

CALIFORNIA COASTAL COMMISSION

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September 23, 1999

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TO: COMMISSIONERS AND INTERESTED PERSONS

**FROM: DEBORAH LEE, SOUTH COAST DEPUTY DIRECTOR
SHERILYN SARB, DISTRICT MANAGER, SAN DIEGO AREA OFFICE
DIANA LILLY, COASTAL PROGRAM ANALYST, SAN DIEGO AREA OFFICE**

**SUBJECT: STAFF RECOMMENDATION ON CITY OF OCEANSIDE MAJOR LCP
AMENDMENT 1-99 (SMALL CRAFT HARBOR PRECISE PLAN)**

SYNOPSIS**SUMMARY OF AMENDMENT REQUEST**

The proposed amendment will replace the existing Oceanside Small Craft Harbor Precise Plan with a new and updated Precise Plan. There are four main components of the development proposed in the Precise Plan. The first is expansion of the existing boat launch facilities, including increasing the number of boat launch ramps from four to nine lanes, creating new boat washdown area, a new dump station, and a new restroom. The second is construction of an approximately 70,000 sq.ft. marine research and interpretive center. The center would house the Pflieger Institute of Environmental Research (PIER), and would include a mini-theater, 250,000 gallon indoor display tank, gift shop, lecture hall, classrooms, research areas and 100-foot long dock for research vessels. The third component is expansion of the parking facilities to accommodate the increase in boat launch ramps, PIER, and additional beach parking. Existing on-site parking would be increased by approximately 318 spaces for a total of 633 on-site parking spaces. Approximately 130 of these would be boat trailer spaces, and approximately 503 spaces would be shared parking for beach users and patrons of the marine research center.

The fourth component involves the construction of a variety of beach amenities including shade structures, picnic areas, new restrooms and food concession buildings, a 20-foot wide, 2,260-foot long concrete boardwalk, fire rings, showers and landscaping. In total, the proposed improvements would encroach approximately 100 feet (8.32 acres) on to existing sandy beach area. In addition, Pacific Street would be extended and a new traffic circle constructed at its terminus. The text of the Precise Plan has also been amended to update portions of the harbor outside the project site. No new projects are proposed in the area of the harbor outside the project area.

The amendment was found suitable for filing in July 1999 and was the subject of a time extension request at the Commission's September 17, 1999 hearing, where the Commission granted the time extension for a period not to exceed one year.

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SUMMARY OF STAFF RECOMMENDATION

Staff is recommending denial of the proposed amendment as submitted and approval if modified as suggested in this report. The proposed amendment involves a significant and unprecedented encroachment on sandy beach area for the construction of parking lots, landscaping, the marine research facility, and various beach amenities. Harbor Beach is a wide sandy beach (a minimum of 290 feet in width) bounded by a groin and jetty that trap sand, making the beach area relatively stable and protected from erosion.

Nevertheless, the permanent removal of 8.32 acres of sandy beach area, even for the construction of public access improvements and a coastal-dependent use, would have a significant short and long term adverse impact on public access and recreation, and would constitute an unacceptable loss of a public resource. Therefore, staff is recommending suggested modifications that would allow construction of the proposed projects only if redesigned to minimize any loss of existing sandy beach.

Other suggested modifications require that parking for the marine research facility be located off-site so as not to displace parking for beachgoers, and that on-site boat trailer parking be minimized to provide the maximum amount of area for general beach parking. As modified, a minimal amount of beach encroachment would be permitted for the proposed boardwalk and public access amenities. Any required shoreline protection for the marine research facility (a coastal-dependent use) must be incorporated into the foundation design, such as driven pile foundation or a vertical seawall incorporated into the foundation design, that does not encroach onto sandy beach.

Additional suggested modifications provide protection for recreational vehicle camping at Harbor Beach, and require use of Best Management Practices to preserve and protect water quality.

The appropriate resolutions and motions begin on page 4. The suggested modifications begin on page 6. The findings for denial of the Land Use Plan Amendment as submitted begin on page 12. The findings for approval of the plan, if modified, begin on page 22.

Because a significant part of the proposed improvements contained in the Precise Plan require beach encroachment, it is staff's understanding that the suggested modifications disallowing encroachment on the beach are not acceptable to the City. In addition, the City and PIER have indicated that the requirement that parking for PIER be located off-site is not acceptable.

LCP BACKGROUND

The City of Oceanside's Local Coastal Program (LCP) was certified by the Commission in July of 1985 and the City assumed permit authority and began issuing coastal

development permits in March of 1986. The City's certified LCP consists of a Land Use Plan (LUP) and Implementing Ordinances. A portion of the LUP is the Oceanside Small Craft Harbor Precise Plan, which identifies both land and water uses and implementation measures for the harbor area. The implementing ordinance for the harbor area is the "H" zone which specifies that allowable uses and implementation shall be as specified in the Precise Plan. The harbor area is administered by the City Council sitting as the harbor district board of directors. This amendment to the LCP proposes to change only the LUP portion of the LCP; no change to the implementing ordinance is required or proposed.

HISTORY

The City of Oceanside first submitted their Local Coastal Program Land Use Plan (LUP) to the Commission in July 1980, and it was certified with suggested modifications on February 19, 1981. This action, however, deferred certification on a portion of the San Luis Rey River valley where an extension of State Route 76 was proposed. On January 25, 1985, the Commission approved with suggested modifications the resubmitted LUP and Implementing Ordinances. The suggested modifications included ones related to the guaranteed provision of recreation and visitor-serving facilities, assurance of the safety of shorefront structures, and the provision of an environmentally sensitive routing of the proposed Route 76 east of Interstate 5. The suggested modifications to the Zoning/Implementation phase resulted in ordinances and other implementation measures that were consistent with the conditionally certified LUP policies.

With one exception, the conditionally certified LUP and Implementing Ordinances were reviewed and approved by the City on May 8, 1985. The City requested that certification be deferred on one parcel adjacent to Buena Vista Lagoon designated by the City for "commercial" use; the Commission's suggested modification designated it as "open space." On July 10, 1985, the Commission certified the City's Local Coastal Program as resubmitted by the City, including deferred certification on the above parcel.

On December 17, 1985, the Commission approved the post-certification appeals maps for the City of Oceanside, and the City began issuing permits in March 1986. In January of 1988, the City amended the Small Craft Harbor Precise Plan, by redesignating Parcel "F" from "dry boat storage and boat launching" to "visitor-serving uses and open space". This is the second amendment to the Harbor Precise Plan.

ADDITIONAL INFORMATION

Further information on the Oceanside Harbor Precise Plan LCP amendment 1-99 may be obtained from Diana Lilly, Coastal Planner, at (619) 521-8036.

PART I. OVERVIEW

A. STANDARD OF REVIEW

The standard of review for land use plans, or their amendments, is found in Section 30512 of the Coastal Act. This section requires the Commission to certify an LUP or LUP amendment if it finds that it meets the requirements of Chapter 3 of the Coastal Act. Specifically, it states:

Section 30512

(c) The Commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200). Except as provided in paragraph (1) of subdivision (a), a decision to certify shall require a majority vote of the appointed membership of the Commission.

Pursuant to Section 30513 of the Coastal Act, the Commission may only reject zoning ordinances or other implementing actions, as well as their amendments, on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. The Commission shall take action by a majority vote of the Commissioners present.

B. PUBLIC PARTICIPATION

The City has held Planning Commission and City Council meetings with regard to the subject amendment request. All of those local hearings were duly noticed to the public. Notice of the subject amendment has been distributed to all known interested parties.

PART II. LOCAL COASTAL PROGRAM SUBMITTAL - RESOLUTIONS

Following a public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation are provided just prior to each resolution.

A. RESOLUTION I (Resolution to deny certification of the City of Oceanside Land Use Plan Amendment 1-99 as submitted)

MOTION I

I move that the Commission certify the City of Oceanside Land Use Plan Amendment 1-99, as submitted.

Staff Recommendation

Staff recommends a **NO** vote and adoption of the following resolution and findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution I

The Commission hereby denies certification of the amendment request to the City of Oceanside LCP Land Use Plan, and adopts the findings stated below on the grounds that the amendment will not meet the requirements of and conform with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; the land use plan, as amended, will not be consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c); and certification of the land use plan amendment does not meet the requirements of Section 21080.5(d)(2)(i) of the California Environmental Quality Act; as there would be feasible measures or feasible alternatives which would substantially lessen significant adverse impacts on the environment.

- B. RESOLUTION II. (Resolution to approve certification of the City of Oceanside Land Use Plan Amendment 1-99, if modified)**

MOTION II

I move that the Commission certify the City of Oceanside Land Use Plan 1-99, if it is modified in conformance with the suggestions set forth in this staff report.

Staff Recommendation

Staff recommends a **YES** vote and adoption of the following resolution and findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution II

The Commission hereby certifies the amendment request to the City of Oceanside LCP Land Use Plan if modified, and adopts the findings stated below on the grounds that the amendment will meet the requirements of and conform with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal

Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; the land use plan, as amended, will be consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c); and certification of the land use plan amendment does meet the requirements of Section 21080.5(d)(2)(i) of the California Environmental Quality Act; as there would be no feasible measures or feasible alternatives which would substantially lessen significant adverse impacts on the environment.

PART III. SUGGESTED MODIFICATIONS

Staff recommends the following suggested revisions to the proposed Precise Plan be adopted. The underlined sections represent language that the Commission suggests be added, and the ~~struck-out~~ sections represent language, which the Commission suggests be deleted from the language as originally submitted.

1. On Page 1-3, the fourth and seventh bullet points at the top of the page shall be revised as follows:

- Construction of ~~three~~ new parking lots to serve the beach users ~~on the west side of Pacific Street~~ and the expansion of the existing lot at the intersection of Pacific Street and Harbor Drive to the extent that new lots can be accommodated without encroaching on sandy beach;

[...]

- A Marine Research and Interpretive Center that would be built on a ~~2.2-acre~~ site located at the north end of the Harbor Beach area; no encroachment on sandy beach would occur.

2. On Page 2-2, the first and second bullet items at the top of the page shall be revised as follows:

- Creation of additional parking facilities in critical parking areas including the Beach Peninsula area, along Harbor Drive North, and improvements to existing parking lots to the extent that new lots can be accommodated without encroaching on sandy beach. Off-site parking shall be utilized for boat trailers to the maximum extent feasible; no more than 130 boat trailer spaces shall be provided on-site. No on-site parking shall be allowed for the marine research and interpretive center; however, adequate free off-site parking to accommodate peak summer demand shall be provided, and a shuttle system, with appropriate incentives, shall be developed to transport visitors to the center. The shuttle shall at a minimum operate daily during the summer season.

- Creation of new lease parcels for restaurant, specialty commercial, yacht sales, marine research and interpretive centers, additional parking facilities in critical parking areas including the Beach Peninsula area, along Harbor Drive North, and improvements to existing parking lots to the extent that new lots can be accommodated without encroaching on sandy beach. Parking for general beach use shall be maximized through such means as re-striping.

3. On Page 3-12, the third paragraph under Parcel F: Current Vacant Parcel, shall be revised as follows:

To accommodate the increased demand for recreational boat launching opportunities, Parcel F east of Pacific Street will be developed as a paved surface parking lot with related support facilities (e.g. boat maneuvering, staging, and washdown areas, and restrooms) for vehicles with trailered boats. Consideration should be given also to use this portion of Parcel F as a dry storage area. The development of Parcel F east of Pacific Street into a new boat launch lot with related support facilities represents an opportunity to create additional parking to help alleviate peak period overloads of the existing boat launch ramp parking lot, and also would provide parking in close proximity to expanded boat launching facilities. However, because boat trailer parking is very space consumptive and has low daily turn-over rates, on-site parking for boat trailers in the Harbor Beach area shall be minimized to the greatest extent feasible, and off-site boat trailer parking shall be emphasized. A maximum of 130 on-site boat trailer parking spaces shall be allowed. The new boat launch will incorporate a landscaped buffer area along the perimeter to screen views of the lot and any on-site storage uses from nearby residential uses within the Harbor Beach area. ~~Parcel F west of Pacific Street will be developed for expanded beach parking. The development of Parcel F west of Pacific Street into~~ Expanded beach parking is a priority and shall be provided to the extent that new lots can be accommodated without encroaching on sandy beach through such means as restriping, to improve public access by providing convenient parking adjacent to the sandy beach, and help alleviate congestion during peak summer weekends.

4. On page 3-14, the first and second paragraphs under Service Buildings shall be revised as follows:

There are currently eight service buildings located within the Harbor District which are administered and maintained by the Harbor District. [...] Additional public restrooms and concession facilities will be provided in the Harbor Beach area to support expanded boat launch and beach related uses (SB10, SB11, SB12 and SB13). No new or expanded concession buildings shall be constructed on sandy beach. [...]

SB1, SB4, SB7, SB11, SB12 AND SB13 – Restroom Facilities

Use to remain the same with remodeling in accordance with the Design Guidelines. [...] Improvements with the Harbor Beach area include constructing new restroom facilities in three locations ~~within the expanded beach parking~~ west of Pacific Avenue. [...] Concession uses or building will be included adjacent to restroom facilities as

appropriate; however, no new or expanded concession buildings will be constructed on sandy beach.

5. On page 3-15, the paragraph entitled New Parcel O, shall be revised as follows:

This parcel consists of Parking Lot #12, which provides 87 parking spaces. A marine research and interpretive facility is envisioned to encompass approximately 2.2-acres, and will require the use of a new lease parcel with off-site parking and a shuttle system with appropriate incentives to transport visitors to the facility, and an access road with a turn-around area for emergency vehicles. The new marine research and interpretive facility will be located adjacent to the existing Parcel H leasehold, and sited and designed in such a manner that no encroachment on sandy beach will occur. In addition, the facility shall be sited and designed in a manner that ensures that any required shoreline protection for the marine research facility will be incorporated into the foundation design, and will not encroach onto sandy beach. Any protection shall be designed to minimize effects on wave action, run-up or sand movement on Harbor Beach. Included in the new parcel would be a dock for at least two boats, which would be used for research and educational purposes.

6. On page 3-22, the second complete paragraph shall be revised as follows:

In coordination with the extension of Pacific Street along the beach area, and the revision and expansion of the current launch ramp parking areas, provide parking for expanded recreational boat launching opportunities consistent with Department of Boating and Waterways criteria. However, on-site parking for boat trailers in the Harbor Beach area shall be minimized to the greatest extent feasible, and off-site boat trailer parking shall be emphasized. A maximum of 130 on-site boat trailer parking spaces shall be allowed. To meet the demand for increased beach parking and to promote the Harbor Beach area as a regional beach destination point, approximately additional on-site public spaces will be developed west of in association with an extended Pacific Street to the maximum extent feasible without encroaching on sandy beach area to provide immediate access to the beach area. New spaces in the Harbor Beach area could be used as shared parking for beach and marine research facility or other marine-related public/semi-public use parking. No new or existing spaces in the Harbor Beach area will be used for parking for the marine research facility; however, adequate free off-site parking shall be provided, and a shuttle system, with appropriate incentives, shall be developed to transport visitors to the center. The shuttle shall at a minimum operate daily during the summer season. ~~All~~ Expanded parking facilities may include public restrooms and appropriate landscaping. A nominal pay gate or meter or season permit charge for the beach parking, along with appropriate charges for ramp parking/launch use could provide additional revenues to offset improvements costs.

7. On Page 3-22, the following language shall be added to the end of the second complete paragraph as follows:

Existing sandy beach area west of Pacific Street, north of Harbor Drive shall be maintained for public recreation use and not developed for parking facilities or concession structures. Development in this area shall be limited to restrooms, recreational equipment, picnic facilities, a boardwalk and other uses normally associated with public recreation and incidental landscaping. No sandy beach area shall be converted to turf.

8. On Page 3-23, the first paragraph shall be revised as follows:

To accommodate the increased demand for recreational boat launching opportunities, Parcel F east of Pacific Street will be developed as a paved surface parking lot with related support facilities (e.g. boat maneuvering, staging, and washdown areas, and restrooms) for vehicles with trailered boats. The development of Parcel F east of Pacific Street into a new boat launch lot with related support facilities represents an opportunity to create additional parking to help alleviate peak period overloads of the existing boat launch ramp parking lot, and also would provide parking in close proximity to expanded boat launching facilities. However, because boat trailer parking is very space consumptive and has low daily turn-over rates, on-site parking for boat trailers in the Harbor Beach area shall be minimized to the greatest extent feasible, and off-site boat trailer parking shall be emphasized. A maximum of 130 on-site boat trailer parking spaces shall be allowed. The new boat launch will incorporate a landscaped buffer area along the perimeter to screen views of the lot and any on-site storage uses from nearby residential uses within the Harbor Beach area. ~~Parcel F west of Pacific Street will be developed for expanded beach parking. The development of Parcel F west of Pacific Street into~~ Expanded beach parking is a priority and shall be provided to the extent that new lots can be accommodated without encroaching on sandy beach by such means as re-striping, to improve public access by providing convenient parking adjacent to the sandy beach, and help alleviate congestion during peak summer weekends.

9. On Page 3-24, the first bullet point under 3.3.6 Other Land Uses and Activities shall be revised as follows:

- Proposed improvements along the beach area in the short-term would include redeveloping and reconfiguring existing Lots 10, 11A, and 11B, and construction of three new paved lots ~~containing approximately 200-250 new beach parking spaces west of extended Pacific Street~~ to the extent that new lots can be accommodated without encroaching on sandy beach. Parking for general beach use shall be maximized through such means as re-striping. Facilities that will be removed to implement beach and boat launch parking improvements shall be replaced, and additional facilities constructed where appropriate. such facilities include a pedestrian boardwalk, new signs, small picnic areas, a paved bicycle path connecting to a Harbor bike path system, and additional restroom buildings as appropriate. Encroachment on sandy beach area for construction of the boardwalk and other minor public access improvements shall be minimized to the greatest extent feasible. No sandy beach area shall be converted to turf. No

shoreline protective structures shall be constructed to protect these accessory improvements; however, a vertical sand screen wall adjacent to the boardwalk is permitted.

10. On page 3-25, the following policy language shall be inserted after the last entry under Section 3.3.6 Other Land Uses and Activities:

- Overnight parking shall be permitted year-round; however, restrictions on the length of consecutive night stays may be implemented.
- The following water quality controls measures shall be implemented:
 - BMPs such as: silt traps, catch basins, oil degreasers, and grease traps shall be incorporated into the design of development that increases impermeable surfaces, including parking lots
 - Runoff from the boat washdown area shall be directed into the storm drain system and treated by an oil separator or grease trap
 - The petroleum product storage and delivery system of the fueling facility shall be upgraded
 - Permanent structural BMPs such: infiltration trenches, French drains, and vegetation controls shall be installed along surrounding waterways
 - Effluent from PIER shall be filtered to meet discharge requirements of the Regional Water Quality Control Board
 - A public/employee education program designed to raise the level of awareness of water quality issues around the harbor including such elements as catch basin stenciling, public and employee awareness signs, posters and brochures
 - A material use control program for materials with a potential to contaminate storm water including guidelines such as proper storage and disposal practices for potential pollutants, prohibiting the storage of uncovered hazardous substances in outdoor areas, prohibiting the use of pesticides and herbicides list by the Environmental Protection Agency, and a spill prevention/response procedures and shipping/receiving practices
 - A street sweeping and cleaning program
 - A landscape management plan that includes herbicide/pesticide management

11. On page 3-26, the first bullet item shall be revised as follows:

- Improve opportunities to launch trailered boats and personal watercraft in the Harbor Beach Area by adding lanes to the existing Harbor Beach launch ramp, or providing additional ramps at other locations consistent with Department of Boating and Waterways criteria. An opportunity exists to expand the existing four-lane concrete ramp located between berthing dock "T" and the U.S. Coast guard dock to nine-lanes, including upgrades to existing infrastructure, support buildings, and expansion of paved parking to serve the expanded boat launch ramp. However, because boat trailer parking is very space consumptive and has low daily turn-over rates, on-site parking for boat trailers in the Harbor Beach area shall be minimized to the greatest extent

feasible, and off-site boat trailer parking shall be emphasized. . A maximum of 130 on-site boat trailer parking spaces shall be allowed. [...]

12. On page 3.34, the first bullet item under 3.4.4 Parking, shall be revised as follows:

- Expanded beach parking in the Harbor Beach area identified in the Short-Range Plan, in combination with the use of off-site areas for boat-trailer parking and shuttle service from off-site parking areas for the marine research facility would help accommodate parking during peak demand periods. This would preclude the need to provide temporary overflow parking.

13. Figures 2.7(b), 3-2, 3-2A, and 3-3 shall be revised consistent with the above policies disallowing encroachment on sandy beach for the Marine Research and Interpretive Center or new or expanded parking lots.

14. Appendix A, Oceanside Harbor Precise Plan Amendment California Coastal Act Consistency, beginning on page A-1, shall be deleted from the Precise Plan Amendment and shall not be considered part of the certified Local Coastal Program.

15. The City shall incorporate into the LCP a shuttle system, public information and incentive program for off-site parking to serve the Marine Research and Interpretive Center which includes, but is not limited to the following components:

- a) Free off-site parking in an amount sufficient to accommodate 100% of the projected summer parking demand for the Center
- b) Shuttle schedule and route designed to maximize access to the Center daily during the summer season
- c) Public advertisement/information program which identifies free off-site parking and efficient shuttle service as part of the Center experience
- d) On and off-site signage program

16. The City shall incorporate into the LCP a Best Management Practices Program for the marina which includes, but is not limited to the following components:

- a) Solid Waste Management
- b) Fish Waste Management
- c) Liquid Waste Management
- d) Petroleum Control Management
- e) Boat Cleaning
- f) Public Education
- g) Maintenance of Sewage Facilities
- h) Boat Operation

PART IV. FINDINGS FOR DENIAL OF CERTIFICATION OF THE CITY OF OCEANSIDE LCP LAND USE PLAN AMENDMENT 1-99, AS SUBMITTED

A. AMENDMENT DESCRIPTION

The proposed amendment would replace the existing Oceanside Small Craft Harbor Precise Plan in its entirety. The plan contains a short-range plan, intended to generally cover the time period from the present to 2003, and a long-range plan, which plans for the post-2003 time period. However, the plan itself mostly consists of a description of the proposed future developments. There are four main components of the development proposed in the Precise Plan: Expansion of boat launch facilities; construction of an approximately 70,000 sq.ft. marine research and interpretive center; expansion of the parking facilities to accommodate the increase in boat launch ramps, the proposed marine research facility, and additional beach parking; and a variety of beach amenities including a new boardwalk. In addition, Pacific Street would be extended and a new traffic circle constructed at its terminus. The text of the Precise Plan has also been amended to update portions of the harbor outside the project site. No new projects are proposed in the area of the harbor outside the project area.

