. It generally serves a mix of commercial and residential uses and is not classified in the City's Circulation Element. Near Mission Avenue, Nevada Street is undivided, has no bike lanes, has on-street parking, and has continuous sidewalks on both sides of the street.

**Bicycle Facilities**

Existing bicycle facilities in the area consist of Class I paths, Class II bike lanes, and Class III bike routes. In the General Plan and the Bicycle Master Plan, bicycle facilities are grouped into the following four classes:

- Class I Bike Paths are hard-surface routes within an exclusive right-of-way physically separated from vehicular roadways and intended specifically for non-motorized use.

- Class II Bike Lanes are marked bicycle lanes within roadways, generally adjacent to the curb lane, and delineated by appropriate striping and signage.
- Class III Bike Routes are marked by a series of signs designating a preferred route between destinations such as residential neighborhoods and shopping areas. These routes share the right-of-way with on-road motorized vehicles and are often designated with sharrows.
- Class IV Separated Bikeway/Cycle Track are separated bikeways for the exclusive use of bicycles and include a separation between the bikeway and the through vehicular traffic.

Mission Avenue is designated as a westbound only Class III bike route in front of the Project site. The corresponding eastbound bicycle facility is one block south of the site on Seagaze Drive and has a Class II bicycle lane.

Two Class I bike paths are located within 1.0-mile of the Project site. The San Luis Rey River Trail generally runs along the San Luis Rey River east to Santa Fe Avenue. It can be accessed from Neptune Way just west of Cleveland Street approximately 0.70 miles from the Project site. The Coastal Rail Trail is planned to ultimately be a connected 44-mile bike trail between the City of Oceanside and the City of San Diego. It can be accessed from the west side of the OTC approximately 0.5 miles from the Project site. It currently provides a continuous trail from the OTC to Oceanside Boulevard.

The existing bicycle facilities near the Project site are consistent with the current Bicycle Master Plan.

**Transit System**

The Project is located within a 0.5-mile walk to the OTC. Near the Project, NCTD BREEZE bus stops serving routes 303 and 313 are located on nearby Mission Avenue within one-block of the Project site, just east of Clementine Street (for westbound buses) and just east of Horne Street (for eastbound buses). The following describes transit services available within a 0.5-mile walk from the Project.

*North County Transit District (NCTD):* NCTD provides over 10 million passenger trips per year primarily in North San Diego County. Services include the BREEZE bus, SPRINTER hybrid rail, COASTER commuter trains, FLEX demand response, and LIFT ADA paratransit service. In addition, NCTD shares the use of its tracks with Amtrak, Metrolink, BNSF, and Pacific Sun Railroad.

*Oceanside Transit Center:* Oceanside is a major transportation hub and the OTC provides access to rail, light rail, and bus transit. The OTC is generally accessed from Cleveland Street and Michigan Avenue on the east side of the railroad tracks and from the west side of the tracks via Myers Street parking lot. The Project is located within a 0.5-mile walk of the OTC.

*BREEZE:* The BREEZE bus system travels throughout North San Diego County with 30 BREEZE routes, more than 1,600 bus stops and nine transit centers. There are two bus stops on Mission Avenue that provides service to route 303 and 313 as noted above.

*COASTER:* The COASTER commuter train runs north-south through San Diego County with eight stations between Oceanside and Downtown San Diego and the length of route is approximately 41 miles. The COASTER service runs daily and fares are purchased for the number of zones a passenger will be travelling in. Monday through Friday the COASTER runs between 5:00 AM to 10:30 PM On Friday's only, service is extended to 1:00 AM On the weekends, service runs from 7:30 AM to 1:00 AM

*SPRINTER Hybrid Rail:* The SPRINTER hybrid rail spans 22 miles connecting the cities of Oceanside, Vista, San Marcos, and Escondido. The rail line runs east-west serving 15 stations along State Route 78 corridor. According to NCTD, the SPRINTER runs every 30 minutes in each direction Monday through Friday, from approximately 4:00 AM to 9:00 PM. On the weekends and holidays, the trains operate every 30 minutes from 10:00 AM to 6:00 PM and hourly before 10:00 AM and after 6:00 PM.

*FLEX:* FLEX is a demand-response bus transit service that serves areas from Oceanside to Camp Pendleton and Escondido to Ramona. There are two different service models, deviated fixed-route and point-deviated fixed-route. FLEX has more than 150 bus stops and 2 transit centers.

