Climate Action Plan (CAP) Consistent Checklist

For New Development Subject to Environmental Review
per the California Environmental Quality Act (CEQA)

With the adoption of the **Climate Action Plan (CAP)** on May 8, 2019, the City of Oceanside committed to measures designed to reduce local greenhouse gas (GHG) emissions in a manner consistent with state emissions reduction goals. 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 (Checklist)** consolidates these requirements within a single document, allowing for streamlined compliance review.

The **California Environmental Quality Act (CEQA)** requires that the potential GHG emissions impacts of new development be analyzed, and that significant emissions impacts be mitigated to the extent feasible. Under CEQA, local jurisdictions can establish their own significance thresholds for GHG emissions impacts.

The City of Oceanside has set a significance threshold that aligns with the City's emissions reduction targets as outlined in the CAP (3.5MT CO_2^e per service population). This threshold is discussed in a policy directive that can be furnished upon request. While applicants can choose to conduct project-specific GHG emissions analysis to demonstrate compliance with the City's significance threshold, conforming to the requirements consolidated in the Checklist may be a more expeditious way to address CEQA requirements.

Applicants who choose to utilize the Checklist should factor the associated requirements into the project design process and submit the Checklist concurrently with the initial entitlement application.

Version 2.0 (9/30/2021)

Project Information

Contact Information

Project Number: _____ Project Name: 810 Mission Avenue Project

Property Address/APN: 810 Mission Avenue, Oceanside CA 92054 / APNs: 760-186-3300, 147-191-1100

Applicant: Mr. Michael Winter, Sr Development Manager, Toll Brothers Apartment Living

Address: 23422 Mill Creek Drive, Suite 105, Laguna Hills, CA 92653

Phone Number: 949-503-7703 Email: mwinter2@tollbrothers.com

Is the Checklist being prepared by a professional consultant? ☒ Yes ☐ No

Consultant Firm: Michael Baker International Point of Contact: Michael Baker International

Phone Number: 949-855-5747 Email: kbogue@mbakerintl.com

Project Description

Project Site Area (Acres): 1.42 Status: ☐ Vacant ☒ Developed

If the site is developed, describe nature of existing development: _____

North County Transit District (NCTD) Headquarters office building and associated parking lot

Located within a Smart Growth Opportunity Area? ☒ Yes ☐ No

Located within ¼ mile of a priority corridor? ☒ Yes ☐ No

Consistent with current land use and zoning designations? ☒ Yes ☐ No

Proposed land use(s): ☒ Residential ☐ Commercial ☐ Industrial ☐ Institutional

Residential density: 145 DU/AC Percentage of maximum allowable density: N/A

Commercial FAR: _____ Percentage above minimum commercial FAR: _____

Industrial FAR: _____ Percentage of permeable surface area: _____

Applicability

In accordance with Section 15183.5 of the California Environmental Quality Act (CEQA), the Checklist provides for streamlined review of projects subject to environmental review, offering an alternative to project-specific analysis of GHG emissions impacts. The Checklist is available to projects that meet locational requirements that further the City's efforts to facilitate housing and employment growth in walkable, transit-served areas, as well as projects that either 1) conform to current land use and zoning standards or 2) involve uses that would generate less GHG emissions than those allowed under current standards. Projects not located in walkable, transit-served areas are subject to additional Checklist requirements meant to encourage project design features that facilitate sustainable modes of transportation.

The Checklist is not mandatory. As part of the CEQA process, applicants can choose to mitigate significant GHG emissions impacts by other means. However, the City, as the lead agency for the CEQA process, reserves its discretion to determine if proposed mitigation measures are appropriate and adequate. For example, the City may or may not be amenable to out-of-jurisdiction carbon offsets as a means of mitigating significant GHG emissions impacts, based on the feasibility of on-site mitigation measures, opportunities for local offsets, etc.

Consistent with California's Climate Change Scoping Plan, the City has established a bright line threshold of significance for GHG emissions impacts: 900MT annually, with construction-related emissions amortized over 20 years. Projects that fall under this threshold are not required to conduct analysis of GHG emissions impacts, and thus would not benefit from the Checklist.

CEQA-exempted projects may still be subject to CAP measures. Requirements for on-site renewable energy generation, electric vehicle charging facilities, and transportation demand management (TDM) are triggered by project type and scale, as outlined in Section 3047 of the City's Zoning Ordinance.