The Harbor Beach area consists of a peninsular land mass approximately 2,400 sq.ft. long by about 630 feet wide, including a 400 to 450-foot-wide sandy beach area. The area is bound by the main harbor entrance to the north, the San Luis Rey River month and jetty to the south, the harbor basin to the east, and the Pacific Ocean to the west. There are currently four paved parking lots on the site, providing a total of 315 parking spaces, 77 of which are reserved for cars with boat trailers. Recreational vehicle parking is allowed year-round. There are an additional 540 "off-site" spaces in the lots identified as Lot 1 and the Surf rider Lot (see Exhibit 8). All of the lots are paid parking except for the 386 spaces in Lot 1.

The proposed expansion of the boat launch facilities would consist of increasing the number of boat launch ramps from four to nine lanes, including a dedicated lane for personal watercraft (however, personal watercraft are not allowed inside the surf zone or on the beach area except for pre-authorized special events). Five new 15-foot wide concrete launch ramps would be constructed north and adjacent to the existing launch ramp, and the existing launch ramp would be expanded from 105 to 168 feet in width. Other components include a new boat washdown area, a new dump station, and a new restroom. Boat trailer parking for the expanded launch ramp would be increased to 230 spaces—130 on-site spaces, and 100 off-site spaces at Parking Lot 1. The new boat trailer parking area would encroach approximately .24 acres onto sandy beach.

The proposed marine research institute would house the Pflieger Institute of Environmental Research (PIER) in an approximately 70,000 sq.ft. building on 2.2 acres at the northern end of the Harbor Beach area, at the site of an existing 87-space public parking lot. The mission and purpose of the Institute includes a variety of ocean research, public education, and conservation programs. The two-story, 32-foot high

building would include outdoor research areas and tanks, administrative offices, a public display area, aquariums, classroom, a mini-theater, and gift-shop. A new 100-foot long dock is proposed to tie up research vessels. An influent and effluent pipe system would transport seawater to the institute and return water to the ocean. The building would encroach on approximately .86 acres of sandy beach. Shoreline protection is proposed in the form of buried riprap and a vertical sheet pile seawall on the sand, west of the proposed boardwalk. The Institute is projected to have an annual attendance of 250,000 people, and attract approximately 2,030 persons during a peak-summer-weekend day.

The proposed new parking lots would consist of approximately 318 new parking spaces located on approximately 3 acres west of the existing Pacific Street, on area which is now sandy beach. One hundred-thirty spaces would be reserved for boat trailers. In total, there would be 633 on-site parking spaces. All of the new parking spaces would be paid parking. Approximately 503 parking spaces would be allocated jointly for beach users and patrons of the PIER institute. Although these parking spaces would be available on a first-come first-serve basis, the parking fee for a portion of these spaces (at least 151 spaces) would be \$10 rather than the \$5 that is charged for the rest of the spaces. A \$5 dollar parking "rebate" would be made available to PIER visitors. The new parking lots would encroach onto sandy beach approximately 2.98 acres. Shuttles are proposed to be provided from Parking Lot 1 and the Surfrider parking lot on peak use weekends and holidays in the summer.

The proposed beach amenities include shade structures, picnic areas, new restrooms and food concession buildings, a 20-foot wide, 2,260-foot long concrete boardwalk, a 30-inch high sand screen wall, fire rings, showers and landscaping. New restroom and beach concession facilities with storage for beach maintenance and lifeguard equipment would be located in three locations between the proposed parking lots. Beach encroachment for the boardwalk, play areas, restrooms, and concession buildings would total approximately 1.32 acres. The proposed landscaping improvements would encroach on approximately 2.18 acres of sandy beach.

B. CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The Commission finds, pursuant to Section 30512.2b of the Coastal Act, that portions of the Land Use Plan as set forth in the preceding resolutions, are not in conformance with the policies and requirements of Chapter 3 of the Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act which states:

The legislature further finds and declares that the basic goals of the state for the Coastal Zone are to:

- a) Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.
- b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.

c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.

(d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.

(e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The Commission therefore finds, for the specific reasons detailed below, that the land use plan does not conform with Chapter 3 of the Coastal Act or the goals of the state for the coastal zone.

C. NONCONFORMITY WITH CHAPTER 3

The following Coastal Act policies apply to the proposed amendment:

Section 30210

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212.5

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area. [...]

Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30223

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30224

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30230

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate

Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30235

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

Section 30253

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

[...]

1. Public Access and Recreation

a. **Beach Encroachment**

As noted in the above-cited sections, the Coastal Act promotes and preserves a full range of public access opportunities along the shoreline, including the provision of lower cost visitor-serving facilities which serve and support coastal visitors. As proposed in the Precise Plan, new development would provide additional marine recreational facilities through expansion of the boat launch facilities, would construct a marine-related, coastal dependent research facility that includes public access and public education components, would increase parking for beach, boat, and research facility patrons, and would construct additional beach amenities and landscaping. All of these projects are high-priority uses supported by the Coastal Act.

However, the proposed development also has the potential to adversely impact coastal access and recreation. In total, the proposed development in the plan would encroach on approximately 8.32 acres of existing sandy beach area. Harbor Beach is bounded on the north by the South Jetty of the Harbor entrance channel and on the south by a groin situated perpendicular to the beach as an extension of the south bank of the San Luis Rey River flood-containment wall. An EIR conducted for the proposed amendment documents the history of Harbor Beach. The jetty and groin are very effective sand traps that have limited the amount of sand erosion on the beach. Unlike most beaches in San

Diego County, Harbor Beach is a very stable beach, with beach size actually increasing (aside from seasonal variations) by as much as 10 acres since 1964. In the time period from 1968 to 1997, the minimum rainy season beach width was 290 feet. The minimum non-rainy season beach width was 386 feet. The maximum beach width in both seasons since 1968 was 607 feet. To be conservative, the analysis in the EIR assumed a beach width of 290 feet.

A study performed for the project EIR found that beach users at Harbor Beach typically concentrate in two areas; between the high tide bermline and the water's edge, and near the beach parking lots where the picnic areas, concession stands, and shade structures are located. Thus, there is typically an under-utilized area of sand in the middle of the beach between these two preferred areas. In addition, parking studies conducted at the subject site found that during the summer months, all of the on-site parking and most of the off-site parking was occupied, suggesting that the amount of recreational usage at this location may be limited by the amount of available parking on the site.

Thus, the provision of additional parking areas and recreational amenities is intended to enhance beach access and recreational opportunities. In total, the proposed developments in the Precise Plan would encroach approximately 100 feet onto the sand. Most of the encroachment would be for expanded parking lots (3.22 acres) and landscaping (2.18 acres), the proposed PIER institute would occupy approximately .86 acres, and the remaining 2.06 acres of encroachment would be for the proposed beach amenities including restrooms and a concession building (see Exhibit 6 for a detailed breakdown of the proposed encroachment). Thus, after implementation of the Precise Plan, if the beach width remains no less than 290 feet, the beach would be approximately 200 feet wide. The City notes that SANDAG's "Shoreline Preservation Strategy for the San Diego Region" estimates that an annual beach width of 161 feet would be adequate to meet 100 percent of beach recreation needs until the year 2040 in the City of Oceanside.

There is evidence that the beach in this particular location is not likely to experience the extensive erosion seen at other north county beaches over the last decade. A report on Harbor Beach performed for the project EIR ("History, Width, and Stability of Harbor Beach" by Coastal Environments, Oceanographic and Coastal Services, May 4, 1998) notes the jetty and groin limit the rate of longshore sand transport in the area. These structures effectively create an isolated and sheltered pocket beach, making Harbor Beach relatively wide and stable compared with other beaches in San Diego County. There has never been any beach replenishment projects at Harbor Beach. Yet shortly after the structures were constructed in 1961 and 1968, the beach increased in width from about 150 feet to 500 feet.

Nevertheless, sand and wave conditions are changeable over time. Upstream sand sources could be altered, lessening the ability of the beach to recover after winter storms. Changes in the size, length, or configuration of the jetty and groin could reduce their effectiveness in trapping sand. Long-term climatic changes such as global warming and sea level rise could reduce beach width. Social changes could impact the use of Harbor Beach as well. Population forecasts suggest that coastal populations will only continue to

rise, increasing the demand for beach area. Mass transit systems could be implemented in the future allowing more people access to the beach that is not dependent on the availability of parking.

Once sand area is developed, it is reasonable to assume it will never be returned to beach use, regardless of future demand. Even if SANDAG's estimate that a 160-foot wide beach is adequate to meet public demand until 2040 is correct, when determining the fate of an irreplaceable resource like a sandy beach, it is necessary to plan for the worse-case, long-term scenario, even if that means planning more than 50 years in advance. Even the Harbor Beach history and stability report contained in the project EIR suggests that mitigation in the form of placing additional sand on the beach or reducing the footprint of the expansion is appropriate to mitigate for the recreational impacts, although no mitigation is proposed in the Precise Plan.

The public access and recreational policies of the Coastal Act were designed to protect oceanfront land for recreational purposes in perpetuity. A review of past Commission actions indicates that since passage of the Coastal Act, no significant amount of new encroachment on sandy beach has been permitted except for limited amounts for public access amenities such as stairways, boardwalks, restrooms, and other minor improvements. There is no precedent for allowing parking lots or a structure such as a research/educational facility to be constructed on the beach. In addition, although grassy areas upland of beach area are attractive amenities, turf area can be located and enjoyed anywhere; sandy beach is a unique feature of the ocean landscape. Converting beach area into turf would result in an unacceptable loss of a coastal resource.

Harbor Beach is one of the few places in California where there is an existing wide sandy beach that is likely to remain wide in the near future. Like many beaches near urban centers, existing parking on the site is inadequate to meet demand. Unfortunately, wide beaches are becoming less common in the state. The wide open spaces of Harbor Beach is itself a valuable amenity worthy of protection, and it is not clear that there will never be a demand for that beach area. Sacrificing irreplaceable sandy beach to expand parking lots, however badly needed, would set a very serious adverse precedent, opening the door to the possibility of different types of encroachment on other beaches not as wide and stable as Harbor Beach. There are alternative means of increasing public beach access that do not involve usurping beach areas, such as constructing additional off-site parking lots and instituting a shuttle service. The marine research institute can explore alternative building designs and/or reduce the size of the structure to eliminate the proposed encroachment. Landscaping can be scaled back.

Therefore, as proposed, the amendment is not consistent with the public access and public recreation policies of the Coastal Act, and must be denied.

b. Parking

The proposed parking lot expansion would encroach 3.22 acres onto the beach. The expanded parking would increase the number of parking spaces from 315 to 633, an

increase of 318 spaces. Of those 633 spaces, 130 would be for boat trailer parking only. The remaining 503 spaces along the west side of Pacific Street and north of the Launch Ramp parking lot would be made available on a first-come, first-serve basis to beach goers and PIER patrons. The parking fee for at least 151 of these spaces would be \$10, with a \$5 discount given to PIER visitors. A parking and traffic study performed for PIER determined that the institute would demand 338 parking spaces on weekends. Thus, although the Precise Plan calls for an additional 318 parking spaces to be constructed, PIER would generate a demand for 338 parking spaces, during the time when demand for beach use is highest. In addition, at least 151 of the total on-site spaces would only be available to the beach going public at a higher cost.

The Precise Plan includes a parking management program to help manage parking conflicts, which includes implementation of a shuttle system for beach users to the Surf rider parking lot and Lot 1 during summer weekends. Nevertheless, the proposed amendment would still result in a net loss of available parking for beach goers, which would represent a significant adverse impact to coastal access. As an alternative, if parking for PIER was located off-site, the usurpation of beach spaces by PIER patrons would be avoided, and the need to encroach on sandy beach to provide the necessary parking for the proposed marine research center would be eliminated.

Similarly, the plan calls for the expansion of boat trailer parking spaces from 77 to 130 spaces. An additional 100 spaces would be located off-site in Parking Lot 1. Increasing the number of ramps does not necessarily mean the demand for boat trailer parking spaces will increase, because more launch ramps does not necessarily mean more people will launch boats; rather, it can be more of an indication of how quickly boat users will be able to enter the water. Decreasing waiting times at the boat launches would improve the recreational experience for boaters, and is consistent with the Coastal Act goals of increasing public launching facilities.

However, the State Department of Boating and Waterways, which is providing a \$3,478,000 grant for the construction of the 9-lane launch ramp, does have minimum on-site parking requirements based on the number of launch ramps. The City of Oceanside has indicated that Boating and Waterway's general requirement for parking is 20-30 boat trailer spaces per launching lane. The minimum number of spaces required for 9 lanes is 180. Because 100 off-site spaces will be provided, the Department of Boating and Waterways has approved lowering the on-site requirement to 130 spaces.

However, boat trailer spaces are nearly twice as long as car spaces, thus, far fewer trailer spaces than car spaces can be provided in the same area. The fewer the number of boat trailer spaces located on the project site, the more parking can be provided for general beach use without beach encroachment. In addition, minimizing boat trailer parking on-site provides the most access opportunities to the greatest number of people. Beach parking spaces generally turn-over several times a day, providing access for many people, while trailer spaces are more likely to be filled for a entire day or several days at a time. Finally, since boat trailer spaces are more likely to be filled for long periods with an empty trailer, it makes more sense to have these spaces located further away from the

beach than beach parking spaces, which are not only occupied by a greater number of people during a day, but by people who are likely to be loaded down with beach paraphernalia. However, as currently proposed, the Precise Plan does not emphasize the provision of off-site boat-trailer parking or contain policies requiring that on-site boat trailer parking be minimized, and thus, would result in adverse impacts to public access and recreation.

c. Overnight Accommodations

Although the Harbor Beach area is not specifically designated for camping, recreational vehicles are currently permitted to park overnight on a first-come first-serve basis year-round in the parking lot at Harbor Beach. Beach camping spaces are at a premium in San Diego County, and most overnight beach facilities require reservations weeks or months in advance. Thus, although there are no hook-ups or other camping-specific amenities at the site, the ability to "dry" camp at this location is an important amenity, and serves as low-cost, visitor-serving accommodation.

There are no protections for overnight camping contained in the Precise Plan, and the City has indicated its intent to prohibit overnight recreational vehicle parking during the peak summer months. The City of Oceanside did recognize that this would have some adverse impact on beach campers; however, the purpose of the seasonal restriction is to increase turnover in the parking spaces to allow a greater number of people to access and use the beach during the busy summer season. However, the prohibition would impact the camping season when demand for visitor-serving accommodations is also at its highest.

As proposed, the Precise Plan would have a significant adverse impact on public access and recreation by allowing a substantial encroachment on sandy beach, constructing a marine research facility with a high demand for parking and increasing boat trailer parking at the expense of beach users, and prohibiting camping, a low-cost, visitor-serving use, during the time when demand for such a use is highest. Allowing the plan to be implemented in its current form would set a significant adverse precedent. Therefore, the Commission cannot find the LUP amendment consistent with the above-cited Chapter 3 policies of the Coastal Act and denies the amendment.

2. Shoreline Protection

The EIR for the proposed Precise Plan indicates that during winter storm events, the northerly part of the beach where PIER would be located, is subject to erosion. The EIR recommends several design strategies to provide erosion protection for PIER, including construction of a hidden riprap revetment beneath the boardwalk or placing the building on a driven pile foundation to provide storm event protection. The geotechnical study done for the EIR indicates that any construction of revetments or seawalls should be designed to minimize the effects on wave action, run-up, or sand movement on Harbor Beach.

There are a number of adverse impacts associated with the proposed construction of shoreline protective devices, including impacts to shoreline sand supply from fixing the back of the beach, scour impacts, alteration of the natural landscape, and impacts on public access and recreation from direct encroachment on the beach. "Hidden" revetments can eventually become exposed or migrate, blocking access and creating a visual impact. Therefore, the alternative proposed in the EIR to place the building on a driven pile foundation instead of constructing a vertical seawall or riprap revetment, would avoid direct encroachment on the beach, and would not have an adverse visual impact, is a preferred alternative. As currently proposed, the precise plan does not provide any policy direction that new development be designed to avoid the impacts to coastal resources associated with shoreline protective devices. Therefore, the Commission cannot find the LUP amendment consistent with the above-cited Chapter 3 policies of the Coastal Act and denies the amendment.

3. Water Quality

There are number of ways in which water quality at Harbor Beach could be adversely impacted by the development proposed in the Precise Plan. An increase in paved and/or impermeable surfaces may occur. This has the potential to increase the quantity of runoff to the harbor. This runoff would contain contaminants associated with vehicles. The boat launch expansion may result in greater, or at least more frequent, use of the boat washdown area than occurs now. Currently the water which runs off boats flows through a drain pipe directly into the harbor. The proposed PIER facility would feature an influent and effluent pipe system to transport sea water to the aquarium tanks and return the filtered water to the ocean.

The EIR for the proposed Precise Plan offers a number of Best Management Practices (BMPs) for new and on-going development in the Harbor Beach area, including installing oil separators or grease traps in the storm drain system, connecting the boat washdown area to the storm drain system, installing infiltration trenches, vegetation controls, and public education programs. The proposed Plan notes that the highest priority goal developed in planning workshops for the Precise Plan is to protect and improve overall water quality in the Harbor beach area, including specific measures to eliminate point-source pollution of the San Luis Rey River and control non-point source pollution through BMPs including the filtering of all runoff from paved parking areas. However, the Precise Plan does not specifically include any policy language requiring BMPs to be implemented and maintained. Without this protection, there is no assurance that individual projects will conform to the BMPs offered in the EIR.

In addition, although no changes are proposed to the existing marina in the plan area, operation of the marine does fall under the policies of the Harbor Precise Plan. However, there are no policies regarding the implementation of BMPs for the marina in the existing or proposed Precise Plan. Therefore, as proposed, the Precise Plan cannot be found consistent with the resource protection policies of the Coastal Act and must be denied.

4. Procedural Inaccuracy

Finally, the proposed Precise Plan contains an Appendix "A" that reviews the Coastal Act policies applicable to the Precise Plan and discusses the Plan's consistency with the Coastal Act. These findings do not reflect the Commission's findings on the Plan's consistency with the Coastal Act, and it would be inaccurate and misleading if included in the certified LCP. Therefore, the Commission cannot find the LUP amendment as proposed consistent with the above-cited Chapter 3 policies of the Coastal Act and denies the amendment.

PART V. FINDINGS FOR APPROVAL OF THE CITY OF OCEANSIDE LAND USE PLAN LAND USE PLAN 1-99, IF MODIFIED

A. SUMMARY FINDING/CONFORMANCE WITH SECTION 3001.5 OF THE COASTAL ACT

As suggested for modification below, the amended land use plan will reflect the scope of the applicable Chapter 3 policies and assure coastal access, public recreation, visitor-serving uses and marine resources will be protected. The Commission finds, pursuant to Section 30512.2b of the Coastal Act, that the City of Oceanside Land Use Plan amendment, as set forth in the resolution for certification with suggested modifications, is consistent with the policies and requirements of Chapter 3 of the Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act.

B. SPECIFIC FINDINGS FOR APPROVAL

As discussed above, the loss of over eight acres of sandy beach for the construction of parking lots, a marine research institute, concession stands, and landscaping, would represent an unprecedented adverse impact on coastal access and public recreation, and cannot be found consistent with the policies of the Coastal Act. Nevertheless, the proposed coastal access and recreational amenities and PIER are all high-priority uses under the Coastal Act and should be encouraged as long as they are not built at the expense of existing beach area. There are alternative ways of increasing beach access that do not involve usurping sandy beach, such as constructing additional off-site parking lots, parking structures and/or instituting shuttle service. The marine research institute can explore alternative building designs and/or reduce the size of the structure to eliminate the proposed encroachment.

Therefore, in order to ensure that significant impacts to public access and recreation are avoided, Suggested Modifications #1 through #9 and #13 add language to the Precise Plan prohibiting encroachment on sandy beach for parking lots, PIER, concession stands, and turf improvements.

Suggested Modifications #2, 5, 6, and 12 prohibit on-site parking for PIER and require that adequate free parking for PIER be provided off-site, with appropriate additional

incentives developed to support a shuttle service. The PIER applicants have expressed concerns that the facility will be not economically viable if on-site parking adjacent to the facility is not provided. However, as discussed above, PIER would generate a demand for approximately 338 parking spaces a day during the peak summer season. These visitors would be directly competing for the very limited parking available at Harbor Beach. A shuttle service would allow PIER to be located in its preferred location on the water, without usurping the preponderance of the on-site parking available to beach users. If done properly, a loop shuttle system along with a public information program identifying the off-site parking and shuttle service as the only way to access PIER can be effective.

In addition, as noted above, there is an alternative site available for PIER. While the site is not adjacent to the water and thus would present some logistical and financial obstacles for the institute, the site would have adequate on-site parking that would not interfere with beach parking. If off-site parking is not an acceptable alternative for PIER, the coastal dependent use could be constructed at the alternative site. Thus, only as modified to require off-site parking for PIER, can the amendment be found consistent with the public access policies of the Coastal Act.