*LIFT:* LIFT is an ADA paratransit service that services any location in NCTD's service area that is within 0.75 miles of a fixed bus route or SPRINTER station. The service is provided to anyone certified eligible by ADA regulations.

*Amtrak Pacific Surfliner:* Amtrak's Pacific Surfliner connects from downtown San Diego to San Louis Obispo, with additional services serving Los Angeles to downtown San Diego. The headways are sporadic through the day and do not have consistent headways.

*Metrolink:* Metrolink is a commuter rail system connecting Los Angeles, Ventura, San Bernardino, Orange County, Riverside, and Oceanside. Passengers can access Metrolink at the Oceanside Transit Center. Two Metrolink railway lines are accessible from OTC: the Inland Empire-Orange County Line (IE-OC) and the Orange County Line.

*Greyhound*: Greyhound is an intercity bus common carrier. At the OTC, passengers can travel direct from Oceanside to Los Angeles, San Diego, or Las Vegas.

### Pedestrians

There are continuous sidewalks present at the Project site on Mission Avenue, Pier View Way, Nevada Street, and Clementine Street. The existing sidewalks on Mission Avenue would remain in place. The Project site has a Walk Score of 93 out of 100 possible points due to a high number of destinations within a reasonable walking distance and the presence of sidewalks on all nearby streets.

## Regulatory Setting

### State

*California Department of Transportation*: Caltrans is responsible for planning, designing, constructing, operating, and maintaining all state-owned roadways in San Diego County. The nearest state facility providing regional access to and from the Project site is Interstate 5 (I-5). SR 76 and SR 78 connect with I-5 near the Project site and provide access to inland portions of San Diego County.

*Senate Bill 743, California Environmental Quality Act Guidelines Update*: In September 2013, SB 743 was signed into law. The legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled and thereby contribute to the reduction of GHG emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32). SB 743 started a process that changed transportation impact analysis as part of CEQA compliance. Changes include the elimination of auto delay, LOS, and similar measures of vehicular capacity or traffic congestion as the basis for determining significant impacts in many parts of California (if not statewide). The new criteria "shall promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses" (PRC Section 21099(b)(1)). In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including the Guidelines section implementing SB 743 (Section 15064.3). OPR developed a Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), which contains OPR's technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The provisions of CEQA Guidelines Section 15064.3 apply prospectively as described in Section 15007. Beginning on July 1, 2020, the provisions of this section applied statewide.

### Regional

*SANDAG's San Diego Forward: The Regional Plan*: The San Diego Association of Governments (SANDAG) is the transportation planning, coordinating, and financing agency for the San Diego County. Every four years, SANDAG prepares and updates a Regional Plan in collaboration with the 18 cities and County of San Diego, along with regional, state, and federal partners. SANDAG's Regional Plan combines the Regional Comprehensive Plan (RCP) and the Regional Transportation Plan and its Sustainable Communities Strategy (SCS). The current 2021 Regional Plan was adopted by the SANDAG Board of Directors on December 10, 2021. The Regional Plan is a long-range blueprint to guide transportation investments and land-use decisions through 2050 while meeting the requirements of California's landmark 2008 SB 375, which calls on each of the state's 18 metropolitan areas to develop a SCS to accommodate future population growth and reduce GHG emissions from cars and light trucks.

*SANDAG Smart Growth Areas:* The Regional Plan calls for better coordination between land use and transportation. SANDAG's Concept Map is a key tool used to implement the Plan, as it identifies locations within the region that can support smart growth and transportation investments. Eight "smart growth opportunity areas" (SGOAs) as locations prime for compact, walkable, mixed-use development near transit. The SGOA encompasses a 0.5-mile radius surrounding an existing transit station.

### Local

*Oceanside General Plan*: The Oceanside General Plan is the primary source of long-range planning goals, policy direction, and regulatory document, which is used to guide growth within the City. The current General Plan was updated in 2002. In 2019, the City Council adopted Phase 1 of a General Plan Update, which included updates to three elements (Economic Development Element, Energy and Climate Action Element, and Climate Action Plan). Phase 2 updates the remaining elements, which the City is currently preparing (Land Use, Circulation, Housing, Conservation and Open Space, Community Facilities, Safety and Noise Elements). In Spring/Summer of 2020, the City began Onward Oceanside. Onward Oceanside consists of the preparation of three plans: The aforementioned General Plan Update, Smart and Sustainable Corridors Plan, and the South Morro Hills Community Plan.