The applicability of the Checklist may evolve in response to the City's progress in achieving its emissions reduction goals, new state policies or regulations, new methods of mitigating GHG emissions, etc. When the CAP is periodically updated, it is likely that the Checklist will need to be revised to accord with new or modified emissions reduction measures. The CEQA-qualified status of the CAP, which is the basis for its legal enforceability, relies upon a Checklist that ensures that new development supports the City's emissions reduction goals.

Checklist

Land Use Consistency

The City seeks to accommodate future housing and job growth primarily through infill and redevelopment within already urbanized areas. Specifically, the City seeks to facilitate new residential and employment-oriented development within SANDAG-designated Smart Growth Opportunity Areas and prior corridors (i.e., Coast Hwy, Mission Avenue, Oceanside Blvd, Vista Way). To this end, the Checklist includes locational criteria for new development subject to CEQA review.

Does the project meet one or more of the following locational criteria?

1) The project site is located within a designated Smart Growth Opportunity Area[1].

   ☒ Yes ☐ No

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.

   ☒ Yes ☐ No

3) The project is consistent with current land use and zoning designations.

   ☒ Yes ☐ No

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.

   ☒ Yes ☐ No

[1] Smart Growth Opportunity Areas shall be defined as the half-mile radius around transit facilities identified on the current version of the SANDAG Smart Growth Concept Map.

Projects that do not qualify under any of the above criteria are not eligible for the Checklist. Projects that qualify under Criteria 3 or 4 are subject to additional Checklist requirements, as specified below.

CAP Measure Consistency

Renewable Energy Facilities

Outlined in Section 3047 of the City's Zoning Ordinance, this Checklist requirement applies to the following types of new development:

- Residential projects that include 25 or more dwelling units
- Commercial projects that comprise at least 12,500 square feet of habitable space
- Industrial projects that comprise at least 25,000 square feet of habitable space
- Institutional projects that comprise at least 12,500 square feet of habitable space

Does the project meet one or more of the above-noted thresholds?

☒ Yes ☐ No

If yes, will at least 50 percent of estimated electricity demand be met with on-site renewable, emissions-free energy supply (e.g., solar photovoltaic facilities)?

☐ Yes ☒ No

If no, will the project purchase an energy portfolio comprised of at least 75 percent renewable, emissions-free electricity?

☐ Yes ☒ No

Electric Vehicle Parking and Charging Facilities

Outlined in Section 3048 of the City's Zoning Ordinance, this Checklist requirement is applicable to new development that requires at least five (5) parking spaces.

Is the project subject to this requirement?

☒ Yes ☐ No

If yes, how many electric vehicle parking stalls is the project required to provide?

102

If yes, how many electric vehicle charging stations is the project required to provide?

17

Briefly describe where the required parking spaces and charging stations will be located within the project site. Note the plan sheet(s) on which the parking spaces and charging stations are depicted.

A total of 102 EV parking stalls will be provided, including 17 EV charging stations. See sheets: A-1B1, A-101 & A-102

Recycled Water Infrastructure

The applicability of this requirement is determined by the City's Water Utilities Department. Does the Water Utilities Department require that the project install infrastructure to provide for recycled water service?

☒ Yes ☐ No

If yes, will the project install the required infrastructure?

☒ Yes ☐ No

If yes, please briefly describe how the project will fulfill this requirement.

The City of Oceanside Water Utilities division 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 we are not aware of timing for installation of the future recycled water line in Pier View Way.

Transportation Demand Management (TDM)

As outlined in Section 3050 of the City's Zoning Ordinance, the City requires that all new non-residential development expected to generate at least 50 daily employee commute trips prepare and implement a transportation demand management (TDM) plan that achieves a minimum 20 percent alternative commute mode share, with alternative commute modes being those that don't involve single-occupancy vehicle commute trips in combustion engine vehicles. The City does not prescribe specific TDM measures but rather allows developers and employers to tailor their TDM plans to suit their business location and operations.

Is the project subject to this requirement?

☐ Yes ☒ No

If yes, does the applicant accept this requirement as a condition of project approval? N/A

☐ Yes ☐ No

If yes, please provide a preliminary indication of the resources that will be utilized to prepare the TDM Plan (e.g., qualified traffic consultant, SANDAG Mobility Management Toolbox).