Suggested Modifications #2, 3, 6, 8, 11, and 12 add language to the plan requiring that off-site boat trailer parking be emphasized, and that on-site trailer parking be minimized. Boat trailer spaces are very space consumptive compared to car spaces, and can accommodate far fewer vehicles. Providing as much boat trailer parking off-site as possible will not only reduce the amount of beach encroachment, but will reduce access conflicts between boaters and beach users. The Commission recognizes that if no encroachment on the beach is permitted, the ability to increase general beach parking is limited. Thus, it is particularly important that the number of boat trailer spaces is limited. Thus, the Suggested Modifications cap the number of boat trailer spaces which can be provided at 130. In addition, the Modifications require the number of general beach parking spaces to be maximized on the site, through such means as re-striping.

In contrast to the above-described development, minor amounts of beach encroachment for public access facilities that significantly enhance the recreational experience and cannot reasonably be provided upland, such as a boardwalk on the edge of the sand, restrooms, lifeguard facilities, play equipment, and accent landscaping, have traditionally been permitted on sandy area if minimized to the greatest extent feasible. In order to ensure that these facilities are no larger than necessary for functional purposes, and will not require additional beach encroachment in the future for shoreline protection, Suggested Modification #9 limits encroachment for the boardwalk, and other accessory public access improvements to the minimum amount necessary. As discussed in detail above, shoreline protection can involve beach encroachment, impacts on sand supply, and adverse visual impacts, Suggested Modification #9 indicates that no shoreline protection will be considered for these structures in the future, except for a vertical sand screening wall adjacent to the boardwalk.

As proposed, shoreline protection in the form a hidden revetment is proposed for the PIER facility. However, there are alternatives to the proposed project that would avoid need for a revetment. There is an alternative location identified for PIER that would not require the construction of any shoreline protection. The EIR for the project identifies a location in downtown Oceanside east of Meyers Street, south of Civic Center Way, north of Mission Avenue, and west of the railroad tracks. The site is near enough to the ocean that it would be possible to lay piping to provide seawater to the facility. Adequate parking is also available in the area that would not compete with beach parking.

However, the piping would involve a substantial extra cost for the facility. Because the alternative site is not adjacent to the ocean, the facility would not have access to an on-site dock to moor its research vessels. In addition, because the lack of an on-site dock would require that research specimens be transported to the aquarium via trucks equipped with tank systems. Thus, although feasible, the alternative location is not particularly desirable or cost-effective for PIER. The proposed PIER facility is a joint research and education establishment. Part of the facility consists of public displays and aquarium tanks; however, PIER is not just a public aquarium (which are not coastal dependent and can be located in inland areas) but is also a bonafide marine research laboratory conducting a variety of marine fisheries and ecological research projects. The facility must be located fairly near the water because it requires a constant supply of seawater to support the growing and study of marine organisms. Thus, PIER constitutes a high-priority coastal dependent use, that will provide a public benefit.

The EIR suggests a means by which the project could be constructed at Harbor Beach without harming coastal resources. The building could be placed on a proposed stone column foundation design. This would avoid the threat from erosion and undermining, would not encroach on the beach, and would not have an adverse visual impact. The Commission's engineer has reviewed the proposed Precise Plan and determined that the proposed development would have little if any effect on sediment transport to and from the beach. The width of this beach is strongly influenced by the structures up and down coast of the beach. The development on the back of the beach would halt extreme erosion of the beach area, but this beach does not seem to exhibit long-term erosion trends. So the foreshore will continue to move landward and seaward, independently of the back beach location. Thus, no significant impacts on shoreline sand supply are anticipate as a result of the proposed structure. Therefore, in order to limit beach encroachment and visual impacts associated with PIER, Suggested Modification #5 requires that the structure be designed such that any required shoreline protection associated with PIER be limited to foundation support such as driven piles, or a vertical seawall incorporated in the foundation design that does not encroach onto the beach. Thus, the development will not have an adverse impact on public access, because it will not encroach onto the beach.

Therefore, as modified, the amendment can be found consistent with the shoreline protection policies and the public access and recreation policies of the Coastal Act.

As previously discussed, beach camping represents a low-cost visitor-serving recreational use. In order to ensure that existing overnight camping continues to be allowed during times of peak demand, Suggested Modification #10 adds policy language allowing overnight parking to occur year-round. However, to ensure that the greatest number of people are able to utilize the camping area, the condition allows restrictions on the length of consecutive night stays. Therefore, as modified, the amendment can be found consistent with the recreational policies of the Coastal Act.

Improvements to water quality was identified as one of the major goals of the redevelopment of Harbor Beach. However, the Precise Plan does not specifically contain any policy language requiring the implementation of BMPs for new and on-going projects in the short-term and long-term plan. As modified herein, the proposed project is not expected to result in a significant increase in impermeable surfaces, as no encroachment on sandy beach is permitted. However, in the redevelopment of existing hardscape areas, including the new boat wash area, it is important that measures are taken to improve the quality of runoff from the site. As analyzed in the project EIR, the following BMPs should be incorporated into the proposed project design:

- Incorporation of BMPs such as: silt traps, catch basins, oil degreasers, and grease traps into the design of the expanded parking lots
- Direct runoff from the boat washdown into the storm drain system to be treated by an oil separator or grease trap
- Upgrade petroleum product storage and delivery system of existing fueling facility
- Install permanent structural BMPs such: infiltration trenches, French drains, and vegetation controls along surrounding waterways
- Filter effluent from PIER to meet discharge requirements of the Regional Water Quality Control Board

Additional non-structural BMPs to be implemented include:

- A public/employee education program designed to raise the level of awareness of water quality issues around the harbor including such elements as catch basin stenciling, public and employee awareness signs, posters and brochures
- A material use control program for materials with a potential to contaminate storm water including guidelines such as proper storage and disposal practices for potential pollutants, prohibiting the storage of uncovered hazardous substances in outdoor areas, prohibiting the use of pesticides and herbicides list by the Environmental Protection Agency, and a spill prevention/response procedures and shipping/receiving practices
- A street sweeping and cleaning program
- A landscape management plan that includes herbicide/pesticide management

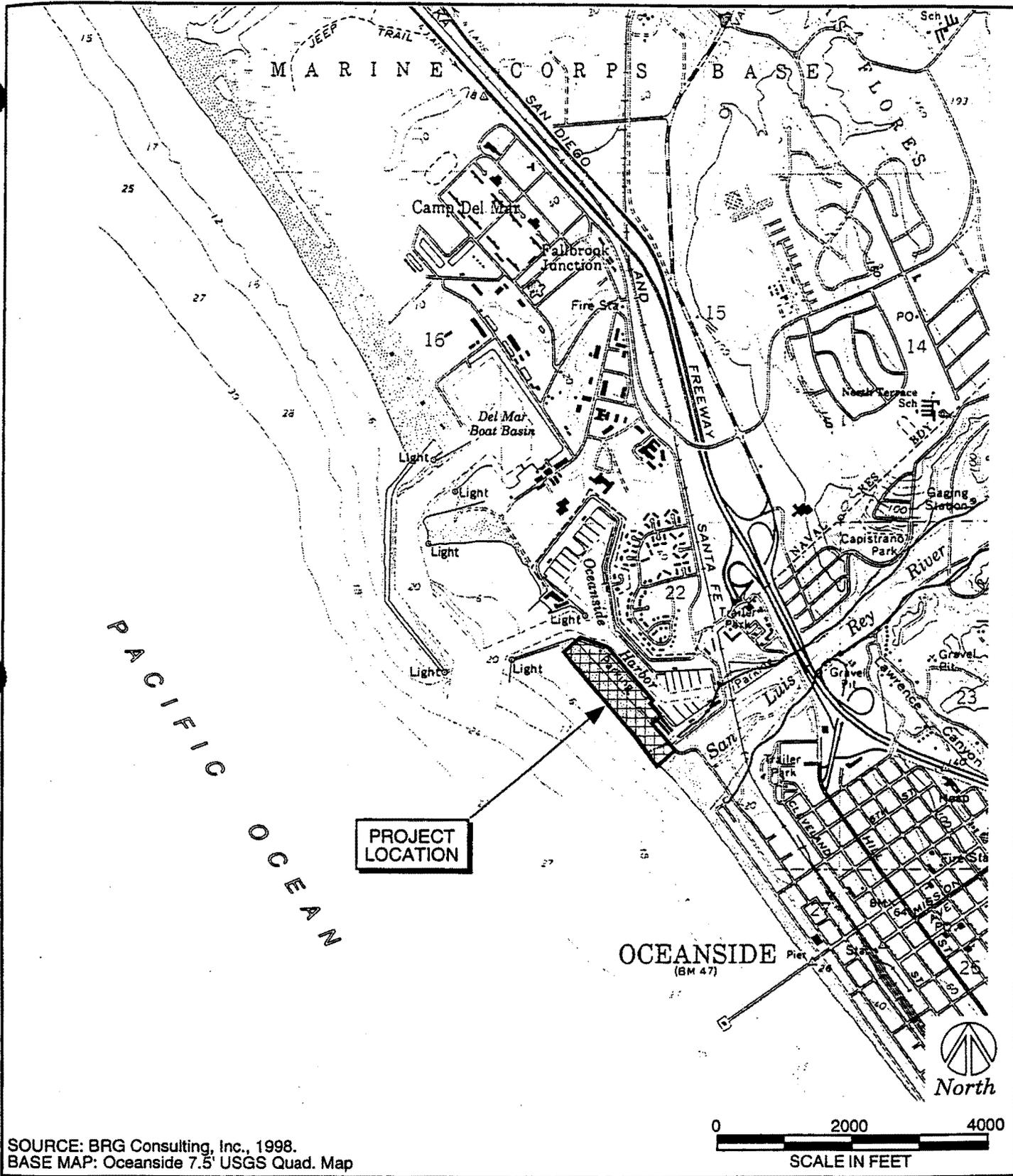
The list of BMPs intentionally allows for some choice in the method of BMP implemented, because technology continues to improve, and the "best" management practice may change over time. Suggested Modification #9 incorporates the BMPs proposed in the EIR into the Precise Plan.

In addition, there are a number of BMPs for the operation of marinas which should be contained in the Precise Plan to protect and improve water quality. These measures should address, at a minimum, solid waste management, fish waste management, liquid material management, petroleum control management, boat cleaning, public education, maintenance of sewage facilities, and boat operation. Exhibit 16 contains a BMP program developed from U.S. E.P.A. guidance specifying management measures for marinas and recreational boating. Suggested Modification #16 requires that a BMP program for the marine be developed that at a minimum, addresses the basic issues contained in the E.P.A. program. With the addition of this policy language, water quality in the Harbor Beach should be protected and improved, consistent with the resource protection policies of the Coastal Act

PART VII. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local government from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission and the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP.

Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP as amended, does conform with CEQA provisions. The City of Oceanside has prepared and certified an EIR for the Harbor Precise Plan Amendment; however, the Commission has found that several significant impacts associated with the proposed LCP Amendment remain and has proposed suggested modifications to make the amendment request consistent with Chapter 3 policies of the Coastal Act. As a result of these modifications, the Commission finds that the proposed amendment does conform to CEQA provisions. Therefore, the Commission finds that approval of the LCP amendment will not result in any significant unmitigated adverse environmental impacts.



SOURCE: BRG Consulting, Inc., 1998.
 BASE MAP: Oceanside 7.5' USGS Quad. Map

Oceanside Harbor Precise Plan Amendment EIR

Vicinity Location Map

EXHIBIT 1
Oceanside LCPA 1-99

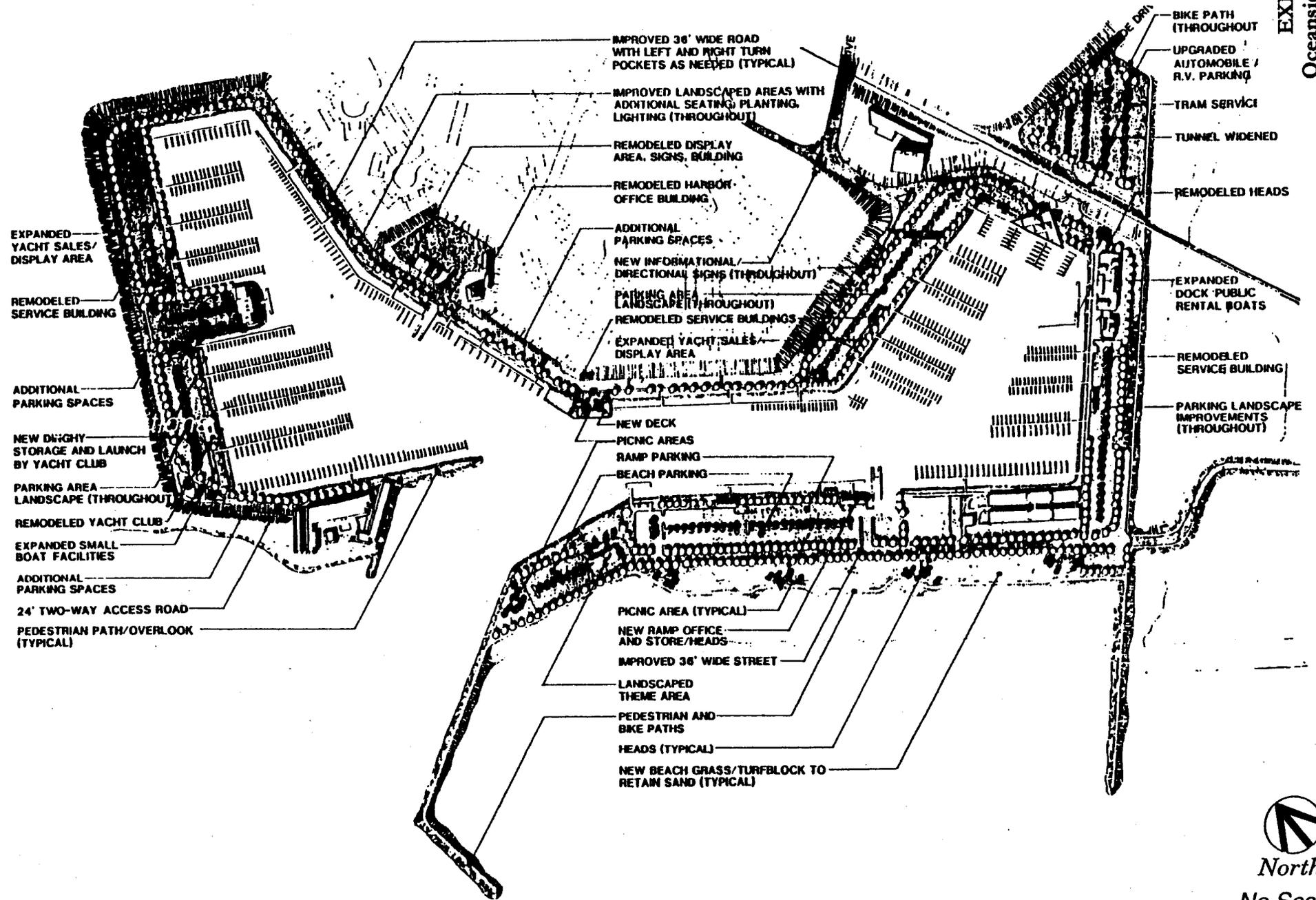
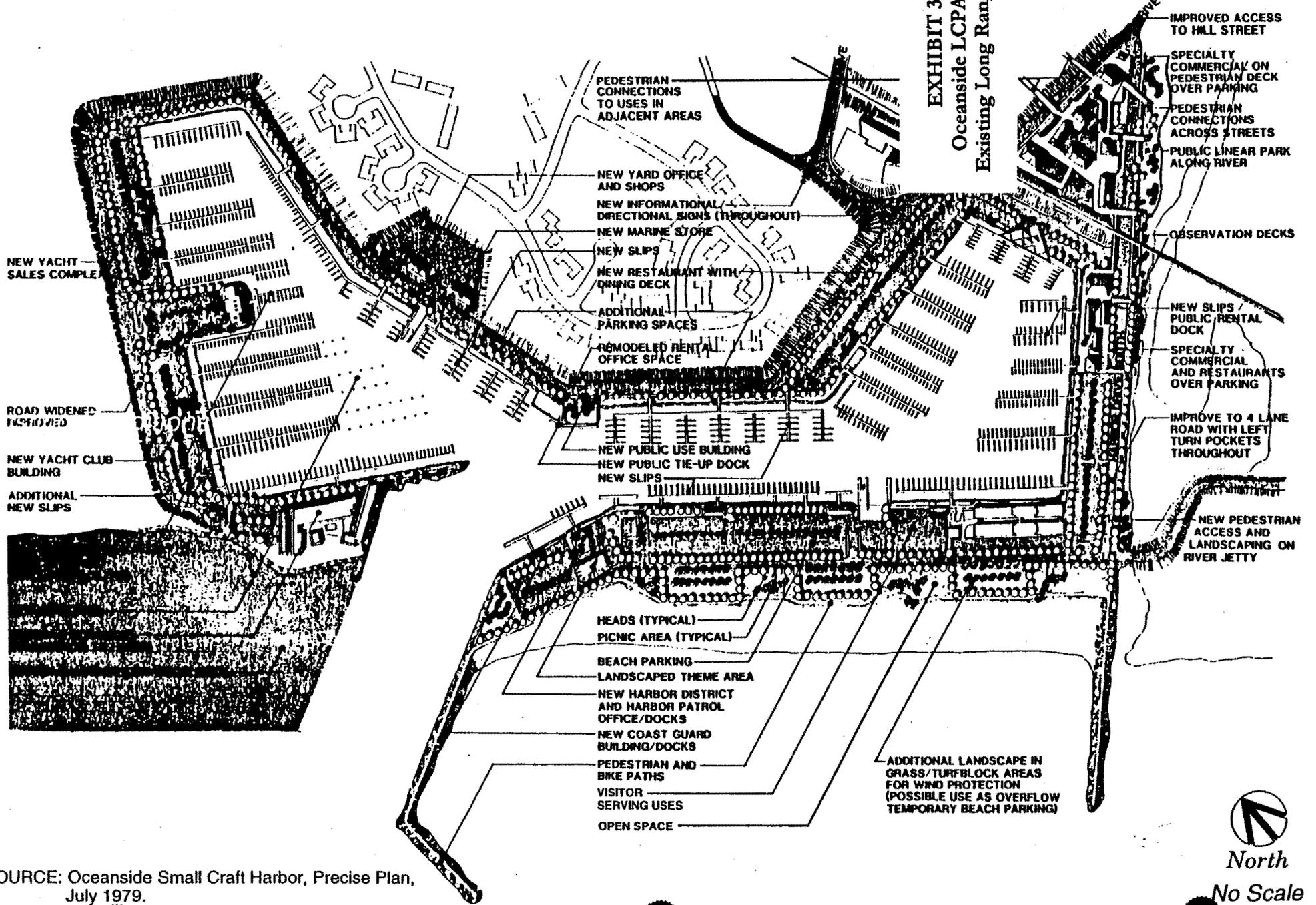


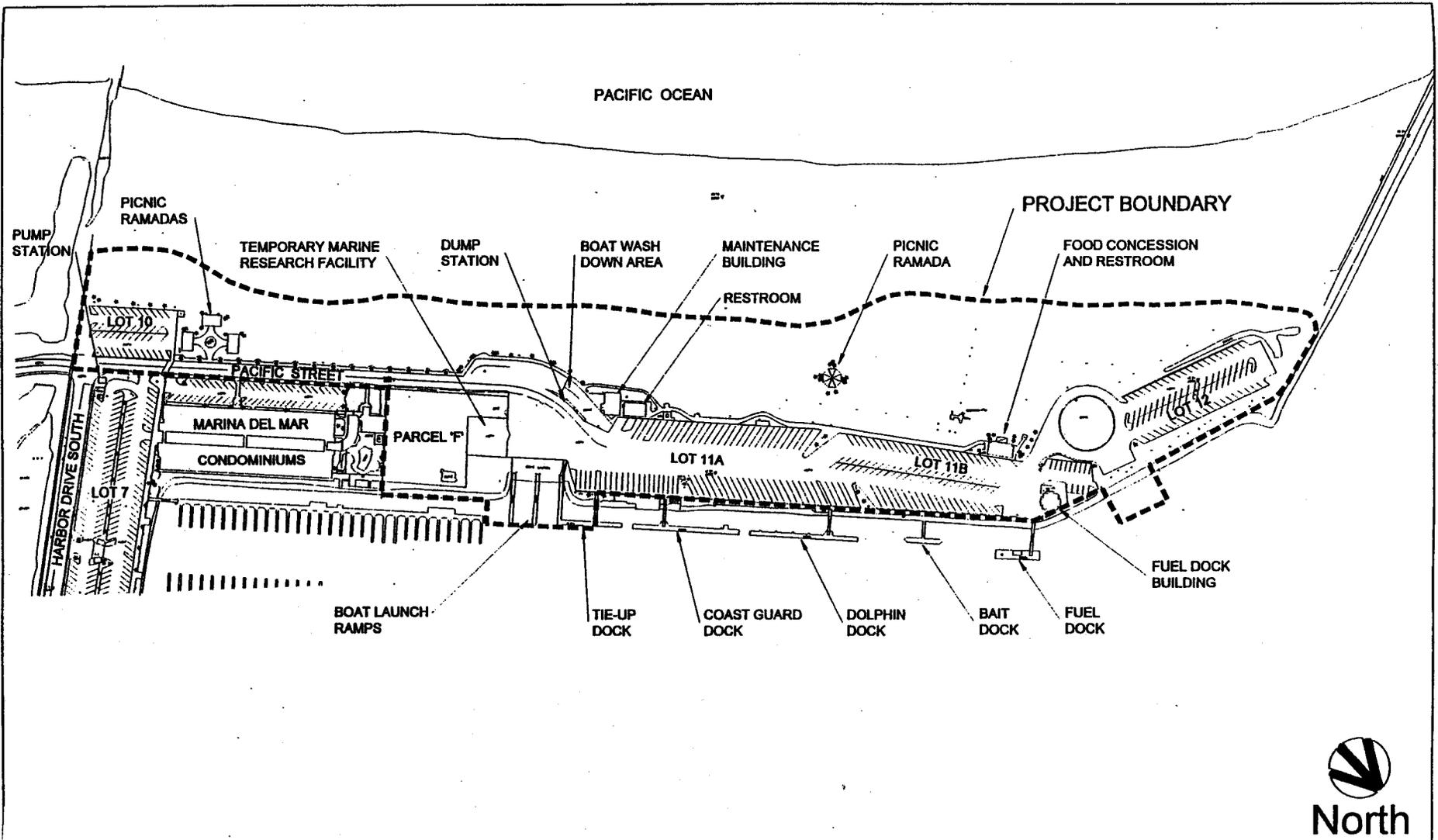
EXHIBIT 3
Oceanside LCPA 1-99
Existing Long Range Plan



SOURCE: Oceanside Small Craft Harbor, Precise Plan, July 1979.