The Oceanside General Plan Circulation Element was last updated in September 2012 and provides the goals, policies, principles, and standards for the transportation system in the City. As noted above, the

Circulation Element is currently in the process of being updated. The transportation system includes all systems and modes consisting of roadways, pedestrian and bicycle facilities, public rail transit, public bus transit, and airport. At the time of this analysis, the updated General Plan is anticipated to go forward for City Council adoption in Spring of 2024. **Figure 2** illustrates the roadway plan around the Project. The current adopted Circulation Element provides goals and policies pertaining to transportation that emphasize the importance of a multimodal transportation system. Common themes are to reduce dependencies on automobiles, provide connectivity to regional transportation systems, maintain the City's character while also improving roadways that are safe and serves all users, create a safe and secure bikeable and walkable environment, and continue partnership with NCTD to encourage transit usage. It is anticipated that the updated Circulation Element would include similar goals and policies as the currently adopted Circulation Element.

*Smart and Sustainable Corridors Specific Plan (SCCP):* The SSCP outlines strategies for promoting infill and redevelopment along the Mission Avenue, Oceanside Boulevard, and Vista Way corridors in the City of Oceanside. As such, the SCCP provides a vision for future development on Mission Avenue. The Project site is in the Mission Avenue Corridor Planning Area, however, the Project site itself is not identified in the plan for redevelopment.

*Oceanside Bicycle Master Plan:* The City's Bicycle Master Plan was originally adopted in 2008 and received an update in 2017, which included changes to the planned bicycle facilities in the vicinity of the Project. No new routes were proposed in the vicinity of the Project, and the existing bicycle facilities in the area are therefore considered to be in build-out condition.

*Pedestrian Master Plan*: The City's Pedestrian Master Plan was created in 2009 and guides the implementation of pedestrian projects in the City. Different areas within the City are required to have different levels of pedestrian improvements. Pedestrian facilities are categorized into seven types: District Sidewalks, Corridor Sidewalks, Neighborhood Sidewalks, Ancillary Pedestrian Facilities, Paths, and Trails. Near the Project site, Mission Avenue, Clementine Street, and Nevada Street are classified as District Sidewalks, which are sidewalks along roads that support heavy pedestrian levels in mixed-use concentrated urban areas.

*Traffic Impact Analysis Guidelines*: In 2020 the City adopted updated Traffic Impact Analysis Guidelines for Vehicles Miles Traveled (VMT) and Level of Service Assessment (Transportation Guidelines). The City's Guidelines address the CEQA requirement for VMT analysis and include provisions for local traffic studies based on level of service (LOS) separate from the CEQA process.

**Plans and Consistency Analysis**

The Project site currently has a General Plan land use designation of Downtown (DT), and a zoning designation of Downtown, Subdistrict 2 (D-2). The stated objective of the D-2 zoning subdistrict is to provide sites for a financial center supported by professional offices, with residential use permitted as part of a mixed-use development. The Project's proposed mixed-use land use type is consistent with the land use designation of Downtown (DT), and a zoning designation of Downtown, Subdistrict 2 (D-2). Near the Project, the Circulation Element currently identifies Mission Avenue as a Secondary Collector street on both the Existing Roadway Classifications map and the 2030 Master Transportation Roadway Plan; and is therefore in its build-out condition. The Project does not propose any changes to Circulation Element roadways and would not conflict with any current goals and policies. Per General Plan policy, an LOS analysis is being prepared for the Project and is documented separately.

The existing bicycle facilities around the Project site are consistent with designations shown in the current Bicycle Master Plan and the Project would not block or remove facilities depicted in the Bicycle Master Plan. The Project would reconstruct new 6-foot-wide sidewalks on Pier View Way, Nevada Street, and portions of Clementine Street. The Project would not conflict with any plans or programs related to the City's pedestrian or bicycle facilities. The reconstructed sidewalks would be built in accordance with City standards.

The Project is consistent with the SANDAG Regional Plan as it is located in one of SANDAG's Smart Growth Opportunity Areas. The Project promotes urban infill development and provides housing near job centers that promote walkable communities. Therefore, it is consistent with the objective of the SSCP.

## Vehicles Miles Traveled (VMT) Analysis

### Approach and Methodology

In OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), 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. The City of Oceanside has adopted their own specific VMT guidelines that are presented in the City's Transportation Guidelines. The City's Transportation Guidelines utilize the Institute of Transportation Engineers (ITE) San Diego Regional Guidelines (May 2019) to establish impact thresholds and methodology for VMT Analysis.