N/A

The TDM Plan must include a monitoring and reporting program that commits the project to submitting a bi-annual status report to the City. Does the applicant agree to conduct ongoing monitoring and reporting of employee commuting choices? N/A

☐ Yes ☐ No

Urban Forestry

As part of its urban forestry efforts, the City requires that all new development establish a minimum tree canopy and permeable surface area. When meeting the minimum tree canopy and permeable surface area requirements on the project site is determined to be infeasible,

applicants can pursue alternatives. Listed in order of preference, these alternatives include installing trees in adjacent public parkways, installing trees elsewhere in the City (subject to review and approval by the Public Works Department), or paying into the City's Tree Fund, should such a fund be established. Minimum tree canopy and permeable surface area requirements are outlined in Section 3049 of the City's Zoning Ordinance.

Does the project comply with minimum tree canopy and permeable surface area requirements?

☒ Yes ☐ No

If yes, do the applicant and successors agree to maintain minimum tree canopy and permeable surface area throughout the life of the project?

☒ Yes ☐ No

Does the applicant intend to pursue one of the above-noted alternatives to establishing minimum on-site tree canopy? N/A

☐ Yes ☐ No

If yes, which alternative does the applicant intend to pursue? N/A

☐ Tree installation in the adjacent public parkway

☐ Tree installation elsewhere in the City, as approved by the Public Works Department

☐ Payment into the City's Tree Fund, in an amount determined by the Public Works Department

If one of the above-noted alternatives is proposed, please explain why compliance with the on-site requirement is infeasible and why the proposed alternative is the most appropriate option.

N/A

Food Scraps Recycling Program

In accordance with state law (AB 1826 and SB 1383), all non-residential uses are required to participate in the City's Food Scraps Recycling Program, which involves placement of food scraps in a separate bin for separate processing. The City's Water Utilities Department and Waste Management of North County provide free technical assistance and training for businesses and their employees.

Is the project subject to this requirement?

☐ Yes ☒ No

If yes, does the applicant agree to ensure that all business owners and employees associated with the project participate in relevant training? N/A

☐ Yes ☐ No

Oceanside Green Business Network (Voluntary)

Supported by the City's Water Utilities Department, the Oceanside Green Business Network is a free program that encourages environmental stewardship in the local business community and provides members with strategies designed to help them thrive in the green economy. While membership is voluntary, applicants for non-residential development as well as those operating businesses within the development are strongly encouraged to join the Network. Membership is contingent upon earning a minimum score on the Network's Sustainability Scorecard.

Does the applicant intend to join and promote membership in the Oceanside Green Business Network?

☐ Yes ☒ No

Energy Efficiency Audits & Analysis (Applicable Only to Projects Not Meeting Locational Criteria 1 or 2)

San Diego Gas and Electric (SDG&E) offers a variety of energy audits and evaluations for both residential and non-residential ratepayers. These programs identify opportunities for enhanced energy efficiency, which can result in lower energy costs. SDG&E services for non-residential development include the Comprehensive Audit Program and the Facility Assessment Service

Program. Applicants for non-residential development located outside of Smart Growth Opportunities areas or a ¼-mile radius of a priority corridor are required to participate in one of the above-noted programs no sooner than one year and no later than two years after initial building occupancy. Applicants are not required to implement the recommendations of the audit.

Is the project subject to this requirement?

☐ Yes ☒ No

If yes, does the applicant agree to participate in an SDG&E energy efficiency audit program within the above-noted timeframe? N/A

☐ Yes ☐ No

Mitigation of Per Capita Vehicle Miles Traveled (VMT) above Baseline (Applicable Only to Projects Not Meeting Locational Criteria 1 or 2)

Consistent with state law (AB 743), the City's CEQA review process includes assessment of impacts on vehicle miles traveled (VMT). In general, projects located in walkable, transit-rich areas are expected to generate less VMT than those located in peripheral areas with more dispersed land use patterns. Projects not meeting locational criteria 1 or 2 are required to incorporate project features that reduce VMT by at least 15 percent below the regional average, consistent with the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment.

Is the project subject to this requirement?

☐ Yes ☒ No

If yes, will the project include features that will reduce estimated VMT by at least 15 percent below the regional average, consistent with the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled (VMT) and Level of Service Assessment? N/A

☐ Yes ☐ No

STAFF DETERMINATION REGARDING CHECKLIST COMPLIANCE

Does the project comply with the City's CAP Consistency Checklist?

□ Yes □ No

If not, what additional information and/or commitments are required?

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_____

Staff Reviewer: _____

Staff Email: _____

Date: _____