North
 No Scale



3-13

Oceanside LCPA 1-99
 EXHIBIT 4

City of Oceanside Engineering Department

Oceanside Harbor Precise Plan Amendment EIR

Harbor Beach Area Existing Facilities

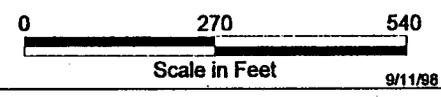
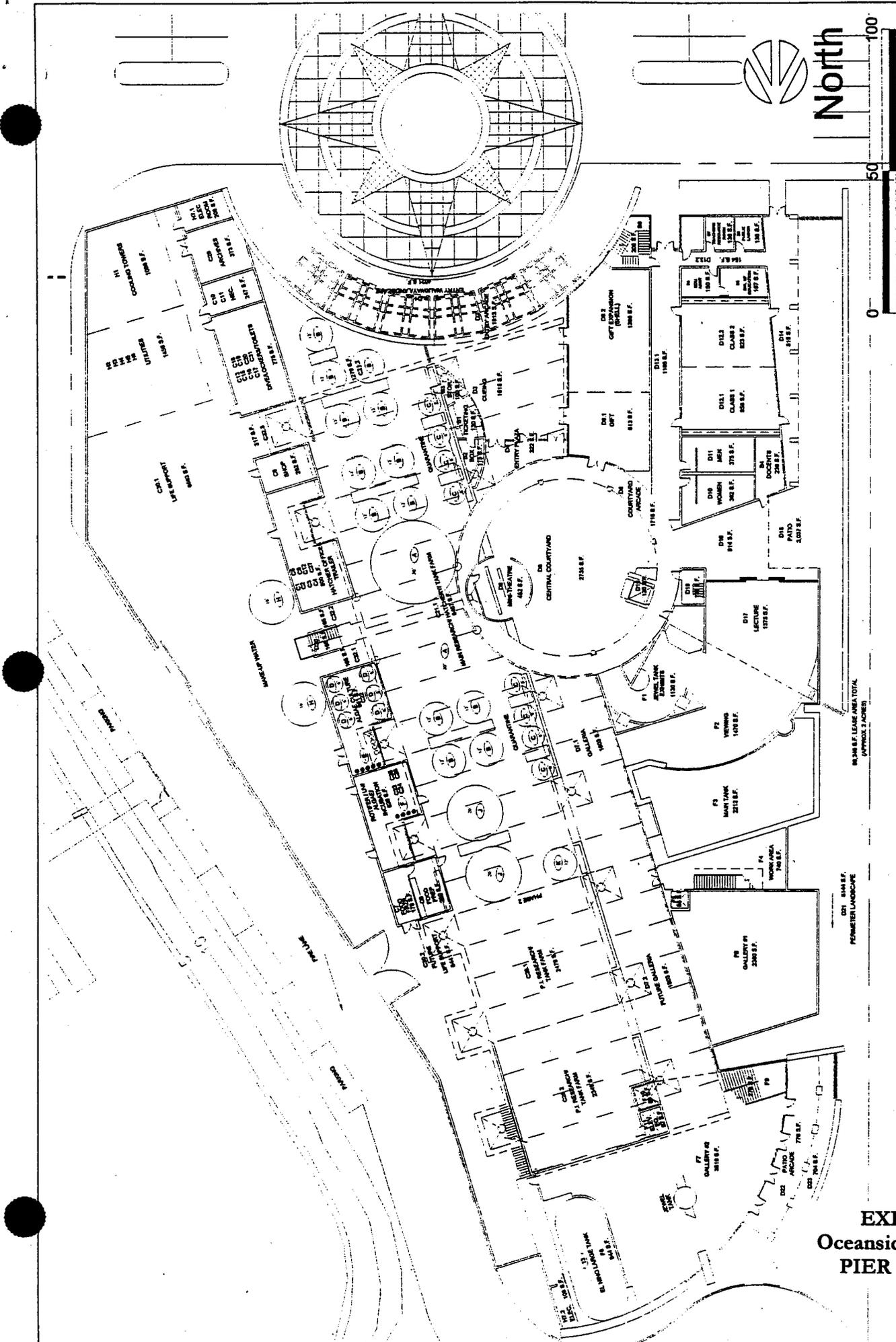


Table 3.3-1

OCEANSIDE HARBOR BEACH PROJECT IMPROVEMENTS
IN UNDEVELOPED BEACH AREAS

	ACREAGE (APPROXIMATE)
Developed Area Uses	
Boardwalk (#1)	.99
Picnic Area (#2)	.06
Shade Structure (#3)	.02
Restrooms/Service Building (#4)	.18
Concession Building (#5)	.04
Play Structure (#11)	.03
Parking Lots	2.98
Boat Trailer Parking	.24
Pacific Street	.74
Marine Research and Interpretive Center (includes some landscape)	.86
Landscaped Areas	2.18
Total Area Of New Development Within Existing Beach/Sand Area	8.32

Note: #1, #2, etc. refer to numbered uses on Figure 3.3.1.



North



1/19/99

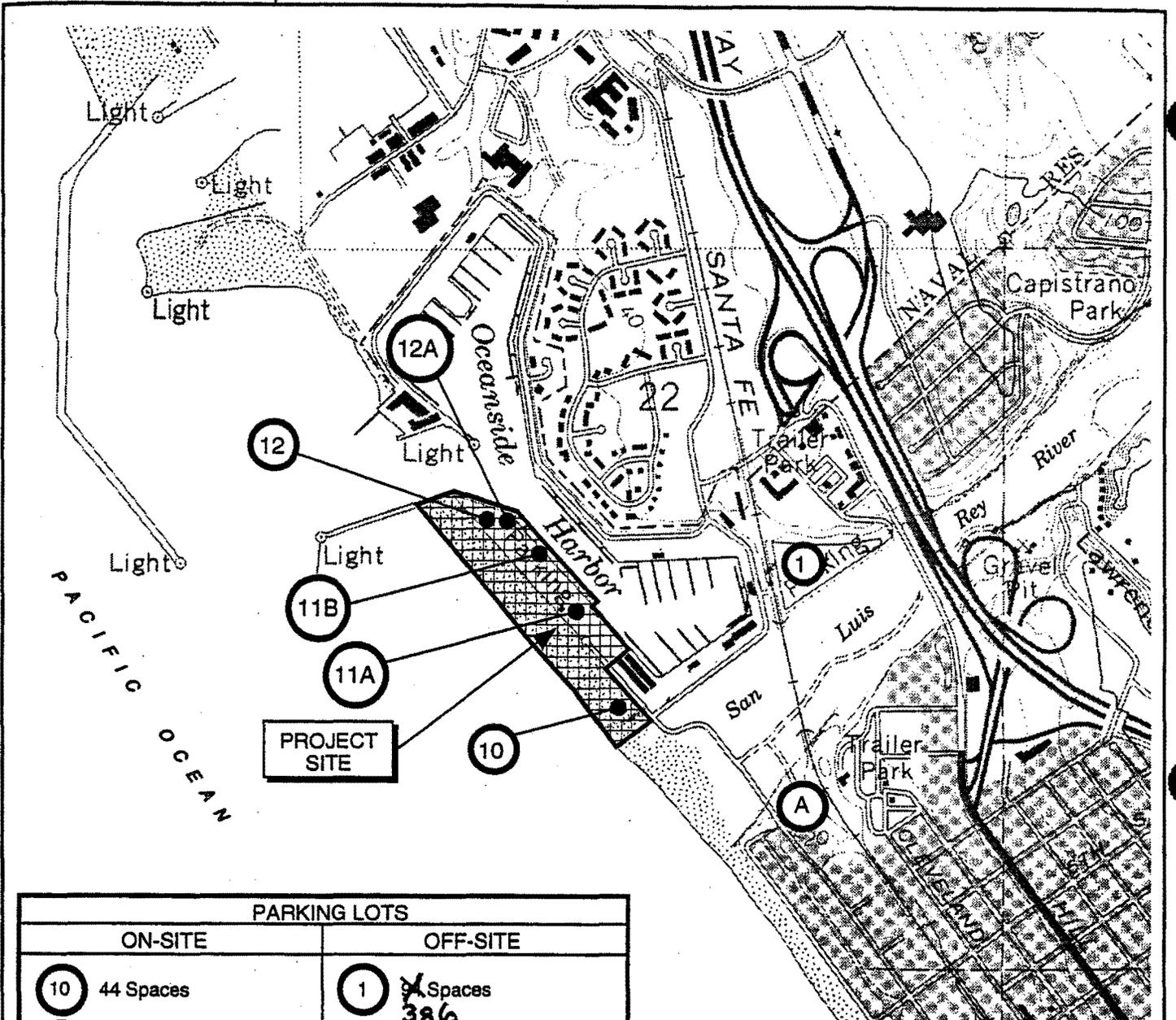
Oceanside Harbor Precise Plan Amendment EIR

Conceptual Aquarium Floor Plan - First Floor

es, Rodrigues, Barker & Bretton Associates

EXHIBIT 7
Oceanside LCPA 1-99
PIER Floor Plan

SOURCE: I



PARKING LOTS	
ON-SITE	OFF-SITE
10 44 Spaces	1 386 Spaces
11A 77 Spaces	A Surfrider = 154 Spaces
11B 94 Spaces	
12 87 Spaces	
12A 13 Spaces	



SOURCE: City of Oceanside Local Coastal Program, 2/19/80.
 BASE MAP: Oceanside 7.5' USGS Quad. Map

Oceanside Harbor Precise Plan Amendment EIR

Existing Parking Locations

EXHIBIT 8
 Oceanside LCPA 1-99

BEST MANAGEMENT PRACTICES PROGRAM FOR MARINA AND BOAT
OPERATIONS

A. Solid Waste Management: Properly dispose of solid wastes produced by the operation, cleaning, maintenance, and repair of boats to limit entry of solid wastes to surface waters.

Marina operators are responsible for determining what types of wastes will be generated at the marina and ensuring proper disposal. Marina operators are thus responsible for the contents of their dumpsters and the management of solid waste on their property. Hazardous waste should never be placed in dumpsters. Liquid waste should not be mixed with solid waste but rather disposed of properly by other methods (see Liquid Waste Management Measure).

1. Perform boat maintenance/cleaning above the waterline in such a way that no debris falls into the water.
2. Provide and clearly mark designated work areas for boat repair and maintenance. Do not permit work outside designated areas.
3. Clean hull maintenance areas regularly to remove trash, sandings, paint chips, etc. Vacuuming is the preferred method of collecting these wastes.
4. Perform abrasive blasting within spray booths or plastic tarp enclosures to prevent residue from being carried into surface waters. If tarps are used, blasting should not be done on windy days.
5. Provide proper disposal facilities to marina patrons. Covered dumpsters or other covered receptacles should be used.
6. Provide facilities for the eventual recycling of appropriate materials.

B. Fish Waste Management Measure: Promote sound fish waste management through a combination of fish-cleaning restrictions, public education, and proper disposal of fish waste.

Fish waste can result in water quality problems at marinas with large numbers of fish landings or at marinas that have limited fish landings but poor flushing. The amount of fish waste disposed of into a small area such as a marina can exceed that existing naturally in the water at any one time. Fish waste decomposes, which requires oxygen. In sufficient quantity, disposal of fish waste can thus be a cause of dissolved oxygen depression as well as odor problems

1. Establish fish-cleaning areas.

2. Issue rules governing the conduct and location of fish-cleaning operations.
3. Educate boaters regarding the importance of proper fish-cleaning practices.
4. Implement fish composting where appropriate.

C. Liquid Material Management Measure: Provide and maintain appropriate storage, transfer, containment, and disposal facilities for liquid material, such as oil, harmful solvents, antifreeze, and paints, and encourage recycling of these materials.

1. Marina operators are responsible for the proper storage of liquid materials for sale and for final disposal of liquid wastes, such as waste fuel, used oil, spent solvents, and spent antifreeze. Marina operators should decide how liquid waste material is to be placed in the appropriate containers and disposed of and should inform their patrons.
2. Build curbs, berms, or other barriers around areas used for the storage of liquid material to contain spills. Store materials in areas impervious to the type of material stored. To contain spills, curbs or berms should be installed around areas where liquid material is stored. The berms or curbs should be capable of containing 10 percent of the liquid material stored or 110 percent of the largest container, whichever is greater. There should not be drains in the floor. Implementation of this practice will prevent spilled material from directly entering surface waters.
3. Separate containers for the disposal of waste oil; waste gasoline; used antifreeze; and waste diesel, kerosene, and mineral spirits should be available and clearly labeled. Waste oil includes waste engine oil, transmission fluid, hydraulic fluid, and gear oil. A filter should be drained before disposal by placing the filter in a funnel over the appropriate waste collection container. The containers should be stored on an impermeable surface and covered in a manner that will prevent rainwater from entering the containers. Containers should be clearly marked to prevent mixing of the materials with other liquids and to assist in their identification and proper disposal. Waste should be removed from the marina site by someone permitted to handle such waste, and receipts should be retained for inspection.
4. Direct marina patrons as to the proper disposal of all liquid materials through the use of signs, mailings, and other means.

D. Petroleum Control Management Measure: Reduce the amount of fuel and oil from boat bilges and fuel tank air vents entering marina and surface waters.

Fuel and oil are commonly released into surface waters during fueling operations through the fuel tank air vent, during bilge pumping, and from spills directly into surface waters and into boats during fueling. Oil and grease from the operation and maintenance of inboard engines are a source of petroleum in bilges. Boaters and fuel station attendants

often inadvertently spill fuel when "topping off" fuel tanks. They know the tank is full when fuel comes out of the mandatory air vent. This is preventable by the use of attachments on the air vent that suppress overflowing. Boat bilges have automatic and manual pumps that empty directly to marina or surface waters. When activated, these pumps often cause direct discharge of oil and grease from operation and maintenance of inboard engines. Oil-absorbing bilge pads contain oil and grease and prevent their discharge.

1. Use automatic shut-off nozzles and promote the use of fuel/air separators on air vents or tank stems of inboard fuel tanks to reduce the amount of fuel spilled into surface waters during fueling of boats. During the fueling of inboard tanks fuel can be spilled into surface waters due to overfilling the fuel tank. An automatic shut-off nozzle is partially effective in reducing the potential for overfilling, but often during fueling operations fuel overflows from the air vent on the fuel tank of the boat. Attachments for vents on fuel tanks, which act as fuel/air separators, are available commercially. These devices release air and vapor but contain overflowing fuel. Marinas can make these units available in their retail stores and post notices describing their spill prevention benefits and availability.
2. Promote the use of oil-absorbing materials in the bilge areas of all boats with inboard engines. Examine these materials at least once a year and replace as necessary. Recycle them if possible, or dispose of them in accordance with petroleum disposal regulations. Marina operators can advertise the availability of such oil-absorbing material or can include the cost of installation of such material in yearly dock fees. Marina operators can also insert a clause in their leasing agreements that boaters will use oil-absorbing material in their bilges. Pillows/pads that absorb oils and petroleum-based products and not water are available. These pillows/pads absorb up to 12 times their weight in oil.

E. Boat Cleaning Management Measure: For boats that are in the water, perform cleaning operations to minimize, to the extent practicable, the release to surface waters of (a) harmful cleaners and solvents and (b) paint from in-water hull cleaning.

This measure minimizes the use and release of potentially harmful cleaners and bottom paints to marina and surface waters. Marina employees and boat owners use a variety of boat cleaners, such as teak cleaners, fiberglass polishers, and detergents. Boats are cleaned over the water or onshore adjacent to the water. This results in a high probability of some of the cleaning material entering the water. Boat bottom paint is released into marina waters when boat bottoms are cleaned in the water.

1. Wash the boat hull above the waterline by hand. Where feasible, remove the boat from the water and perform cleaning where debris can be captured and properly disposed of.

2. Detergents and cleaning compounds used for washing boats should be phosphate-free and biodegradable, and amounts used should be kept to a minimum.
3. Discourage the use of detergents containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates, or lye.
4. Do not allow in-the-water hull scraping or any process that occurs underwater to remove paint from the boat hull.

F. Public Education Management Measure: Public Education/outreach/training programs should be instituted for boaters, as well as marina owners and operators, to prevent improper disposal of polluting material.

The best method of preventing pollution from marinas and boating activities is to educate the public about the causes and effects of pollution and methods to prevent it. One of the primary reasons for the success of existing programs is the widespread support for these efforts. Measuring the efficiency of the separate practices of public education and outreach programs can be extremely difficult. Programs need to be examined in terms of long-term impacts.

1. Interpretive and instructional signage to direct boaters to the nearest pumpout facility
2. Recycling/Trash Reduction Programs
3. Pamphlets or Flyers, Newsletters, Inserts in Billings

G. Maintenance of Sewage Facilities Management Measure: Ensure that sewage pumpout facilities are maintained in operational condition and encourage their use.

1. Arrange maintenance contracts with contractors competent in the repair and servicing of pumpout facilities.
2. Develop regular inspection schedules.
3. Add language to slip leasing agreements mandating the use of pumpout facilities and specifying penalties for failure to comply.
4. Place dye tablets in holding tanks to discourage illegal disposal.

H. Boat Operation Management Measure: Restrict boating activities where necessary to decrease turbidity and physical destruction of shallow-water habitat.

Boat operation can resuspend bottom sediment, resulting in the reintroduction of toxic substances into the water column. It can increase turbidity, which affects the photosynthetic activity of algae and submerged aquatic vegetation (SAV). SAV provides

habitat for fish, shellfish, and waterfowl and plays an important role in maintaining water quality through assimilating nutrients. It also reduces wave energy, protecting shorelines and bottom habitats from erosion. Replacing SAV once it has been uprooted or eliminated from an area is difficult, and the science of replacing it artificially is not well-developed. It is therefore important to protect existing SAV. Boat operation may also cut off or uproot SAV, damage corals and oyster reefs, and cause other habitat destruction. The definition of shallow-water habitat should be determined by State policy and should be dependent upon the ecological importance and sensitivity to direct and indirect disruption of the habitats found in the State.

1. Exclude motorized vessels from areas that contain important shallow-water habitat. Many areas of shallow SAV exhibit troughs (areas of no vegetation) due to the action of boat propellers. This can result in increased erosion of the SAV due to the loss of bottom cover cohesion. SAV should be protected from boat or propeller damage because of its high habitat value.
2. Establish and enforce no-wake zones to decrease turbidity. No-wake zones should be used in place of speed zones in shallow surface waters for reducing the turbidity caused by boat traffic. Motorboats traveling at relatively slow speeds of 6 to 8 knots in shallow waters can be expected to produce waves at or near the maximum size that can be produced by the boats. The height of a wave is directly proportional to the depth of water in which the wave will disturb the bottom (e.g., a taller wave will disturb the bottom of water deeper than a shorter wave). Bottom sediments composed of fine material will be resuspended and result in turbidity. In areas of high boat traffic, boat-induced turbidity can reduce the photosynthetic activity of SAV.





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CENTER

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RECEIVED

SEP 14 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RECEIVED

SEP 13 1999

CALIFORNIA
COASTAL COMMISSION

September 8, 1999

Coastal Commissioners
California Coastal Commission
45 Fremont Street, Ste. 200
San Francisco CA 94105

Dear Sirs:

I am writing in regard to the Pfleger Institute of Environmental Research and their request for funding. I understand as it stands now that public parking at the site will be extremely limited and that public access will be by shuttle. I am asking you to reconsider the parking restriction based on twelve years of experience.

The Chula Vista Nature Center, located on the Sweetwater Marsh National Wildlife Refuge, has limited private vehicle access because the Sweetwater Marsh is home to eight rare and endangered species.

While we understand the restriction, we also believe it heavily impacts our visitation figures as well as our admissions income. We average about 60,000 visitors a year including about 8000 school children. We are sure that if visitors had walk-in or drive-in access, our annual visitation would be closer to 100,000 persons, our admissions would be much higher and our gift shop would be more profitable.

Daily, we receive complaints from visitors about being forced to wait 10 or 15 minutes in the outer parking lot and having to wait 10 or 15 minutes for the shuttle to return them to their cars. A regular topic at our weekly staff meeting is shuttle service, schedule, attitude of drivers and speed of the shuttles.

We particularly have trouble with the shuttle when a school group arrives by carpool and not in a school bus. The group rarely arrives at the Center all together, forcing our education program schedules to be delayed, and usually to the detriment of the program we planned on.

Oceanside LCPA 1-99
LETTER OF SUPPORT

When we have special events that occur before and after the normal hours of the shuttle, we have to make special arrangements for the shuttle, remind our guests that they must use the shuttle and deal with high-ranking people who think they are exempt from the restriction.

I am asking you to consider these thoughts as you are making your decision about the Pflieger Institute.