VMT refers to the distance a vehicle travels from an origin to a destination. More specifically, VMT measures the number of car trips generated by a project and the distances the cars will travel to and from the project site. Per the City's Guidelines, the VMT methodology used for analysis includes all vehicle-based person trips grouped and summed to the home location of individuals on each trip. It includes home-based and non-home-based trips. The VMT for each home is then summed for all homes in a particular census tract and divided by the population of that census tract to arrive at resident VMT per capita. VMT per employee includes all vehicle-based person trips grouped and summed to the work location of individuals on the trip. This includes all trips, not just work-related trips. The VMT for each work location is then summed for all work locations in a particular census tract and divided by the number of employees of that census tract to arrive at employee VMT per employee.

The City's Transportation Guidelines state that a VMT analysis for CEQA purposes is required for projects that are consistent with the adopted General Plan if the Project exceeds 1,000 average daily trips (ADT). If a project is inconsistent with the adopted General Plan, a VMT analysis is required if the project exceeds 500 ADT. These thresholds are based on the recommendations of the San Diego ITE Section and are based on the understanding that SANDAG trip generation rates differ from ITE trip generation rates, which OPR's recommendations are based on. The Project's estimated trip generation is summarized in **Table 1**.

As shown in **Table 1**, the Project would generate approximately 1,183 ADT; however, when accounting for the elimination of the existing office building, the Project would result in a net increase of approximately 823 ADT.

**Reference:** **810 South Mission Avenue Residential Development CEQA Transportation Analysis**

### Table 1 Trip Generation Summary – 810 Mission Avenue

| Land Use | Amount | Trip Rate | ADT | AM Peak Hour | | | | | | PM Peak Hour | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Peak % | Vol. | In % | Out % | Vol. In | Vol. Out | Peak % | Vol. | In % | Out % | Vol. In | Vol. Out |
| **Proposed Project** | | | | | | | | | | | | | | | |
| Multi-family Residential | 201 DU | 6 | 1,206 | 8% | 96 | 20% | 80% | 19 | 77 | 9% | 109 | 70% | 30% | 76 | 33 |
| Live/Work Units | | | | | | | | | | | | | | | |
| Live Space | 5 DU | 6 | 30 | 8% | 2 | 20% | 80% | 0 | 2 | 9% | 3 | 70% | 30% | 2 | 1 |
| Work Space | 2.2 TSF | 20 | 44 | 14% | 6 | 90% | 10% | 5 | 1 | 13% | 6 | 20% | 80% | 1 | 5 |
| Gross Trips | | -- | 1,280 | -- | 104 | -- | -- | 24 | 80 | -- | 118 | -- | -- | 79 | 39 |
| Internal Capture Trips | | -- | 4 | -- | 0 | -- | -- | 0 | 0 | -- | 0 | -- | -- | 0 | 0 |
| Internal Capture % | | -- | <1% | -- | 0% | -- | -- | 0% | 0% | -- | 0% | -- | -- | 0% | 0% |
| Walking External Trips | | -- | 62 | -- | 4 | -- | -- | 1 | 3 | -- | 5 | -- | -- | 3 | 2 |
| Walking External % | | -- | 5% | -- | 4% | -- | -- | 4% | 4% | -- | 4% | -- | -- | 4% | 4% |
| Transit External | | -- | 31 | -- | 4 | -- | -- | 1 | 3 | -- | 3 | -- | -- | 2 | 1 |
| Transit External % | | -- | 2% | -- | 4% | -- | -- | 4% | 4% | -- | 3% | -- | -- | 3% | 3% |
| **Total External Vehicle Trips** | | -- | 1,183 | -- | 96 | -- | -- | 22 | 74 | -- | 110 | -- | -- | 74 | 36 |
| Total Trip Reduction % | | -- | 8% | -- | 8% | -- | -- | 8% | 8% | -- | 7% | -- | -- | 6% | 8% |
| **Existing Office (to be Replaced)** | | | | | | | | | | | | | | | |
| NCTD Headquarters | -30 TSF | 12 | -360 | 14% | -50 | 91% | 9% | -45 | -5 | 12% | -42 | 12% | 88% | -5 | -37 |
| **Net New Vehicle Trips** | | -- | **823** | -- | **46** | -- | -- | **-23** | **69** | -- | **68** | -- | -- | **69** | **-1** |

Notes:
DU – Dwelling Unit
TSF – Thousand Square Feet
SANDAG – San Diego Association of Governments
Live/Work unit square footage for work space estimated to be approximately 50% of the total square footage of Live/Work units.
Live/Work unit internal capture estimated to be approximately 5% of gross live/work residential ADT.
Existing office use on-site to be removed.
Walk and transit trips estimated using SANDAG Mixed Use Trip Generation Model v 4.0.
Existing NCTD Headquarters' trips calculated from existing site driveway counts of typical weekdays.
Trip Rate Sources – *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region,* SANDAG (2002):
Multi-family Residential – SANDAG land use category "Apartment"
Work Space/Office – SANDAG land use category "Standard Commercial Office"

## VMT Threshold of Significance

The City of Oceanside VMT thresholds are summarized in **Table 2.** The Project is a residential project type; therefore, the metric used for analysis is resident VMT per capita and the significance threshold is established as 15% below the regional average VMT per capita.