Thank you,

Barbara Coffin Moore

Barbara Coffin Moore
Assistant Director
Chula Vista Nature Center

Citizens for the Preservation of Parks & Beaches

September 10, 1999

California Coastal Commission
3111 Camino Del Rio North, Suite 200
San Diego, CA. 92108

Attn: Diana Lilly:

RE: Oceanside Harbor LCP Amendment
Harbor Beach Precise Plan Amendment and Related Harbor Beach
Improvement Project and Marine Research Interpretive Center

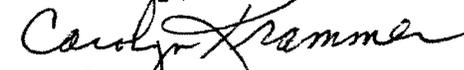
Enclosed and attached are 33 pages of comments and documentation in regard to the Oceanside Harbor LCP Amendment. Please make this a part of your staff report for the October amendment hearing.

As you know we filed an appeal on July 29, 1999. Along with that appeal we attached these same comments and documentation and also delivered to you 968 letters and 459 petition signatures in opposition to this project.

The Citizens for the Preservation of Parks and Beaches is a grass-roots organization that has been formed to help protect our public parks and beaches here in Oceanside. We hope and trust that we have followed the proper procedures with the Coastal Commission to attain that goal.

I am also enclosing 2 pages of photos (35 of each page) for each of the commissioners as you suggested. Thank you for your help and assistance.

Sincerely,


Carolyn Krammer
Chairperson

(760) 439-0863 home phone
(760) 724-0601 ext 208 work phone
(760) 630-2370 work fax

904 Leonard Avenue, Oceanside, CA. 92054

904 Leonard Avenue - Oceanside - CA - 92054

Oceanside LCPA 1-99
LETTERS OF OPPOSITION

July 29, 1999

Page 4

Coastal Commission Appeal -

Attached documentation as follows:

- July 11, 1997 letter from Dana Whitson, City of Oceanside
December 10, 1998 letter to City of Oceanside from Carolyn Krammer
1-26-99 one of many letters in opposition to the Harbor Project.
February 10, 1999 Letter to Parks & Recreation Dept from Carolyn Krammer
March 3, 1999 fax from Richard Merel
April 14, 1999 5 pages of opposition to plan from Carolyn Krammer
including all mentioned letters and photos:
a. Photos and description page
b. 7/31/97 letter from Dana Whitson
c. 1/14/98 letter to City Manager from Sea Center
d. 1/26/99 letter from Dana Whitson

4/15/99 letter from Orange County Marine Institute indicating they would not give up 3.4 acres of prime ocean frontage for this project back in 1996.

4/19/99 fax from Cabrillo Marine Aquarium indicating they do not have direct access to the ocean but access by trailed boat.

The Pflieger Institute Interpretive Center is not beach dependant and does not need prime beach frontage to operate his facility.

Carolyn Krammer
Citizens for the Preservation of Parks and Beaches



Letter dated March 4, 1999 from Mr. Monte Yearley

ch

① of 33 pages

CITY OF OCEANSIDE

MEMORANDUM

July 11, 1997

TO: Community Planning Team

FROM: Dana Hield Whitson, Assistant City Manager *DH*

SUBJECT: **SOME PERSONAL OBSERVATIONS ON OPPORTUNITIES AND CONSTRAINTS IN THE HARBOR BEACH PLANNING AREA**

I took the opportunity to walk the Harbor Beach parking lot and beach as well as driving through the entire lot. I also reviewed existing remote parking and the Strand Beach areas for comparison and offer the following observations. These are just one person's views, with perhaps some closer attention to maintenance and operational issues. Many of these are long-term issues and potentially controversial, so I wouldn't expect that they would necessarily be shared in the community planning process. For what they're worth:

Land Use

- Marina Del Mar Condominiums represent the gateway to Harbor Beach but present a relatively unattractive and fortress-like appearance. The metal fence, parking and cluttered balconies, along with generally unattractive design do not create a good first impression. Upon expiration of their lease in 2045, consider ultimate conversion to visitor-serving use or demolition and replacement with coastal-dependent use upon lease expiration.
- Parcel F needs to be thrown into the mix of public and/or support uses for the existing and proposed uses.
- I agree that overnight use by recreational vehicles detracts from the site capacity for other high priority uses. The spaces may only be turned over infrequently and the image/visual appearance is comparable to a swap meet. Consider "relocating" RV usage to new site accessible to the coast (Lawrence Canyon?) or existing RV parks on Coast Highway. Alternatively, consider seasonal restrictions (October through May).

Circulation Issues

- Poor separation of pedestrian and vehicular traffic.
- Poor pedestrian access to the beach – people have to walk through sand a great distance, often carrying heavy belongings. No ability to use ice chests with wheels or wagons (need concrete path or boardwalk).

- Vehicular drop off point for beach goers (i.e., drop kids, surfboards, picnic supplies, etc. and then park car).
- Pavement poorly maintained and no aesthetic treatment, paving treatments, planters, landscaping.
- Large red turnaround at north Harbor Beach parking lot is unattractive and inefficient use of space.
- Unclear delineation between boat trailer parking and other parking uses.
- Inefficient layout of parking.
- Consider short-term (meter?) parking spaces – particularly for aquarium or other short duration uses.
- Inadequate striping and signage.

Functionality

- Snack bars are not well located relative to beach users.
- Picnic areas are very far from beach – appear to be underutilized and unattractive.
- Wash down area inefficient and unattractive. (Any potential for coin-operated carwash-style bays with queuing and appropriate buffer?)
- Play area too far from beach to be highly utilized.
- Sand Bypass pump station building – potential reuse or demolition for higher priority use?

Aesthetics

- Overall area is unattractive, with no unifying elements (paving, landscaping, signage, building design, etc.).
- Service buildings, picnic areas, concessions, Coast Guard building, all unattractive and inconsistent architecturally.
- Area lacks color and excitement. Is there potential for banners, awnings, landscaping that would add color?
- Need attractive, durable and consistent street furniture (picnic tables, benches, sand walls, trash containers, drinking fountains, etc.).
- Consider public art opportunity for a sea life mural along the San Luis Rey River retaining wall adjacent to Harbor Drive South.

Maintenance Issues

- Consider movable facilities (boardwalk, play structures, ramadas?) in areas subject to winter storms.
- Existing facilities show deterioration from harsh conditions: deteriorated trashcan lids, peeling paint in restrooms, rusted railing, degraded landscaping. Consider materials that are attractive but that will stand up under salt air and sand abrasion.
- Consider increasing the frequency of parking lot cleaning.
- Add hose bibs at all locations (with catchment basins?) for easy wash down.
- Consider all methods to prevent sand from blowing into paved areas (berms, dune grass?).
- Investigate additional landscaping that tolerates harsh conditions.

DHW:le

December 10, 1998

TO: City of Oceanside
Beach Protection Committee
& Harbor Advisory Committee

RE: HARBOR PROJECT

CC: Harbor Board of Directors

Thank you for the opportunity you extended to me to bring my concerns to your attention concerning the proposed Harbor Beach Project. In a time when so many coastal cities are exploring ways to put sand on their beaches and willing to spend millions of dollars to do it, it is beyond my comprehension why the Harbor District and the City of Oceanside are considering paving over that most precious resource.

I have submitted 19 pages of comments and questions to the Planning Department with regards to the Environmental Impact Report. I will list below a few of those concerns and hope that your committee truly is a Beach Protection Committee.

4.2.3.1 - Traffic Generation

"The beach improvements are not considered to generate additional traffic because the proposed beach parking would only meet an existing demand for expanded parking adjacent to the beach area."

My concern is that we are paving 8.32 acres of beach for a project that meets "existing demand". It is very evident that paving 8.32 acres of beach is not to meet parking demands but to meet and accommodate the needs of the Marine Research Interpretive Center. I believe that the work the Pfleiger Institute performs is a wonderful environmental project but the project is not a "beach dependent" facility and could be located elsewhere; harbor beach is already an impacted area without the addition of another attraction.

4.4.3.2 #5 - 3 acres of sandy beach would be converted into parking to support beach use.

Table 3.3-1 Shows table of beach acres

4.5.1.2 Beach Use & Size

The minimum summer time beach width since 1968 was 368 feet. This equates to a total beach area of about 19.4 acres of beach.

4.5.3.2 Beach Recreation Capacity

Project converts 8.3 acres of beach area to beach supporting uses.

4.3 Parking - You will have to do your own homework to verify my figures below and my figures relate to on-site parking demands.

<p><i>revised</i> 633 -151 482</p>	<p>622 Proposed spaces - 130 reserved - boaters 492 remain for shared uses - 238 existing shared uses <u>254 increased spaces (shared)</u></p>	<p><u>Weekday</u> 254 shared -203 MRIC +51 addit. shared</p>	<p><u>Weekend/Holiday</u> 338 MRIC demand -254 shared new -84 lost shared</p>
--	--	--	---

Again, thank you for allowing me to share my concerns and I would be more than delighted to share my concerns addressed in the 19 pages of comments.

Carolyn Krammer, Oceanside Resident
904 Leonard Avenue, Oceanside 92054 439-0863

Carolyn Krammer

TUESDAY, JANUARY 26, 1999

1/26/99
**Paving Oceanside
beach is ultimate
in irony, ludicrous**

Regarding the Jan. 21 article "Oceanside proposes paving 8 acres of beach":

I read with disbelief that either plan for harbor "improvements" being reviewed by the City Council would destroy nearly a third of beautiful Harbor Beach. This expanse of sand is one of the city's finest assets.

Eliminating a chunk of beach to handle increased traffic, generated by a marine interpretative research center and tourism, is the ultimate in irony, and ludicrous.

Mayor Dick Lyon states we'll be losing only eight acres on a beach that is 95 percent underutilized. Where did he obtain this percentage and what is wrong with a wide-open beach? Does he feel wall-to-wall bodies, a la Coney Island, would utilize the area better? Perhaps he would be less cavalier if the sand in front of his beach house was paved over for parking.

I don't appreciate being patronized by being told, "Eight acres sounds like a lot more than it really is." Spoken like the true politician Mr. Lyon is.

And what is a "19-inch minimum"? (Assistant City Attorney) Dana Whitson should translate from lawyer legalese to plain English. Sing it, Joni: "You pave paradise, you put up a parking lot!"

BILL HINDERLITER

Vista

941-7824

Citizens for the Preservation of Parks & Beaches

February 10, 1999

TO: PARKS & RECREATION COMMISSION
CITY OF OCEANSIDE

My name is Carolyn Krammer and I represent the Citizens for the Preservation of Parks & Beaches. At your meeting on February 11, 1999 Agenda Item #3, you will be given a presentation on the Harbor Improvement Project. At the end of the presentation and discussion you will be asked for a recommendation on the project. What I am asking is that you do not "rubber stamp" this project. Please take a good look at how this project will affect the citizens of Oceanside.

It is quite evident that there are 5 people controlling this city and they are sitting as the Community Development Commission, the Harbor District, and the City Council. Simply put, these 5 people represent special interests and developers -- they are not aligned with the common good of the citizens of Oceanside.

The Harbor Improvement Project is being labeled improvements, but what we are really getting are more launch ramps, less parking and an asphalt beach. The increased launch ramps are being proposed to meet the needs of more jet skis (personal water craft or PWC). Our state, federal and national parks have banned their use due to their environment pollution of our waters and yet our harbor board is encouraging their use. Our neighbors to the North at Dana Point charge \$10 to launch and an additional \$6 for each additional jet ski on the trailer. This fee includes parking. I am sure our Harbor Patrol and lifeguards lives and jobs would be a lot safer without their encouraged use.

Another part of this project is the Marine Research Interpretive Center (MRIC). The proposed location of this facility is at the north end of the harbor. This area is currently used and shared by people using the beach for recreational purposes such as fishing, surfing, jogging, walking, volleyball, overnight camping and just plain sunset watching. During the Summer weekdays there is an abundance of parking available. On Summer weekends and holidays there is not a parking space to be found after 9:30 a.m.

Our Harbor Beach is the most beautiful beach and actually is the only beach in North County. It is an already impacted area.

904 Leonard Avenue - Oceanside - CA - 92054

(760) 439-0863

⑦

3 pages

Parks & Recreation Commission

February 10, 1999

Page 2

with its current shared use. Now we have the Pfleiger Research Project that wants this most precious area of Oceanside for their use under the guise of educating the children and public. And, of course, they will have their own private boat dock to bring in those "local fish" to be put in the "one tank" aquarium for display.

HOW MANY TIMES DO YOU THINK THE CITIZENS OF OCEANSIDE AND THEIR SURROUNDING NEIGHBORS WILL VISIT THIS FACILITY VERSUS THE NUMBER OF TIMES THEY WOULD VISIT AND USE THE BEACH AT THE HARBOR!

The third part of this project is the beach improvements. I attended all of the community input forums on this project and here again our city leaders are not listening to the people who took the time to give their input and suggestions. For instance, on the order of importance the increased boat launch ramps was item #12 on the order of important improvements. Yet, it is the first and foremost improvement on the agenda -- again the almighty dollar is the driving force. The other instance was that the "aquarium" was a good idea but should not be put at Harbor Beach because of its already impacted use. But yet an "aquarium" at Harbor Beach comes back as priority #3 on the improvement list. Here again, this is a complete and utter disregard to the communities' input.

What the community input forum did want was more parking and improvements. I have reviewed the EIR and there is NO ADDITIONAL PARKING during weekends and holidays when it is needed most. The parking study proposes a total of 622 spaces. 130 of those spaces will be reserved for boaters only. That leaves 492 spaces to share with the MRIC and current beach uses. Beach uses currently share an existing 238 spaces. This leaves 254 new parking spaces created by this improvement project. On summer weekends and holidays the MRIC projected demand for parking spaces will be 338 spaces. These figures are for on-site parking. My math says we will lose 84 parking spaces. This does not sound like the improvement project the community wanted.

This Harbor Improvement Project will encroach on 8.32 acres of harbor beach to accommodate the displaced uses currently at Harbor Beach. They are being displaced because of the location of the MRIC. I believe that the work the Pfleiger Institute performs is a good environmental project but the project is not a "BEACH DEPENDENT" facility and could be located elsewhere. Harbor Beach is already an impacted area without the addition of another "tourist attraction."

What the citizens of Oceanside will be getting is an asphalt paved beach with no additional parking which in turn creates frustration, stress and animosity toward the tourist. We will be footing the bill and getting nothing in return but the promise of tourist dollars. The overnight camping which is a popular use will be eliminated during the summer months.

February 10, 1999

Page 3

According to Mayor Lyon our city is growing by 5,000 people per year. Where are these people going to go to the beach for recreation. Our City Council wants to lease our parkland at the Pier and now they want to lease our Harbor Beach. Who is representing the citizens of Oceanside? Right now our City Council represents Manchester at the Pier, the Pfleiger Institute and the Department of Boating and Waterways at the Harbor. We are a coastal town and are willing to share our most precious resources with tourists. But we are not willing to give it away to every developer and entity that comes to town waiving the big green bucks and promises of tourist dollars!!!

We are not alone in opposing this project in its present form. Members of the Harbor Advisory Committee have expressed concerns over the project but were urged to make their recommendation under the guise of improvements. The Marina Del Mar residents who lease from the Harbor District are consulting with an attorney. The boaters and slip renters in the Harbor are also concerned about the additional load being placed on our Harbor and Beach. The Citizens for the Preservation of Parks and Beaches are citizens not only of Oceanside but from surrounding areas who are concerned about the loss of our public parkland and open beaches. Oceanside has been entrusted with a most beautiful natural resource - sand and open beaches. We have a duty and responsibility to preserve its use for all generations now and in the future.

We believe that Harbor improvements can be made by scaling back the number of boat launch ramps and removing the MRIC from the Harbor Beach area. Without the addition of the MRIC additional parking can be provided without encroaching on 8.32 acres of beach.

Thank you for taking the time to listen and read our concerns.

Carolyn Krammer
Spokesperson, CPPB



Copy to: Planning Commission, City of O'Side
California Coastal Commission

Fax

To: Carolyn Krammer	From: Richard Merel
Fax: 780-830-2370	Pages: 3
Phone:	Date: 03/03/99
Re:	CC:
<input type="checkbox"/> Urgent <input type="checkbox"/> For Review <input type="checkbox"/> Please Comment <input type="checkbox"/> Please Reply <input type="checkbox"/> Please Recycle	

My office phone number is 619-455-1500 ex 2638

4 pages - Parking chart

(10)

Why are we giving up land for the Pleger Institute? What will this facility really bring to Oceanside? I attended the Harbor Beach workshops held in the summer of 1997, at that time the word Aquarium was attached to the Pleger Project. Now the description has changed to a Marine Research and Interpretive Center. In other words this is a privately owned marine research center. The majority of the space will consist of fish tanks, very similar to above ground swimming pools that will contain sealife which is the focus of Pleger's research projects.

What does this facility really bring to Oceanside? The city Of Oceanside is willing to give up 2.2 acres of Harbor Beach property, not .86 acres as stated by Dana Witson in yesterday's NC Times. In addition to the land the city appears willing to allocate 262 parking spots for this facility at a substantial increase in parking fees which include a 3 hour time limit. Valet Parking is also included in this plan. Currently 100 parking spaces are located on the proposed construction site for the Pleger Project. These spots will be displaced which is a major factor for the encroachment of the beach.

What does this facility really bring to Oceanside? Will the city of Oceanside receive tax revenue from the admission charged by Pleger? Does Pleger receive a portion if not all of the parking revenue from Lots 10D and 12 as was originally asked for by Pleger back in 1997? Has a lease agreement been reached with Pleger for this land, closed-door negotiations have been going on for some time now. When will these issues be addressed by the city?

Pleger has stated that they currently do not have all of the money needed to build the facility. They will be conducting a fund raising campaign to raise more then \$7million dollars to help build this facility. What happens if this facility is built but Pleger can no longer afford to operate it?

The complete Harbor Project will encroach on 8.3 acres of sandy beach. I am not objecting to the boating improvements planed for the Harbor area. I would also accept minimal beach encroachment for the boating project but I see no benefit to the citizens of Oceanside in giving up the large amount of Harbor Beach property that is required by the Pleger Project. I urge all of you to read the EIR and dig for all of the facts that are still not defined for this project.

Discrepancies

Page v of Parking Management Plan states 450 spaces, this adds up to only 350 spaces.

Section 2-2 , Number of stalls for lots 11 and 12 conflict from what is stated on pages v-vi and page 15 of the Parking Management Plan.

Page 7 of Parking Management Plan , On-site parking space numbers are different then defined in Section 4.3.1 of EIR.

Webster's Dictionary defines Park: a piece of ground in or near a city or town kept for ornament and recreation, an area maintained in its natural state as a public property.

My interpretation is that the Harbor Beach is Public Parkland and is subject to City Ordinance number 72-26 which would require a majority vote in a municipal election in the City of Oceanside before any action would prevent any part of the Harbor Beach from being used as public parkland. The land given up for the Pleger facility would prevent public use of this parkland.

Existing Parking

Lot 10	44	
Lot 11A	77	Trailers only
Lot 11B	94	
Lot 12	87	Pfleger will build over
Lot 12A	13	Pfleger will build over
Total Parking	315	
Total Beach User Parking	238	

Proposed Parking

Lot 10A	73	\$5
Lot 10B	89	\$5
Lot 10C	77	\$5
Lot 10D	111	\$10/3 hr. limit *
Lot 11	132	Trailers only
Lot 12	151	\$10/3 hr. limit with \$5 Pleger rebate or \$8 valet Parking *
Total Parking	633	
Total Beach User Parking	239	

* as a result of lease negotiations between the City of Oceanside and the Marine Research and Interpretive Center.

Total Existing Beach User Parking 238
 Total Proposed Beach User Parking 239

**Net increase in Beach User Parking
 after encroaching on 8.3 acres of sand**

1 Parking Spot

Citizens for the Preservation of Parks & Beaches

From Carolyn Krammer 904 Leonard Avenue, Oceanside, CA. 92054
(760) 439-0863 home (760) 724-0601 ext 208 work (760) 630-2370 fax wk

OCEANSIDE CITY COUNCIL/HARBOR BOARD OF DIRECTORS MEETING
APRIL 14, 1999

Item #12 - HARBOR BEACH PRECISE PLAN AMENDMENT AND RELATED HARBOR
BEACH IMPROVEMENT PROJECT AND MARINE RESEARCH AND
INTERPRETIVE CENTER

- Sage*
- I wish all my comments to be made a part of the public record ~~including~~ [✓]
1. 8 Pictures of Harbor Beach taken of storm damage January/February 1998
 2. City of Oceanside memorandum dated 7/31/97 to Harbor Beach Community Planning Team Memebers from Dana Whitson, Asst. City Manager
 3. Letter dated 1/14/98 from Oceanside Sea Center Assoc. to Oceanside City Manager
 4. City of Oceanside memorandum dated 1/26/99 to Department Directors from Dana Whitson, Asst. City Manager

I attended all the community workshops on this project and the people said "an aquarium sounds like a good idea but not at Harbor Beach". How convenient that those workshops were not taped or recorded to hear the real truth!!.

The Pflieger Interpretive Center is being sold to us as being coastal dependent and I dispute that finding. I have a letter from Capt. Joe Cacciola of the Oceanside Sea Center addressed to our City Manager. Capt. Joe refers to two other aquarium/research facilities - The Cabrillo Marine Museum now an aquarium and the Orange County Marine Institute in Dana Point. He states and I quote "OSCA (Oceanside Sea Center Assoc.) determined the Cabrillo Museum in San Pedro to be the most appropriate model" as he referred to the Pflieger Project. Well the Cabrillo facility is located approximately 1/8 of a mile from the ocean and has a trailered boat on site. They do not have direct coastal access.

In speaking with the Orange County Marine Institute in Dana Point I learned that three years ago the black sea bass grow out project was presented and turned down for a lease of prime coastal land. They were turned down because Orange County Marine Institute did not feel the project needed the proximity to the water to give up a prime piece of coastline. Why are we so generous that you can give up our coastal land on projects that are before you.

If I can find this out, why have you not used due diligence to find this out - or maybe you don't want to know. Even the Mayor says he used due diligence on the investment scam. I spoke with Shan Babbit in Redevelopment Dept. yesterday and he told me the Harbor was not in redevelopment. I questioned further about Lot 1 and he said oh yes that lot is in redevelopment. The Final EIR Section 3.2 Environmental Setting states "Parking Lot 1 and Parcel F are also within the Downtown District of the City's Redevelopment Area and is within subdistrict 6 (d), etc.

Pflieger's temporary facility now sits on Parcel F next to Marina Del Mar Condos. Is Parcel F in redevelopment? If not was this entire EIR prepared on the premise that Parcel F is in redevelopment as stated? Is this EIR invalid.

As to Oceanside Harbor Amendment Statement of Overriding Considerations CEQA Guidelines Section 15093: Economic Benefits to the City. Our Economic Development Director, Jane McVey, was quoted in the newspaper as saying she doubts many people will come to Oceanside from across the country just to see the sea bass and the squid. And McVey said, even if the tourists don't come, it won't hurt the City. If the tourists don't come how can this project generate economic benefits to the City, direct or indirect?

Citizens for the Preservation of Parks & Beaches

April 14, 1999 from Carolyn Krammer Page 2

Why are we so willing to give up 2.2 acres of prime land that already generates revenue to a research facility that is not coastal dependent, pave over and encroach on 8.32 acres of open sandy beach for promises of economic benefits. How can you make a finding that the economic benefits outweigh the environmental concerns when your own Economic Development Director states that it is not important?

For the past two years you have been hiding this project behind closed doors. Rumors are that Pflieger will get a free lease or that you will give it to him for \$1. We have also heard that he wants designated parking spaces and that he also wants to share in the parking revenues. What are the economic benefits to this city if you are negotiating them all away?

We are very tired of these back room deals. We demand to know what you are doing to our parks and beaches. Enough is Enough.

Continuation of my comments for the public record:

As to the Oceanside Harbor Precise Plan Amendment Statement of Overriding Considerations CEQA Guidelines Section 15093:

I challenge the benefits as they pertain to:

Improvement of Coastal Access and low cost visitor serving recreational opportunities for beach goers and water craft users in conformance with California Coastal Act policies.

The FEIR states "To fully mitigate the impact both Harbor Drive and North Coast Hwy would need to be widened to four lanes. However, the widening of both of these roadway segments is infeasible due to substantial right of way constraints." However, the projects cumulative impacts in traffic and air quality cannot be mitigated to below a level of significance even if the mitigation measures are implemented! The access to Harbor Beach will be greatly reduced and impacted by the additional use being placed in an already limited space. Summer and weekend traffic at Harbor Beach is already a nightmare and access is not being improved with this project and it cannot be mitigated. Access in and out of the Harbor Beach is still by way of a 2 lane road (one lane in each direction) and the projected additional 272,000 additional visitors will add to the already congested area. In the event of the San Luis Rey River crossing being washed out, that further limits access especially if the crossing is not rebuilt in time for peak season as has happened in prior years. If the crossing is not rebuilt in time for peak season the health and safety of visitors is at great risk. One way in and one way out. How can the emergency vehicles get in and out??

In regard to low cost visitor serving recreational opportunities: Our beach is free and open and parking is available on site for a low cost of \$5 all day and free parking available off site. The parking study, which was not a part of the Draft EIR and not available for comment, suggests \$10 for 3 hours in the lots closest to the MRIC. This is to discourage beach users from using these lots and these lots would offer a rebate to MRIC visitors. The MRIC visitors will be charged \$7 or \$8 per person to visit what is now free. For a family of 3 or 4 that cost would be \$24-\$32 plus the cost of parking. This is not low cost visitor serving compared to the \$5 currently spent for the same land space. Will there be limits put on what the MRIC can charge as other facilities must charge more (Dana Point \$8.50 to \$175, and Cabrillo is free aquarium with 35 tanks but charge \$250 for a group of 10 for their class education).

The parking management study was not included in the DEIR and did not allow for comment or challenge. The Parking Management study does not provide guaranteed additional beach parking. Instead it leaves our additional beach parking open to negotiation between Pflieger and the Harbor Board/City Council.

(15)

2 of 5 pages

Citizens for the Preservation of Parks & Beaches

April 14, 1999 from Carolyn Kramer Page 3

The Pfleger Institute initially requested 200 designated parking spaces. Now we understand that they want a portion of the parking revenues.

The boardwalk along the beach will be built in an area that was completely under water during the winter of 1998. I have documented pictures that are included with these comments. In the event of winter condition such as January and February of 1998, where the beach was flooded with tidal water but the San Luis Rey River Crossing stayed in tact, the new boardwalk and proposed extended parking lot would be subject to undermining and destruction. In the winters when the San Luis Rey River Crossing breaks out, the boardwalk would be gone. Where will all the money come from to repair and/or replace the boardwalk and parking lots? How long will it take to get the funding? How long will it take to restore this to a safe level of use. We already have asphalt in the ocean when the San Luis Rey River crossing breaks. Can we now expect more asphalt and concrete to be swept away and deposited on our ocean floor?

Public and educational and environmental benefits, including protected species research, associated with the Marine Research and Interpretive Center

The MRIC is not ocean dependent and three years ago Pfleger was denied the lease of prime ocean front parcel by Orange County Marine Institute because it was deemed that the black sea bass grow out project was not coastal dependent and did not need the proximity to the water to justify this prime ocean front parcel.

An ocean that has access thru a SANDY beach is a rare and endangered species. Beach sand at Harbor Beach is the rare and endangered species here. This research project or Aquarium can be conducted anywhere with tanks and water. It does not require a beach, sand or direct access to the ocean - Cabrillo Marine Aquarium does not have direct access. Active conservation should concentrate on not exploiting our rare and endangered species - Beach sand. What kind of educational message are we sending to our children when we pave over sand to accommodate a tourist attraction. Are we saying to them that it is okay to pave over sand and destroy our natural environment if there are economic benefits? The best education comes from the natural environment. All of the MRIC educational benefits can be accomplished in a setting that does not take away the very environmental consciousness it attempts to create! It sounds like Tom Pfleger and Dr. Domeier are more concerned about their grant money and raising more fish in tanks so more fish can be produced for the commercial and sport fishing market than they are about preservation and teaching preservation. Is this the message we are sending to our children that economics and tourist dollars are more important than preservation and our environment.

The economic benefits associated with the construction and operation of the project.

For two years now the Harbor Board/City Council has been negotiating behind closed doors on this project. We the public have no information on how much the MRIC will lease the property for. All we have are rumors: Pfleger wants a free lease of maybe \$1; he also wants designated parking and a share in the parking revenues. This does not sound like an economic benefit to the city for this very valuable piece of ocean front land. The operation of the parking lots generate revenue. If Pfleger takes a portion of the parking revenue how does this economically benefit the city. In order to fund the improvements the Harbor District/City Council will have to float a \$10 million revenue sharing bond. If revenue generated from the project has to pay off the bond and Pfleger leases for free or \$1 and also gets a share of parking revenues, how much economic benefit will the city get from this project? Our own Economic Development Director, Jane McVey, has said she doubts many people will come to Oceanside from across the country just to see the sea bass and the squid. She also said that even if the tourists don't come, it won't hurt the City. Well, if the tourists don't come how can this project generate direct and indirect economic benefit to the City?

2 of 5 READ

16

Citizens for the Preservation of Parks & Beaches

April 14, 1999 from Carolyn Kramer Page 4

It is stated that before developing this plan, the Harbor Board/City Council felt that a community based planning effort was necessary, held, and resulted in prioritized goals and the goals were used in developing a concept plan. Why has community input been ignored. The majority of comments were that the research/aquarium was a good idea but not at Harbor Beach which is already impacted. This community input was completely and totally ignored. I addressed this question in the DEIR and the response was "Workshop participants were made aware that the preferred location for the MRIC was at the north end of Harbor Beach." Excuse me but I thought the purpose of the community input was to give input and set priority goals. If the site was already chosen why did you bother to take up four nights of our time to do exactly as you wanted to do in the first place? Expand opportunities to launch all watercraft was #12 on the goals priority list. #22 on the goal priority list was to increase facilities for personal water craft. The community said NO to an MRIC at Harbor Beach at it wasn't particularly interested in item #12 and #22. But it looks like we get it whether we wanted it or not. Tied for #1 was to improve the overall water quality at Harbor Beach area and the San Luis Rey River. The increased use of jet skis will increase the pollution in our harbor and ocean and the increased traffic, noise and runoff will lead to increased pollution of the San Luis Rey River. THE INTENSITY OF THIS PROJECT IS IN COMPLETE DEFIANCE OF COMMUNITY INPUT!!!

What kind of research will be done by the MRIC? Market squid and blue fin tuna have been mentioned as grant money studies to be done by the Pflieger Institute along with the black sea bass. I understand the black sea bass is an already protected species. Are the market squid and blue fin tuna to be studied for commercial and sport fishing? Will there be a fish hatchery? How much is research open to the public? How much of this MRIC is open for public viewing? One large tank is not a comparison to the Birch Aquarium. The Cabrillo Marine Aquarium is funded thru the City of Los Angeles Parks and Recreation. They are located approximately 1/8 mile from coastal access; they have 35 different aquarium tanks; admission is free and they have approximately 308,090 visitors in 1998. They also charge for education classes (\$250 for a class of 10 or \$25 each). The Orange County Marine Institute in Dana Point is self funded. They have a walk thru part of the facility that is free and they also have an education program K-college. The cost for this ranges from \$8.50 to \$175 for 1-6 hour programs. In 1998 they had 78,000 in paid attendance

The restrooms and concession buildings are within the 100 year flood area. If they are raised one foot above the flood area, will they have wheelchair access?

How will the shuttle transport system be funded and is it in the budget?

Will the parking management plan come back before the public before the plan is implemented and before the building starts?

The proposed MRIC and other components of the Precise Plan Amendment are consistent with the California Coastal Act. Therefore no significant land use impact was identified. This is your opinion and not the public's opinion and not necessarily the Coastal Commission's opinion. Land use impacts should be identified.

The SANDAG 2040 beach recreation study encompassed all of Oceanside's beaches and not specifically Harbor Beach. The study needs to be applied specifically to Harbor Beach.

The Harbor entrance has an unsafe entrance. What impact will 16 extra boats in the harbor basin have on an unsafe entrance?

(12)

4 of 5 Page

Citizens for the Preservation of Parks & Beaches

April 14, 1999 From Carolyn Kramer page 5

Because of the seismic/geologic potential for liquefaction there must be a marine geo tech inspector on site full time.

Utilities - the sewer lines and pump station will need to be upgraded for this project. Who will pay for the increased size of the lines?

The electrical and natural gas facilities in the project area will be inadequate. Will a district be established for this and who will pay for this?

Carolyn Kramer

5 of 5 pages

18

Citizens for the Preservation of Parks & Beaches

4/14/99 City Council/Harbor Board Meeting - Harbor Beach

Submitted are pictures #1A thru #1H. These pictures were taken at Harbor Beach in January and February of 1998.

- #1A - Shows fire rings at the South Jetty under water. The black line in front of the fire ring is where the boardwalk is to be placed as shown by the Harbor District personnel on 4/10/99.
- #1B - Shows the water intrusion into the South Jetty parking lot 10. This lot is to be extended toward the ocean in the project.
- #1C - Is a view from the north jetty to the parking lot where the MRIC is to be located. It shows the water in a continuous run up toward the parking lot.
- #1D - Shows the water run up. This ran all the way from the South Jetty to the North Jetty.
- #1E - Shows a running river. This river extended from the South
- #1F - Jetty to the North Jetty and ran right in front of the existing fire rings.
- #1G - Shows the receding running river and a dead seal that was trapped in this river.
- #1H - Prior to the running river this is what came first.

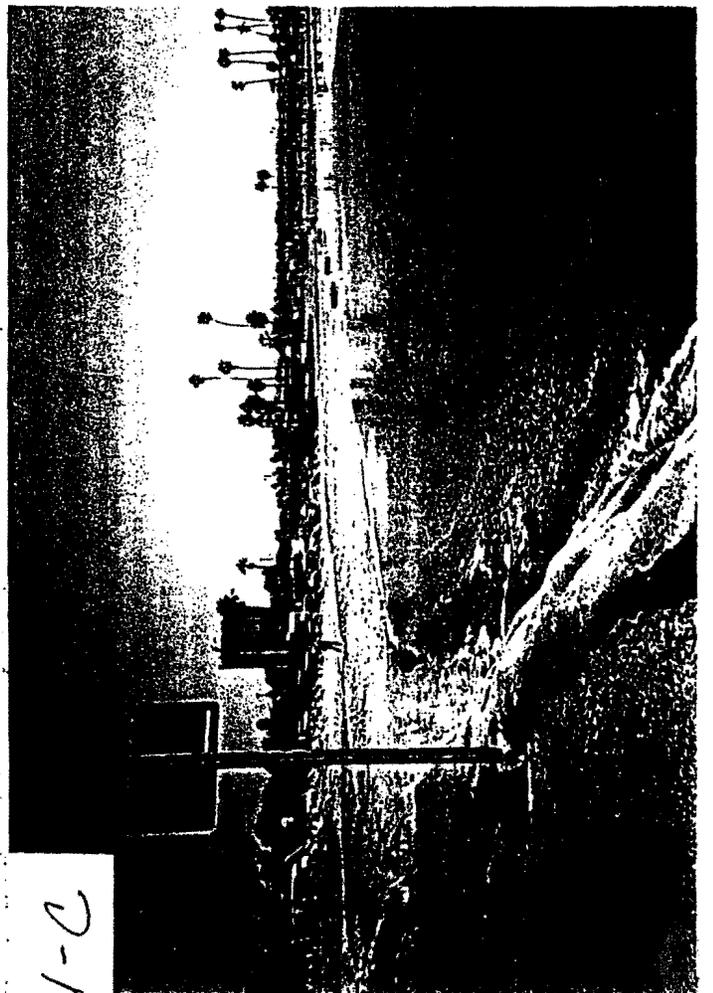
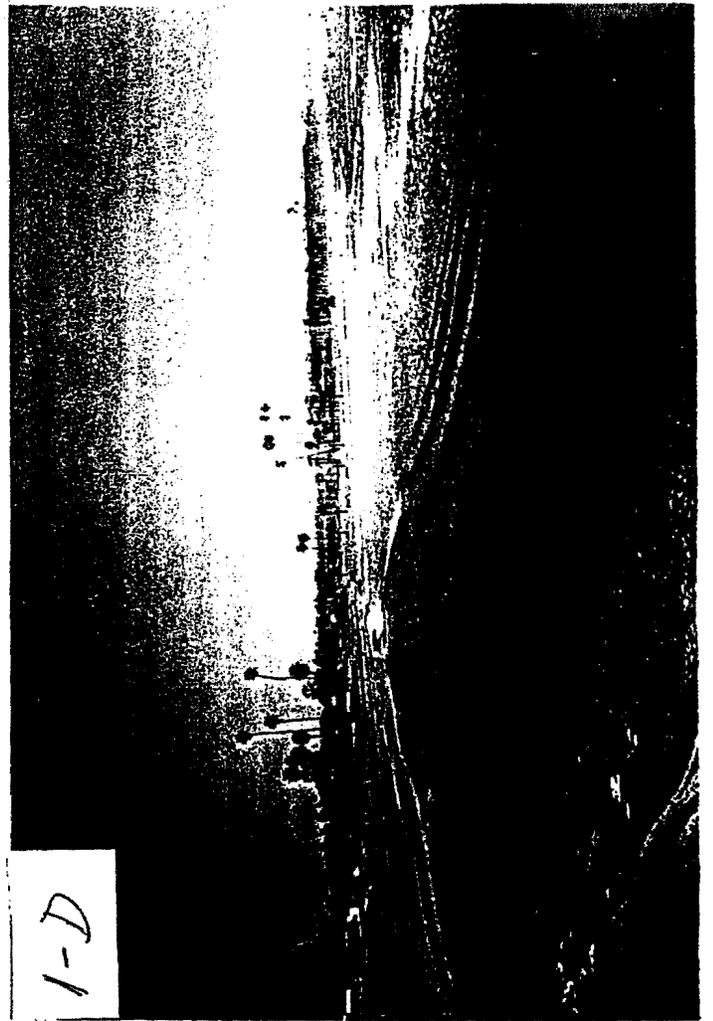
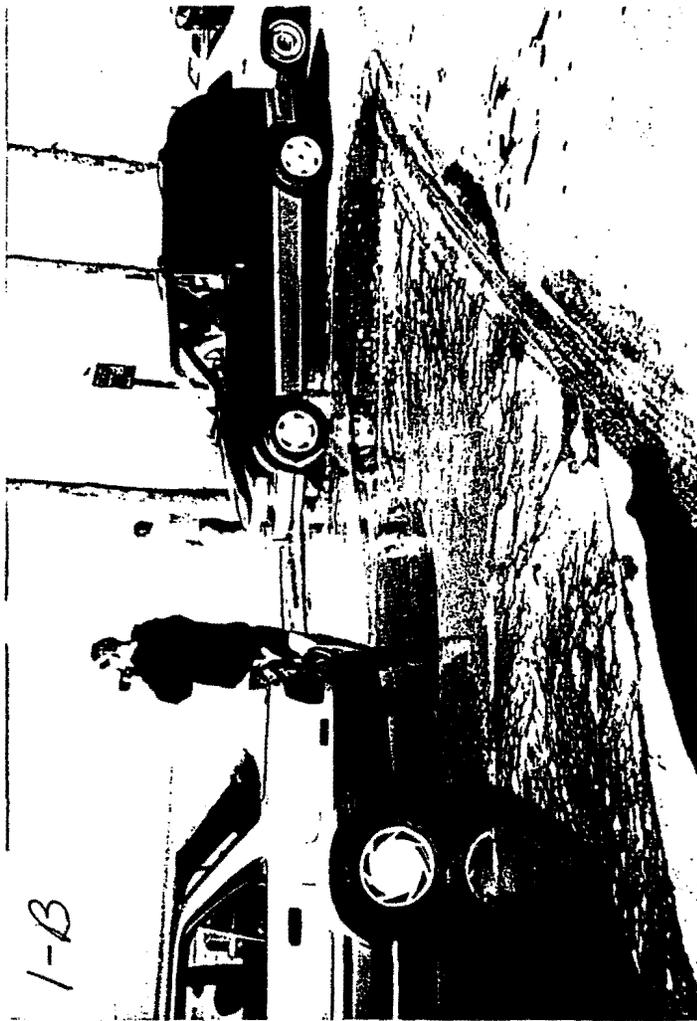
This is where the Harbor improvements are to be made. The Pflieger Institute MRIC will also be in the North Jetty area where the raging river was in 1998. This is an inappropriate area.

What will happen to our beach when this wave run up hits the boardwalk and recedes back to sea? Will it take all the remaining sand with it?

From Carolyn Krammer
(760) 439-0863

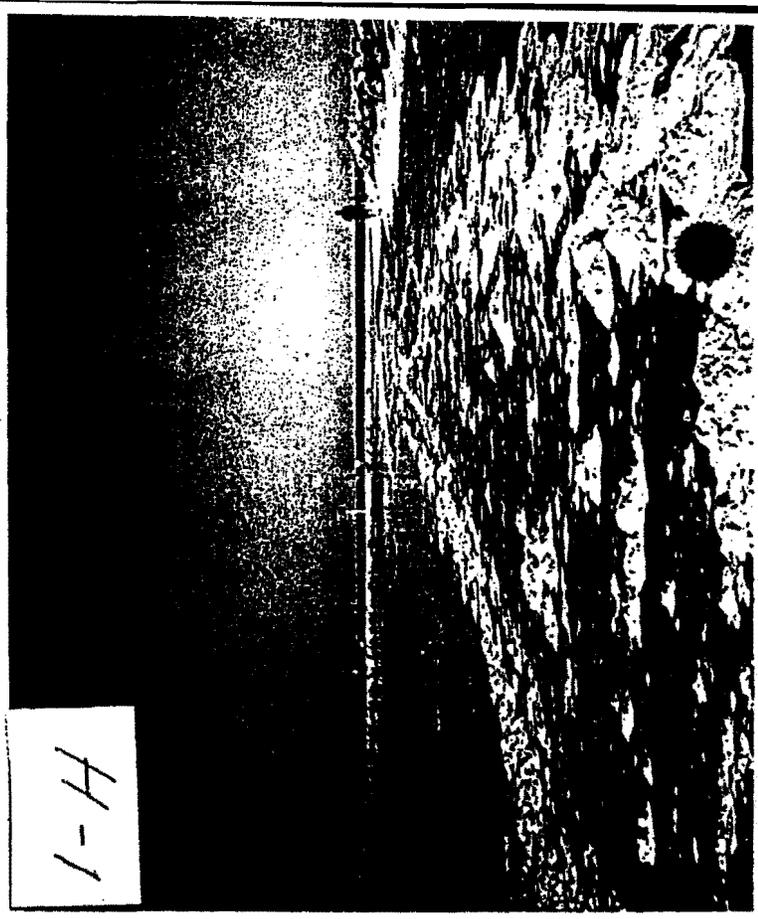
904 Leonard Avenue - Oceanside - CA - 92054

(19)





1-F



1-H



1-E



1-G

CITY OF OCEANSIDE

MEMORANDUM

July 31, 1997

TO: Harbor Beach Community Planning Team Members

FROM: Dana Hield Whitson, Assistant City Manager

SUBJECT: **WHERE DO WE GO NEXT**

Don Hadley, Jerry Hittleman, Diane Van Leggelo, Kevin Wolf and I met this morning to map out some recommended next steps for our fourth (and potentially final) community planning meeting. Kevin has crafted an agenda for that meeting, which is attached. We recommend the following:

- We will ask some of the participants to agree to volunteer to continue working with the City and P.I.E.R. on an ad hoc basis to address ongoing issues. One group would work on the water quality issues (reviewing existing reports, discussing methods for sharing information and educating the public, and outlining specific proposals for improving water quality on an ongoing basis). A second group would meet with City representatives, Dr. Alwani and P.I.E.R. representatives – if you are interested – on the beach stability issue. Our thought was that rather than derailing or delaying the process on these issues we could delegate them to a small group and begin to incorporate their ideas, as appropriate, as the plan moves through the environmental review and permitting process.
- We have also allowed for the long-delayed presentation on the parking and shuttle issues, along with a recap (for the inevitable newcomers) on the boat ramp, P.I.E.R. and beach amenity issues. This is the point in the agenda for Mike Wilkes to present the draft plan.
- We continue to believe that some limits need to be set on RV usage, and the participants may well be willing to endorse that concept. One option would be to increase the price for overnight RV parking so as to reduce demand.
- At the end of the evening, we would close with a presentation by either Jerry Hittleman or Mike Blessing of the Planning Department on what the next steps are and what future opportunities for the participants to continue to be involved and informed.
- It also occurred to us that the 1997 aerials show a wider beach than the 1993 baseline we are using on the map (about 30 feet wider by my crude measurements). Do we want to revise the base map, so that the width of the residual beach will be larger?
- City staff will meet with North County Transit District to talk about shuttle ideas and the possibility of NCTD extending bus service. We will try to do this before the August 5 workshop.