**Table 2 City of Oceanside VMT Threshold Summary**

| Project Type | Metric | Significance Threshold |
|---|---|---|
| Residential | Resident VMT / Capita | 15% below regional average |
| Commercial | Employee VMT / Employee | 15% below regional average |
| Industrial | Employee VMT / Employee | 15% below regional average |
| Retail[1] | Net increase in the regional VMT | Net increase in regional VMT |
| Mixed-Use | Evaluate each land use separately | Based on proposed land use |
| Redevelopment[2] | Based on the proposed land use | Based on the proposed land use |

[1] Locally serving retail is presumed to decrease VMT however retail projects over 50,000 square feet are considered regionally serving.

[2] A redevelopment project that reduces VMT is presumed to have less than a significant impact and is screened out. The removal of affordable housing will require VMT analysis.

Source: City of Oceanside Traffic Impact Analysis Guidelines Vehicle Miles Traveled (VMT) and Level of Service Assessment (2020)

## VMT Screening

Prior to conducting a VMT analysis, screening criteria is used to readily determine if the Project would not cause a significant impact on VMT. According to the City Transportation Guidelines, SB 743 eliminates the need for some projects to be analyzed for CEQA purposes when those projects support VMT reduction. As such, these projects are considered screened out for VMT analysis. To be screened out means that projects do not need to be analyzed for CEQA purposes since they already support VMT reduction. The City Guidelines include a list of project types that are presumed to be considered VMT-reducing projects (Table 2 from the City Guidelines is attached to this memorandum for reference). The project types included in the list are either locally serving or are based on substantial evidence provided by the OPR Technical Advisory Committee supporting SB 743 implementation that those project type's support VMT reduction. A project must meet at least one of the screening criteria to be screened out.

Based on Table 2 from the City's Guidelines the Project would be screened out as the Project meets three of the project types listed as further described below.

The Project would meet the following project types as listed in Table 2 of the City's Guidelines:

- Projects located in a Transit Priority Areas (TPA) or SGOA 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[1].

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

**Figure 3** illustrates the SGOA Map and the Project site. The SGOA were identified through a regional comprehensive plan development process, where members from each jurisdiction and public feedback was solicited and included in the Smart Growth Concept Map. According to SANDAG, the Concept Map is a key tool used to implement the San Diego Forward: The Regional Plan, as it identifies locations within the region that can support smart growth and transportation investments. Eight SGOAs are identified as locations prime for compact, walkable, mixed-use development near transit and encompass a 0.5-mile radius surrounding an existing transit station.

The Project is located in SGOA OC-1 Downtown Oceanside (includes the OTC). The Project is less than a 0.5-mile walking distance to the OTC with continuous sidewalks and no obstructions. The Project is also consistent with the current General Plan land use and zoning. The Project's consistency with the pending General Plan update is yet to be determined, but if it is deemed consistent the Project will satisfy both the State's and the City's criteria for a presumption of a less-than-significant impact.

In addition, the Project is located in a low-VMT generating area. **Figure 4** illustrates the most recent SANDAG SB 743 VMT Screening map and the Project location. As shown, for a residential project type, the Project is in census tract 182 and the VMT per capita is within the range of 50% to 85% 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 VMT is 74.8% of regional mean).

As shown in **Table 2**, above, the Project would generate less than 1,000 net new ADT. The project is consistent with the adopted General Plan. 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 the previously referenced **Figure 1**, the Project site is bounded by Mission Avenue to the south, Pier View Way to the north, Nevada Street to the west, and Clementine Street to the east. Vehicular access to the Project would be made from Clementine Street and from Nevada Street. Both driveways would be gated for resident access only. Both Clementine Street and Nevada Street are local streets with 2-lanes (one in each direction), no bike lanes, and with sidewalks.