- There are a couple of areas where we need to make sure that the City, consultant team and P.I.E.R. representatives are all on the same sheet of music with respect to the plan design. These are:
 - Designated parking for P.I.E.R. versus "shared" parking by aquarium and beach users
 - Road width – the City Engineer has questioned whether two-lane with bike lanes might be more efficient
 - The sharing of pedestrian path among bicyclists, pedestrians, skaters and skateboarders versus separate paths
 - The minimum number of parking spaces that should be designated on the plan for the boat launch ramp (180?)

I'd suggest we plan a conference call on these issues – does 10:00 a.m. on Friday, August 1 work for everyone? Also, we can get an update at that time from Mike Wilkes on his progress in preparing the plan.

Thanks for your assistance in making the process work. Tuesday night session was proof that our efforts are succeeding!

DHW:le

... NEED TO BE 'STROKED' ? ☆

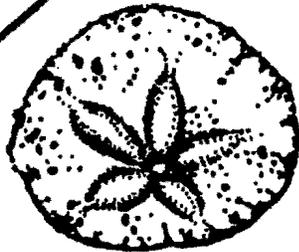
RECEIVED JAN 21 1998

RW
1-22-98
TW

Oceanside Sea Center

A S S O C I A T I O N

221 North Coast Highway Street • Oceanside, California 92054 • (619) 966-0111



January 14, 1998

Oceanside City Manager
Oceanside Civic Center
300 North Coast Hwy
Oceanside, Ca 92054

Dear Mr. Tom Wilson,

The Oceanside Sea Center Association (OSCA) Board of Directors is seeking input from your office to aid in determining the future plans of our association.

The Sea Center concept and our nonprofit association grew out of a solicitation by the Redevelopment Agency and the Community Development Commission for volunteers to organize, build and fund a marine learning center within the city. This solicitation was a direct result of a strategic marketing study completed in 1993. It recommended the creation of a Sea Center to serve as a destination point for students, tourists and adult visitors within the redevelopment/beach area. This would obviously benefit not only economic development by bringing tourist dollars to the city, but would also serve a vital role in providing people of all ages a quality environmental learning opportunity.

After conducting a survey and talking to a variety of people, it was determined that OSCA's primary goal should be to provide low-cost marine educational opportunities for the community. There is a tremendous need for such opportunities in North San Diego County. Currently schools must travel to San Diego Bay or Dana Point for ocean classroom experience. Whenever OSCA representatives have discussed the concept of a Sea Center with local educators and other community members, the response has always been one of enthusiastic support.

Over the past 4 years, the OSCA board and general membership have worked diligently to this end. We completed a total renovation of our storefront space at 221 N. Coast Hwy at a cost of \$20,000 in donated time and materials. We also built several displays and 2 saltwater aquaria stocked with indigenous sea life. Local marine artist Robert Gray painted a spectacular 13' x 25' undersea wall mural. During the summer of 1997, we opened the Sea Center to visitors on a limited schedule. Community

24

volunteers supported by local fund raising activities completed all of these tasks. It has always been our goal to build a much larger permanent facility within the city.

Before the PIER project was proposed, members of OSCA collected information and visited numerous aquarium facilities. Based on this research, OSCA determined the Cabrillo Marine Museum (CMM) in San Pedro to be the most appropriate model. CMM provides their community with numerous educational programs and classes for school groups. There is no admission fee for their modest aquarium which provides an excellent educational experience for people wishing to learn about the ocean and has served to draw tourists into San Pedro. Orange County Marine Institute (OCMI) is another highly successful marine educational program that OSCA considers a useful model. OCMI has very limited aquarium facilities, but emphasizes education in their classrooms and aboard various boats.

Representatives from PIER initiated dialogue with OSCA suggesting Oceanside as a potential site for the black sea bass hatchery PIER wanted to build. In fact, the president of OSCA introduced and promoted the concept to local officials. During the early stages of project formulation, there were informal discussions about OSCA developing and administrating an aquarium associated with the hatchery which was the primary interest of PIER. Those initial discussions, however, did not lead to any formal relationship between OSCA and PIER. The original proposal evolved from a series of professional relationships among the "founders", Mr. Tom Pflieger, Dr. Michael Domeier, PhD. And Capt Joe Cacciola (OSCA President). These dedicated men shared a common vision to expand our knowledge of the sea, enhance the environment thru education and applied research, and give people of all ages an opportunity to participate in this quest. Much effort, time and money have been invested in this ambitious project to date. The planning and approval process is tedious and not without its challenges. We are all hopeful this vision will prevail and come to fruition.

Our association now finds itself at a crossroads requiring some important decisions and action plans vital to its future.

Given the original mission and history of the Sea Center and the onset of the Pflieger Institute project, it is unclear as to what role, we are to now assume. With both OSCA and PIER now in existence and in need of public support, there is understandable confusion in the community, which may be accompanied by a reluctance to come to the aid of either entity. We understand that PIER can make no commitments until there is final approval by the local authorities, but we feel that it would be beneficial for both organizations to be of one accord in our communications with both the government agencies and the citizens of the community. If we appear to be disorganized or at cross purposes, it can only have a negative impact on our aspirations.

Our Association President along with other Board Members has attended all the numerous public meetings relevant to the PIER project and the Harbor Beach improvements. OSCA strongly supports the PIER concept and has stated so publicly many times at these meetings. Unfortunately there has been a lack of direct formal

dialogue with city staff and PIER representatives. We feel OSCA has somehow been left out of the planning process for the very goal it was established to provide. It is difficult at best to proceed with our center's activities without input and direction from your office.

OSCA can be an effective advocate and valuable partner in realizing everyone's desire to have a first class marine educational facility built in our city. The key is determining just how to accomplish this in an organized and concerted effort. OSCA will continue to advocate for and if necessary, provide low-cost marine educational opportunities. The marine educational community has a long-standing tradition of cooperation rather than competition between organizations. OSCA believes in that tradition and has already received technical assistance and advice on display design from CMM. We are therefore open to any cooperative efforts with PIER. For example, we have offered to train the volunteers needed to act as docents at the PIER aquarium. It is with this spirit of cooperation that OSCA will officially open its doors. We look forward to productive discussions with the City and PIER in the future.

We ask that you give this some thought and then provide us with an opportunity to meet with you and discuss your recommendations.

Some relevant issues to be addressed at this meeting would include the following:

- 1) How can the City staff more fully involve OSCA in the PIER planning process?
- 2) What relationship does PIER desire to have with OSCA and what are the parameters of this relationship?
- 3) How can PIER and the City help to support OSCA's mission?
- 4) How can OSCA and PIER work together to provide low cost marine educational opportunities, especially for school children?

The OSCA Board and its members are confident we can all work together to make our shared vision a reality. Thank you for your attention and consideration.

Sincerely,

Joe Cacciola

OSCA Board of Directors

Joe Cacciola - President
Leslie Snider - Vice President
Rich Watkins - Treasurer
Jerry Kashiwada - Secretary
Glen Foss - Director

Leslie Snider
Rich Watkins
Jerry Kashiwada
Glen Foss

Cc: Harbor Board of Directors
Director of Harbor and Beaches - Don Hadley
Redevelopment Director - Eli Sanchez
PIER Director - Dr. Michael Domeier, PhD.

CITY OF OCEANSIDE

MEMORANDUM

January 26, 1999

TO: Department Directors

FROM: Dana Hield Whitson, Assistant City Manager *DHW*

SUBJECT: BEACH ENCROACHMENT ISSUES RELATED TO HARBOR BEACH

As you know, the issue of loss of sandy beach has been repeatedly raised during public discussions of the Harbor Precise Plan Amendment and PIER projects. I believe it will be useful for all of us to speak with consistent numbers when addressing this issue. This is difficult, as the beach builds and recedes on a seasonal basis. We should always acknowledge that fact when addressing this issue. With that caveat in mind, the following figures have been cited in the Environmental Impact Report:

- A total of 8.32 acres of sandy area will be taken up by the proposed improvements:

- Recreational support facilities (e.g., boardwalk, restrooms, etc.) – 1.33 acres
- Parking lots – 3.22 acres
- Pacific Street – 0.74 acres
- PIER facility (including some landscaping) – 0.86 acres
- Landscaped areas – 2.18 acres

- The beach has grown ^{20 (see revised in Final EIR)} 16 acres since the Harbor was created in 1964; the EIR states that the growth has been 10 acres since 1968.
- During the summer months, the beach size has ranged from a minimum of 19.4 acres to a maximum of 30 acres. The most recent non-rainy season acreage cited in the EIR is 503 feet in width, or 26.6 acres.
- SANDAG has established a beach capacity criteria of 100 square feet of beach area per person. This capacity is generally observed in current beach usage patterns. People crowd into the immediate shorefront area and virtually all of the central and easterly portions of the beach are highly underutilized.
- Using the SANDAG criteria, the summer minimum beach capacity is for 8,464 persons. However, the current beach parking capacity is for 2,034 persons. Even with the expansion of parking proposed under the current plan, the proposed beach parking would support 2,796 people. As a result of this analysis, the EIR concluded that the proposed beach encroachment would have no impact on recreational usage of the beach.

- It should also be pointed out that all of the 8.3 acres of encroachment into the beach area are for projects which are specifically designed to increase public access to and enjoyment of the coastal environment.

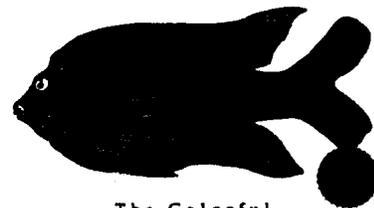
I hope you find this information useful as you speak to the community on these important issues.

DHW:le

Cc: Don Williamson, PIO



ORANGE COUNTY MARINE INSTITUTE



The Colorful
Garibaldi

A common inhabitant of the
kelp forest, the Garibaldi is fiercely
protective of its territory.

Thursday, April 15, 1999

Ms. Carolyn Krammer
Citizens for the Preservation of Parks and Beaches
904 Leonard Ave.
Oceanside, CA 92054

Dear Ms Krammer:

You have inquired about discussions with the George T. Pfleger Foundation regarding a Black Sea Bass grow-out program at the Orange County Marine Institute in Dana Point Harbor.

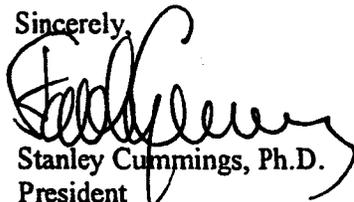
On November 13, 1996, we met with Mickey Shaw, who then directed the foundation, and Michael Domier. I once had an awe-inspiring encounter with a pair of Black Sea Bass on a diving expedition to Santa Barbara Island and had a personal interest in the project. In addition, I was familiar with the White Sea Bass grow-out program initiated by Hubbs Sea World Research. That program had built a successful track record and had already established a small base in Dana Point Harbor.

My recollection of the discussion is that the land requirement for the project was considerable and would have occupied most of the site we had available (about 3.4 acres). My follow up letter to Ms. Shaw states, "If the Black Sea Bass were to be part of our operation, I foresee an office for Michael and a public, educational presentation of the project with a few on site demonstration pens. The majority of the grow-out pens would need to be located on less expensive land farther inland. Our strength would be in developing some interesting bridges to assist the visiting public in understanding and appreciating Michael's work."

The necessary focus of the Orange County Marine Institute's mission is on education. Our leasehold with Orange County is a prime location fronting on three major habitats: Dana Point Harbor, the Dana Point Marine Life Refuge and the bluffs of the Dana Point Headlands. Public access is a priority. We have designated about 650 square feet for research out of a 30,000 square foot expansion project.

If you have any questions, please feel free to contact me.

Sincerely,



Stanley Cummings, Ph.D.
President

Facsimile Cover Sheet

To: Carolyn Krammer
Company: Citizens for the Preservation of
Parks & Beaches
Phone: 760-439-0863
Fax: 760-630-2370

From: Susanne Lawrenz-Miller, Ph.D.
Company: Cabrillo Marine Aquarium
Phone: 310-548-7563
Fax: 310-548-2649

Date: 04/19/99

**Pages including this
cover page:** 1

Comments:

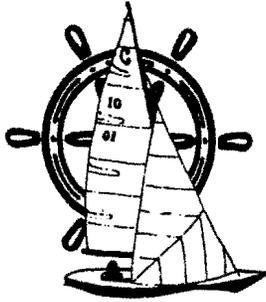
Regarding your fax of April 14, we are somewhat aware of the Pflieger Institute of Environmental Research but do not know the details of their plans. We have not been approached for a similar project.

In addition to access to the ocean by a trailered boat, we are in easy walking distance of both the harbor and ocean beaches via the public beach. A parking lot and an entrance street lie between us and the water.

We also pump sea water to our facilities via a sea water well on the ocean beach connected by 1/8 mile pipelines to the holding tanks on our premises. Our sea water is filtered, cooled, and recirculated on our premises, with waste sea water released into the sewer system in small amounts as the sea water is periodically replaced with new water from the sea water well. The capacity of our sea water system, about 40,000 gallons, is undoubtedly smaller than might be required for a black sea bass grow out program.

cc: Mike Schaadt

Sales
Rentals
Lessons



Yearley Sailboats

1850 Harbor Drive North — Oceanside, California 92054
Phone (619) 722-4940

4 March 1999

Don Hadley
Oceanside Harbor District
1540 Harbor Drive North
Oceanside, CA 92054

Dear Don:

Thanks very much for inviting us, the merchants here at the harbor, over for the briefing on your plans for the Harbor Beach area. I have not spoken out as to what I feel the usage these harbor areas should have. I believe this is misguided for the following reason:

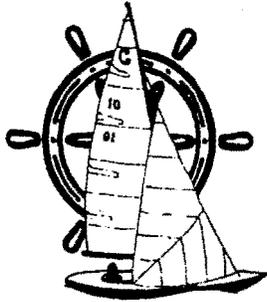
The first order of business here at Oceanside Harbor should be to get the harbor entrance safe, functional and designed to have as low cost for maintenance as possible.

The harbor was built in a site between two watershed areas, the Santana Margarita River and the San Luis Rey River. The delta offshore built through the years from sand carried down these two rivers has made it shallow offshore. The rockwork for the sheltering of the entrance to the harbor has further trapped the sand in this area limiting the distribution of the sand up and down the entire system of beach communities in northern San Diego County. The design of the Del Mar Boat Basin and the adjacent Oceanside Harbor made a giant sand trap.

The Oceanside Harbor was opened for business in 1963. The harbor suffered under extreme problems of sand build up in the entrance to the harbor. The dredge work could not solve the shoaling problem because the sand trap, which was the harbor rockwork, had plenty of sand in reserve to dump back into the entrance as soon as the dredge was gone. Not only did the sand come around the end of the jetty, but it was washed through the jetty by the waves breaking over the trapped sand on the south side of the rockwork. Engineering problems had shown up.

A Long beach engineering firm came up with design corrections, and those corrections were made in 1967, namely the filling of the jetty to prevent the wave carrying sand through the jetty and adding a hook on the end of the south jetty to prevent the sand from coming around the end of the jetty. It would be interesting to know how much faith the engineers really had that these corrections would solve the problems. I suspect that, if it worked, it would have made an even more effective sand trap. Under any circumstance, the sand continued to build up in the sand trap.

Sales
Rentals
Lessons



Yearley Sailboats

1850 Harbor Drive North — Oceanside, California 92054
Phone (619) 722-4940

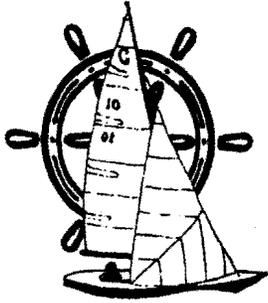
One of the most interesting things that happened as a result of this correction was that the beach sand within the outer harbor began to erode. The erosion was so severe that only by fast action and supplying rockwork to that beach within the harbor were they able to prevent the erosion from breaking through and into the harbor itself. My guess is that the hook rockwork, small as it was, caused a reflected wave action to erode that otherwise sandy beach away. The nature of a beach is that it will only form and stay where the current is light and there is mild or little wave action. Sand in water loses its weight; it can be somewhat compared to feathers in the wind.

Other experiments were tried here. One was the experimental sand bypass pump that was perhaps a good idea but not price effective. The rockwork done on the inside of the south jetty and outside of the end of the north jetty caused some interesting reflected wave patterns, but outside of a rougher that necessary entrance I have not identified any serious problems that came from these additions.

It seems that the Harbor District has started to think of the beach and the sand trapped in the sand trap as real estate. They are ready to build on it as if it will be here forever. I hope that the District does not guarantee this property to any one leasing it because beaches can be compared to the wind and feathers when the surf picks up. We may find the District trying to maintain an impossible high tide line at exorbitant expense.

I have not given up thinking that the harbor entrance can be made safer and less costly to maintain. I believe the key to this is to reverse the process in that harbor beach. I believe that oceanographic engineers could, with perhaps very small amount of rockwork, much like that which happened in the outer harbor, cause the rip tide that occurs off that harbor beach to pull off at the river jetty instead of coming off the south jetty. Under that circumstance the depositing of sand in the sand trap would not be pulled out into the entrance of the harbor but would be pulled off at the river jetty to then be distributed to Oceanside's beaches as well as all of the beach communities of north San Diego County. The nature of beach is that it is easily moved by the water, both waves and current. Beach should not be thought of as real estate under this circumstance. The use of the beach for expendable facilities like parking lots, motorhome parking, beach parking and launching ramp parking are very good uses for the beach. Construction of permanent structures on a beach is folly.

Sales
Rentals
Lessons



Yearley Sailboats

1850 Harbor Drive North — Oceanside, California 92054

Phone (619) 722-4940

I would suggest that a badly eroded spot like Wisconsin Street at the Strand would be an excellent location for an Aquarium/Fish Farm. Oceanside desperately needs help in many areas of the city, the beach as well as the harbor. I don't think there is any spot that has more severe erosion than that area. The City has worked hard through the years to maintain that area. It is near sea water and the area needs a shot in the arm. The Harbor beach is, contrary to what your committee thinks, in my opinion, fully utilized.

Thanks again for asking'

Monte C. Yearley
Monte C. Yearley

richard sanford rowen

3315 genoa way unit 100

oceanside,california 92056

6 August 1999

The California Coastal Commission
3111 Camino Del Rio North
Ste. 200
San Diego, CA 92108

Attn: Ms. Diana Lilly

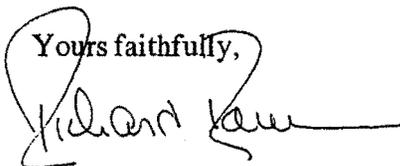
Dear Ms. Lilly:

I would be grateful if you would add my name to those who appose the reduction of our city's public recreation space in order to build the so-called Research and Interpretive Center. This has been proposed in the center of an area already highly impacted by our greatly growing population as they search for space to enjoy what is possibly the only positive aspect of life in Oceanside: our wonderful beach!

I write this as I contemplate the actions of our Mayor and Council as they push to barter away the treasure of our oceanfront park land, along with the access and views thereof,, in order to line the pockets of commercial entrepreneurs at the expense of the thousands who have enjoyed the views, accessibility and natural beauty of the coastline.

So many of us hope that the Coastal Commission will recognize these two land-grabs for what they are, and, instead of allowing them to proceed will protect one of our few remaining examples of the grace and natural beauty of California's coastline that can be enjoyed right in the heart of our city.

Yours faithfully,



Richard Rowen

RECEIVED

AUG 09 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

From:

Dick Zajic

RECEIVED

Phone (760) 754-1833

Fax (760) 754-2357

JUL 29 1999

CALIFORNIA COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

To: Person: ADM. DIANA LILLY

Company: CALIFORNIA COASTAL COMMISSION

From: Dick Zajic Date: 7/29/99

Subject: I'm LETTERED, BEFORE I RETIRED I TRAVELED THE FROM
SAN LUIS OBISPO TO ROSARITA BEACH (MEX) AND THERE ARE ^{ONLY} ABOUT
4 OR 5 GOOD SAND BEACHES ON THE SO. CAL COAST.

OCEANSIDE WITH ITS APPROX 3 MILES OF BEACH IS ONE
OF THE BEST.

IF THIS PURPORTED RESEARCH/INTERESTED CENTER
OF APPROX 200,000 SF OF BUILDING NEEDS 8.3V ACROSS TO
LOCATE ON THE OCEAN, LOCATE IT ON PISMO BEACH IN
NORTH CALIFORNIA, WHICH HAS ACRES OF UNLIMITED
BEACH, OR LOCATE IT ON SOME COMM'L PROPERTY WITH
OCEAN FRONT ACCESS.