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 Project would remove the existing driveway and replace it with a new driveway. On Nevada Street there are three

[1] Qualifying transit stops means a site containing an existing rail transit station served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (OPR, 2017). A high-quality transit corridor may also be considered if a corridor with fixed route bus service has service intervals no longer than 15 minutes during peak commute hours (OPR, 2017).

existing driveways. The Project would remove all three driveways and construct one new driveway, resulting in more distance between the intersections and the driveway.

Bicyclists and pedestrians would access the Project using continuous sidewalks on Mission Avenue, Pier View Way, Nevada Street, and Clementine Street. The Project would construct new 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 as existing.

All site improvements that intersect with the public right-of-way would be constructed in accordance with the City's design standards. Therefore, the Project would not increase hazards due to geometric design features.

## Emergency Access Analysis

The two driveways for the Project, one on Clementine Street and one 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 since on-street parking is permitted.

A standard practice during construction is to implement a traffic control plan as needed to maintain access on public streets through the area. This traffic control plan is typically a condition of approval for a project. Final site plans for the project would be subject to review by the Oceanside Fire Department, prior to project development, and subject to approval by the City Traffic Engineer and City Engineer to ensure that the Project site maintains adequate emergency access. Therefore, the Project would not impact emergency access.

## Conclusion

The Project would demolish the existing NCTD headquarters office building and parking lot and would construct a residential development with parking on-site.

The Project's proposed land use type is consistent with the land use designated of Downtown (DT), and a zoning designation of Downtown, Subdistrict 2 (D-2). The Project does not propose any roadway changes inconsistent to Circulation Element roadways, bicycle facilities depicted in the Bicycle Master Plan, and would not conflict with any related current goals and policies. Some existing sidewalks would be reconstructed but would not conflict with any plans or programs related to the City's pedestrian facilities. The Project is consistent with the SANDAG Regional Plan as it is in one of SANDAG's SGOAs, promotes urban infill development, and provides housing near job centers that promote walkable communities. The Project is also consistent with the SSCP.

A VMT analysis was conducted for the Project using the City's Transportation Guidelines. The Project is "screened out" from further VMT analysis and is presumed to have a less than significant impact as it is in a SANDAG SGOA, the Project is in a low-VMT generating area, and the Project would generate less than 1,000 net new ADT while consistent with the adopted General Plan. Therefore, the Project has a less than significant impact on VMT. Since the Project would have a less than significant impact at the Project level, the OPR Technical Advisory states it is implied that the Project would also have a less than significant cumulative impact.

Vehicle access to the Project site would be made at one driveway on Clementine Street and one driveway on Nevada Street. All site improvements that intersect with the public right-of-way would be constructed in accordance with the City's design standards. Therefore, the Project would not increase hazards due to geometric design features. The Project has multiple access points that would be designed per City requirements and reviewed by the Oceanside Fire Department and City Traffic Engineer. Therefore, the Project would not impact emergency access.

Based on the above findings, the Project would have a less than significant impact on transportation.

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Sincerely,

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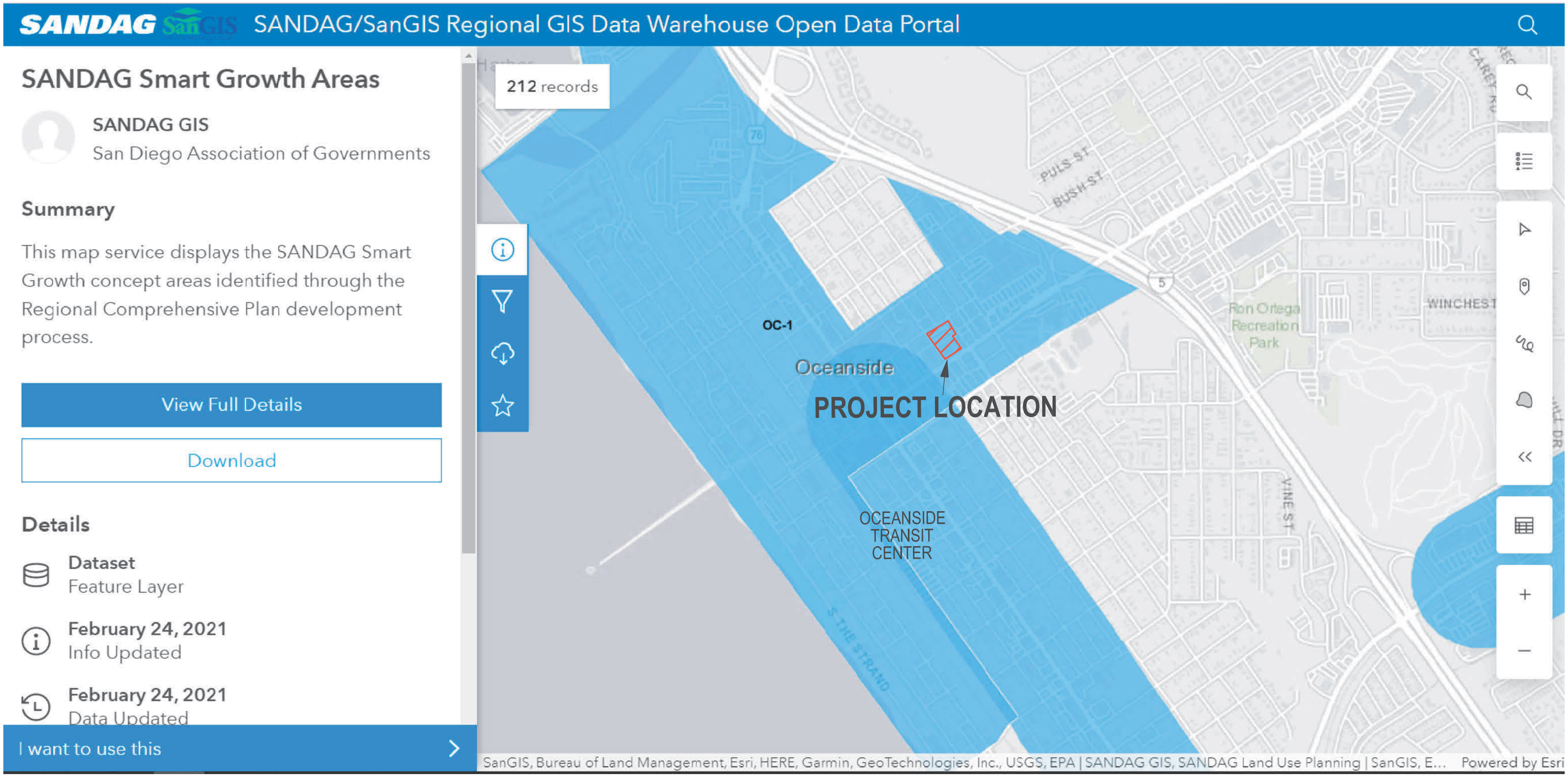
Attachment: Figure 1 Project Location Map
Figure 2 Roadway Classifications from 2030 Master Transportation Roadway Plan
Figure 3 SANDAG SGOA Location Map
Figure 4 SANDAG VMT Mapping Tool
Table 2 List of Project Types Eligible to be Screened Out from City Guidelines


**Figure 1**

Project Location Map


**Figure 2**

Roadway Classifications from 2030 Master Transportation Roadway Plan

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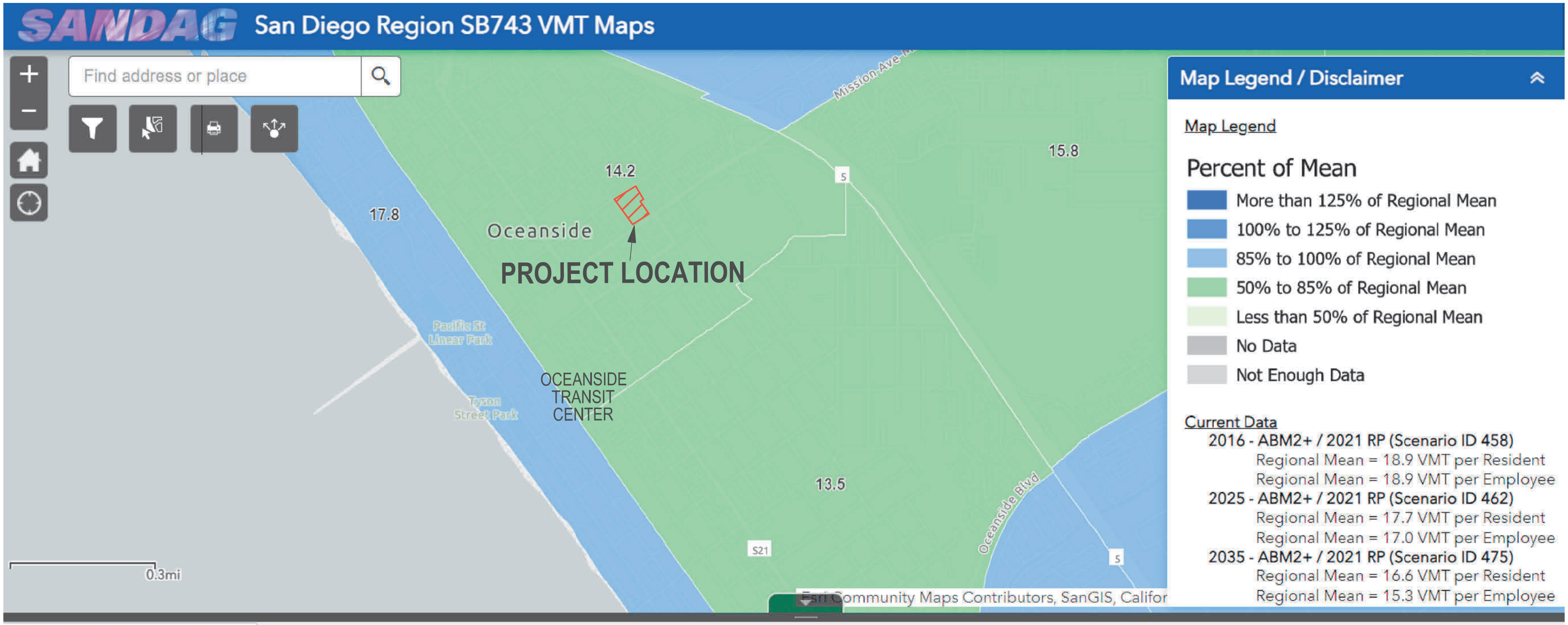
N

**Figure 3**
SANDAG Smart Growth Opportunity Areas




San Diego Region SB743 VMT Maps

Options Filter by map extent Zoom to Clear selection Refresh

| Geography | Name | Residents/Employees | Persons | VMT per Capita | Percent of Mean |
|---|---|---|---|---|---|
| Census Tract | 184 | Residents | 4,176 | 14.2 | 74.8% |

1 features 0 selected

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N

**Figure 4**
SANDAG San Diego Regional SB 743 VMT Map - Residents

**Table 2 – Screened Out Projects**

| Project Type |
|---|
| 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 is consistent with the General Plan at the time of project application. (1)(2) |
| Projects located in a low-VMT generating area identified on the most recent SANDAG SB 743 VMT Screening map |
| Locally serving K-12 schools |
| Day care centers |
| Local parks |
| Locally serving retail uses less than 50,000 square feet, including: gas stations, banks, restaurants, grocery stores, and shopping centers |
| Community institutions (Public libraries, fire stations, local government) |
| Locally serving hotels (e.g. non-destination hotels, non-regionally serving) |
| Student housing projects on or adjacent to college campuses |
| Local serving community colleges that are consistent with the assumptions noted in the most recent SANDAG Regional Transportation Plan/Sustainable Communities Strategy |
| Affordable housing projects (3) |
| Assisted living facilities |
| Senior housing (as defined by HUD) |
| Transit projects |
| Bike projects |
| Pedestrian projects |
| Safety improvement projects (e.g. RRFBs and high visibility crosswalks at uncontrolled locations, pedestrian count down timers, additionally projects identified through the Highway Safety Improvement Program) |
| Safe Routes to School |
| Projects generating less than 500 daily vehicle trips (if inconsistent with adopted General Plan) |
| Projects generating less than 1,000 daily vehicle trips (if consistent with adopted General Plan) |

(1) Projects located in a TPA must be able to access the transit station within a ½ mile walking distance or 6 minute walk continuously without discontinuity of sidewalk or obstructions to the route. Qualifying transit stops means a site containing an existing rail transit station served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (OPR, 2017). A high-quality transit corridor may also be considered if a corridor with fixed route bus service has service intervals no longer than 15 minutes during peak commute hours (OPR, 2017).
(2) Smart Growth Opportunity Area Map is provided in **Appendix B**. The most recent version available shall be used.
(3) If a project is a mix of affordable housing and market rate housing or unscreened use, only the affordable housing component would qualify as screened out. Additionally, any removal of affordable housing automatically requires CEQA VMT analysis.

## 8.0 Determining Project Study Requirements

**Figure 8-1** helps guide development projects in determining the requirements from a local and state perspective in order to help determine study requirements. The screening flowchart indicates an overview of the circumstances where a detailed CEQA VMT analysis would or would not be required and when a project would require a Local Transportation Study or Local Transportation Assessment. The City maintains the discretion to require a project to conduct additional analysis if needed.