PLEASE PROTECT THE BEACH IN OCEANSIDE FROM
THIS ACTIVITY & FROM ALL DEVELOPERS OF A BEACH RESORT

Dick Zajic

E-MAIL DZAJIC@JUNA.COM

1048 PROUD WAY

OCEANSIDE CA 92057

This Fax consists of 1 pages including this cover sheet

Fax was sent to (619) 521-9672

RECEIVED

JUL 26 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

7-23-99

CALIFORNIA COASTAL COMMISSION
ATTN: DIANA LILLY

RE: OCEANSIDE HARBOR BEACH

DEAR COMMISSIONERS:

PLEASE DO NOT LET THE CITY OF OCEANSIDE PAVE OUR PRISTINE BEACH IN THE HARBOR! THE HARBOR HAS A LARGE SANDY BEACH THAT THE CITY COUNCIL SAYS IS UNDERUTILIZED!! SO THEREFORE IT SHOULD BE PAVED TO MAKE WAY FOR MORE AIR POLLUTION, AND WATER POLLUTION.

THE ENVIRONMENTAL IMPACT REPORT SAYS THAT THIS PROJECT EXCEEDS THE STANDARDS AND YET THEY PROCEED WITH THIS PROJECT OF AN AQUARIUM, RATHER THAN FIND ALTERNATIVES FOR ITS LOCATION. HOW DO YOU PUT A PRICE TAG ON A BEAUTIFUL COASTLINE VS A PARKING LOT! RESEARCHING FISH? EDUCATING CHILDREN? THE BIRCH AQUARIUM IS CLOSE BY AS WELL AS MANY OTHERS. WHAT DOES THIS REALLY TEACH OUR CHILDREN AS TO HOW WE VALUE OUR NATURAL RESOURCES?

PLEASE HOLD THE HEARING IN OCEANSIDE SO YOU CAN SEE FOR YOURSELVES WHAT THEY ARE TRYING TO DO, AS WELL AS GIVING THE CITIZENS A CHANCE TO BE HEARD. I AM CONFIDENT THAT IN YOUR WISDOM YOU WILL PROTECT OUR COASTLINE, PLEASE HELP US!

SINCERELY,



KAREN KUNZE
1151 SOUTH SANTA FE AVENUE
VISTA, CA 92083

Citizens for the Preservation of Parks & Beaches

RECEIVED

JUL 27 1999

July 23, 1999

California Coastal Commission
San Diego Coast Area
3111 Camino del Rio North, Suite 200
San Diego, CA. 92108

FAX: (619) 521-9672

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Hard copy via mail 7/23/99

Attention: Diana Lilly

Dear Diana:

I have been advised this date by Mr. Hittleman, Planning Dept., City of Oceanside that they have filed a Notice of Final Action Regular Coastal Permit for the Harbor Precise Plan Amendment and Harbor Beach Improvement Project. He also advised me that I would have until August 4, 1999 to file an appeal.

As I am unfamiliar with the process, please accept this letter as an appeal. If there is necessary paperwork that needs to be filed, please advise me.

I would also like to request that we be notified on everything pertaining to the Harbor Project. I would like to set up a time at your convenience to meet with you. I have in my possession letters and petitions in opposition to this project, as submitted, that I would like to give to you for your information and file.

Please contact either myself or Shari Mackin at the numbers listed below. Thank you for your help in this matter.

Sincerely,



Carolyn Krammer
Chairperson

(760) 439-0863 home
(760) 724-0601 ext 208 work
(760) 630-2370 work fax

Shari Mackin can be reached at (760) 433-9899

cc: City of Oceanside, Mr. Hittleman cc: Calif. Environ. Law Project
904 Leonard Avenue - Oceanside - CA - 92054

RECEIVED

JUL 29 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

11131 Calgary Way
Valley Center, CA 92082
July 29, 1999

Diane Lilly
California Coastal Commission
3111 Camino del Rio, North, Suite 200
San Diego, CA 92108

Dear Ms. Lilly:

I understand that the Coastal Commission is considering concreting a portion of Oceanside Harbor for the purpose of a commercial enterprise. Please deny the application.

Oceanside Harbor is the only nice place in all of Oceanside and one of the few really nice places in North County. What makes it so pleasant is the absence of the kind of enterprise that you're now considering.

Both gulls and people will prefer sand and ocean to concrete. Please do not add to ratio of concrete in an all ready over-concrete world.

Sincerely,

John S. Leahy

RECEIVED

JUL 28 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear Diana Lilly,

Re: Harbor Beach

First of all I'd like to say that my husband, kids, and I just enjoyed a great, three day, 4th of July weekend of camping at Oceanside Harbor and I can not believe that one of the last, few beach camping areas in Southern California could possibly be taken away. A research center can in no way replace the family time, values, and memories that we try to instill in our children, which is so lacking in today's world, that a family atmosphere, such as Oceanside Harbor provides. Oceanside Harbor is a Southern California jewel, with its sport fishing industry, picnic areas, shops, and restaurants. Museums, research centers, etc., may be a form of education to visit once in a while, but it can still not duplicate the day to day enjoyment, that a family can have by visiting and spending time together at a camp ground as nice as Oceanside Harbor. I believe that there are probably many others that share my feelings, and I hope that this project is still being reconsidered by the California Coastal Commission.

Sincerely,

Kim Beukelman 7/27/99

A concerned citizen of our parks and beaches,
Kim Beukelman
2627 Albright PL.
Escondido, CA 92027

DL
CC-88

RECEIVED

AUG 11 1999

Page 1 of 3

Dear
California Coastal Commission I'm writing
to you in regards to the two stories I read
in the North County Times.

The first story that caught my attention,
was about someone who wants to use 8.32
acres of ocean side harbor beach to build a
research/interpretive center. The taxpaying
residents who live in oceanside along with
the residents who don't, like the oceanside
harbor and its beach the way it is. If they
didn't like it then why is it jam packed
with people having the time of their life
year around. And if this research/interpretive
center is built it will ruin one of the best
looking harbors in California. By this I mean
there will be more parking problems and
trash in the water and on the beach. And you
know as well as I do that people are too lazy
to get up and throw trash in a trash can that
is only two feet from them. With the majority
of oceanside's residents against this research/
interpretive center being built, it will not last
because not enough people will visit it enough
to keep it open. And if it closes that 8.32 acres
of beautiful sand beach will be wasted, and I
hate to see that happen.

The second story I read concerns me just as
much as the first. I'm sure you heard of

The manchester project, which has been brought to your attention over and over. I along with the majority of oceansides residents do not want this manchester project to be built. Oceanside Beach in my opinion is one of the most beautiful and well kept up beaches in California. And you will see what I mean when you look at the pictures I'm sending with this letter. Two of the five pictures I'm sending you are in black and white, one is from the 1920's and the other is in 1957. Now if you take those two and compare them to the three taken this year, you will notice not much has changed. You can see that the pier and the beach under and around it looks the same. The pier and the beach north and south of the pier has been well maintain but not changed through the years. This proves we like the pier and the beach the way it is. So what I'm trying to tell you is if this manchester project doesn't go through, I hope the door does hit him on the ass on his way out for good.

There are over 144,000 residents in oceanside and probably more than half do not want this manchester project to pass. So why is mayor Dick Lyon and council women Betty Harding and Caro McCauley trying to get this manchester project to pass. We voted for mayor Dick Lyon and

The City Council members to represent us, I thought that meant they work with us not against us. And if they don't stand behind us on this issue how can we ever trust any body we vote for in the City Council of Oceanside.

Thank you for taking the time to read my letter and looking at my pictures. I really hope you can do something to prevent both of these projects from happening. I'm not doing this just for me but for every body who enjoys going to the Oceanside pier and the Oceanside harbor. Who knows maybe one day one of our employees may walk along Oceanside Beautiful Beach and feel proud that he or she helped save it. Please write back to me if you can, I really would like to know what you think of my letter and pictures. My address is 4683 Stransburg Ct Oceanside California 92056.





Historical Collection of
UNION TITLE







Above the Crowd!

8/24/99

RECEIVED

AUG 24 1999

www.timwalker.net

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

DIANA LILLY,

RE: OCEANSIDE HARBOUR

THE BEACH & OCEAN IS SO
FRAGILE. PLEASE LET GENERATION
AFTER GENERATION ENJOY IT
IN ITS NATURAL STATE.

PLEASE

Tim Walker

RE/MAX United
221 West Crest Street, Suite 100
Escondido, California 92025
Office: (760) 723-7111
Fax: (760) 723-5900
Each Office Independently Owned and Operated

RECEIVED

AUG 04 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear Diana,

I enjoy the Harbor beach very much & I'm highly opposed to the proposed paving of 8.32 acres of our beautiful Beach area.

No doubt we can not & should not hinder progress; but this new development should be instilled on virgin ground & not in an area that is highly enjoyed by many people such as I.

Respectfully

Michael J. Petta
201 Mockingbird Ln.
Oceanside, Ca. 92057

3377 Golfers Drive
Oceanside, CA 92056

August 3, 1999

Ms. Diana Lilly
California Coastal Commission
3111 Camino Del Rio North, Suite 200
San Diego, CA 92108-1725

RECEIVED

AUG 04 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RE: Oceanside Harbor Plan

Dear Ms. Lilly:

Please ask the members of the Coastal Commission to conduct their meeting regarding Oceanside Harbor at the Oceanside harbor. Thus the members will be better able to see our concerns about the city's plans for our harbor.

They will see how small the harbor is. How it is already utilized by so many people that encouraging significant growth will cause irrevocable damage to this section of coastline.

Please ask the members to be especially aware that building more ramps to invite more personal watercraft owners to the harbor area will cause so much noise that it will become another area of ocean given to a special interest group. It is already become almost intolerable to walk the path on the landside of the harbor when owners clean their personal watercraft. A sign that asks that they not rev their engines will just not protect the harbor from noise pollution. The noise pollution, air pollution and water pollution of personal watercraft extend over to the pier and beyond. San Diego and Carlsbad confine personal watercraft to the Bay and Lagoon. We are afraid that Oceanside's open invitation to use the limitless ocean will over time take away access to the harbor and beach from everyone except jet ski owners.

Paving over sand to accommodate a large building to study two fish is another terrible abuse to the coastline.

The Oceanside harbor should be a wonderful place for all residents and visitors to enjoy -- not special interest groups.

Thank you and the other members of the Coastal Commission for protecting Oceanside.

Sincerely,

Gene Cavanagh
Jo Cavanagh
Gene and Jo Cavanagh

8/5/99

RECEIVED
AUG 05 1999

Calif. Coastal Commission
3111 Camino Del Rio No. #210
San Diego, Ca 92108
Attn: Diana Lilly

There seems to be some lapse of rationality at
Oceanside City Hall. I sense that this is the only
city on the Calif. coast that is hell-bent to pave
over our precious beach - am I wrong? The City
Council is determined to vest our precious pier
& wide sandy beach to a multi-million dollar
resort developer & to PAVE (black top tar?) 8 acres
of precious beach for PARKING? Is this crazy?
SANDY

Wouldn't a resort serve just as well off the beach?
Is this rational? Is there another seaside
community in Calif considering such vandalism?

Sincerely,

Mrs Shelly Coates
P.O. Box 2982
Vieta, Ca 92085 } an oceanside resident

cc: Jerry Johnson

RECEIVED

AUG 13 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Chaucer Yang
213-A
1202 N. Pacific St.
Oceanside, CA 92054
August 4, 1999

California Coastal Commission
3111 Camino Del Rio North, Suite 200
San Diego, CA 92108

Gentlemen/Madam,

We are writing as concerned citizens regarding your plans to damage the environment and destroy the natural beach in Harbor Beach and Oceanside pier areas.

PLEASE STOP THE PROJECT! PLEASE STOP THE DESTRUCTION!

PLEASE PRESERVE WHATEVER CAN BE PRESERVED!

PLEASE SAVE THE SANDY BEACH!

PLEASE DON'T PAVE THE BEACH FOR PARKING LOT IN FRONT OF!
Marina del Mar

PLEASE DON'T CONTRIBUTE TO MORE TRAFFIC, AIR AND WATER
VIOLATIONS!

You will be doing the beautiful Oceanside a disservice if your commission cannot leave the sandy beach untouched.

Sincerely,

Chaucer & William Yang
Chaucer Yang (Dr. and Mrs.)

921 Hillcrest Place
Oceanside, CA 92054

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AUG 16 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

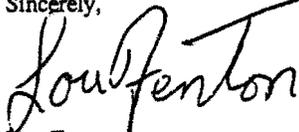
August 13, 1999

Attn: Diana Lily
California Coastal Commission
San Diego Coast
3111 Camino Del Rio North, Suite 200
San Diego, California 92108-1725

Dear Coastal Commissioners:

The City of Oceanside in a Notice of Final Action has proposed some changes at the Oceanside Harbor which are inconsistent with the Local Coastal Plan. The proposal to eliminate 8.32 acres of public beach to accommodate the Pflieger Institute is an affront to all Californians. The amount of beach per person is already decreasing rapidly as California's population increases. In addition, the amount of beach available to endangered shore birds is in short supply. Traffic and parking due to boat launching, beach goers, and campers is already problematic. Additional traffic and parking from the Pflieger Institute would make the situation worse. Increasing the capacity of Pacific Street and Harbor Drive to accommodate traffic to the Pflieger Institute would impact the beach and the nearby San Luis Rey River wetlands. [Given the recent confirmed discovery of endangered southern steelhead trout with DNA marker 5 at nearby San Mateo Creek (Steve La Rue, August 6, 1999, San Diego Union-Tribune), it is reasonable that the San Luis Rey River wetlands may also contain these endangered fish.] Oceanside's officials are completely witless. There is no need to place the Pflieger Institute on public beach. The Pflieger Institute could be easily accommodated east of the railroad tracks on largely unused harbor land with its own separate access from Monterey and Carmelo Streets. For example, the University of California's Scripps Institution of Oceanography and Steven Birch Aquarium are both located inland from the beach and not on top of it. Seawater is pumped to the aquarium. Scripps did not need to build on the beach, so there is no reason why Pflieger should be allowed to build on the beach. Only idiots would squander limited coastal resources on activities that could be more logically accommodated elsewhere.

Sincerely,



Lou Fenton

August 13, 1999

RECEIVED

AUG 16 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dwight Christensen
P O Box 4472
Riverside, Ca. 92514-4472

California Coastal Commission
3111 Camino Del Rio North
Suite 200
San Diego, Ca. 92108
Attn.: Diana Lily

Dear Ms. Lily:

My wife and I are slip holders at Oceanside Harbor. We are going on our third year in the harbor and enjoy the area almost every weekend, with the time spent on our boat.

It has been brought to my attention, by word of mouth, and reading the newspaper, the city of Oceanside has approved a large development project for the harbor. The final decision rests with your Commission..

I would request that you reject the proposed development at Oceanside Harbor in its entirety. From the perspective of a user of the beach and harbor, who is on site almost every weekend of the year, the proposed aquarium and launch ramps will cause many more problems than have been identified by the City of Oceanside.

The projects appear to benefit the city, but, unfortunately will cause havoc to the users of the harbor and the beach. On any current summer weekend, parking lots around the harbor are full most of the time. It is interesting, the city wishes to create projects that will require additional parking but fail to provide the parking. What little parking there is, they want to raise the rates substantially. This seems to be similar to the scenario the city is currently going through with the down town, new theater complex, where they are developing, but have no parking to support the development.

The Harbor Police Department is currently kept very busy handling the problems of the harbor community. Additional people crowded into the small area, will cause further strain on this agency.

Oceanside Harbor is small and is currently able to support the boaters, beach people, and those who visit the shops and businesses. In short, Oceanside Harbor is not able to support the type of development and pollution the City of Oceanside proposes for the area. You are urged to reject the proposed project.

Sincerely



Dwight Christensen

**H VAN
HAGEN**
Design

RECEIVED

AUG 10 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

8/5/99

Dear Diana Lilly, I have been an oceanside resident for 17 years and I have concerns about 2 ongoing projects in Oceanside, #1 The Manchester project #2 The institute at Oceanside Harbor. I feel that both projects encroach on the beach and beach access. I feel that the citizens of Oceanside should not subsidize these projects. We should not forfeit public parkland or public amenities for private use. These areas need to remain accessible to area residents. I feel the harbor sand beaches definitely should not be paved.

Please consider ~~of~~ carefully the encroachment of these projects on our beaches and our access.

Sincerely, Chlo Feil

Christine
VanHagen Feil
760 722-5950

524 So. Freeman St.
Oceanside, CA 92054

RECEIVED

AUG 10 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

AUGUST 1999

CALIFORNIA COASTAL COMMISSION

SAN DIEGO branch office

Dear All....

It has been a long time since I've been to visit you...getting old I recon.

But, you really must make every effort to halt all this take-away of open, lovely, available sandy beach in Oceanside! Between Manchester and the Harbor idiosy, the plain ordinary people WON'T have these simple family pleasures of picnics and get-togethers.. read that as FREE and AVAILABLE ENTRY. I've been enjoying the sunsets and illuminated long evening clouds scudding by these past few days. One of the true joys of So. California...the "Sunset Coast". I'm old enough now that I don't jump in the ocean, but I sure enjoy watching my grandchildren do so!

Please provide your "Watch-dog Services"

Sincerely,

Maurie Brown

MAURIE McCL. BROWN
1991 FAIRLEE DRIVE
ENCINITAS, CA 92024

Aug 2, 1999

CA Coastal Commission: **RECEIVED**

AUG 04 1999

Gentlemen / Ladies

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Please save our beaches and
parks in Oceanside for all
to be able to enjoy.

Please do not allow Pacific
Street to be closed, or the
Harbor Beach to be paved
over.

We need ^{to} save something
for our grandchildren
to enjoy that that is not
controlled by private
developers

Thanking you in advance.

Sincerely
Catherine Leah
Oceanside

Dear Diana, Aug. 26, 1999

I am the home owner of Oceanview beach area.

My husband and I are totally against the Harbor Beach area being paved and encroached they "The Research / Interpretive Center"

Harbor Beach is an already impacted area. meeting the need of just natural beach, beautiful beach. We don't need The Research / Interpretive Center to add more traffic, keep as the natural beautiful beach.

that people all over the
world long.

Noie & Pat
Patrick
1202 N. Pacific
Beach St.
Oceanside

P.S. By adding another
man-made attraction
we are losing that
"beautiful glimpse into natural
beach" feeling.

RECEIVED

AUG 26 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Please, please Save our Harbor
beach for us - not Pfeiffer!
Just back from the East Coast &
only patch of beach I saw
you had to pay to use it.

We just can't afford to have
the City Council give 8 Acres to Pfeiffer^(occupy).
Let them go elsewhere & leave
our beach to us humans!

Billie Warner

Aug 2, 1999

CA Coastal Commission:

RECEIVED

AUG 04 1999

Gentlemen / Ladies

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Please save our beaches and
parks in Oceanside for all
to be able to enjoy.

Please do not allow Pacific
Street to be closed, or the
Harbor Beach to be paved
over.

We need ^{to} save something
for our grandchildren
to enjoy that that is not
controlled by private
developers

Thanking you in advance.

Sincerely,
Ether M. Lech
Oceanside

Alfred L. Donlevy
1651 Mesa Verde Drive
Vista, CA 92084-5324
August 14, 1999

RECEIVED

AUG 17 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission
3111 Camino Del Rio North, Suite 200
San Diego, CA 92108
Attention: Diana Lily

Dear Ms. Lily:

This letter is to request that you and the Coastal Commission take a long hard look at the "Wonderful" plans that the folks at Oceanside have in mind to disfigure the present beach area.

The proposed additional boat launch ramps will increase congestion and pollution. Particularly bad is the concept of encouraging the expanded use of Personal Watercraft. I'm sure that you are aware that Lake Tahoe and other areas have restricted those noisy oil discharging two cycle units. (If you are 14 years old, and have the money, you can rent them in Oceanside Harbor today.) We already have enough of them scooting around Oceanside.

As I understand it, the proposed aquarium and black sea bass research center is not really harbor related, other than to have a "pleasant" window view for the researchers. The proposal will encroach on 8 plus acres of recreational beach area.

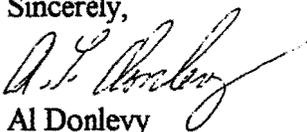
Presently, those that use the beach area, bringing boats, motor homes, etc. pay plenty of tax in the form of property tax, motor vehicle tax, and the boaters that rent slips even pay property tax for the land under the slips. The planers seem to think that parking fees will make up for the loss of other revenue. What will happen, people will drop off the sightseers and then drive to the boat area and encroach on that area to park for free.

If you have ever experienced the four way stop at Harbor Blvd. when the marines get off in the afternoon, you will appreciate the fact that we don't need more and more traffic in this area.

I hope you will hold any hearings in Oceanside, in a facility large enough to hold all the unhappy folks.

Thank you for your consideration.

Sincerely,



Al Donlevy
Sail Boat Owner

9/4/99

RECEIVED

SEP 07 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear Ms. Diana Lyle,

I hope and pray
you will not allow the
Builders to take away our
camping space and beach
in order to erect a building
etc. which can be built
elsewhere in Oceanside.

To take away our beach
and parking of cars and
Motor Homes is beyond reason
and will destroy the true
meaning of honesty.

Please make sure this
proposed travesty does not
take place.

Thank you!
Sincerely,

Art Watachuk
270 S Valley Pkwy #286
Escondido, Ca. 92027

Phone #
760-480-5111

August 10, 1999

RECEIVED

AUG 12 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission
3111 Camino Del Rio North, Suite 200
San Diego, CA 921-08

Attn: Diana Lilly

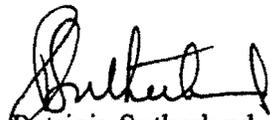
Re: Oceanside Harbor Project

I am a seventy year old resident of Oceanside. I have lived here for the past eleven years. When I retired I came to this city to enjoy its wonderful beaches and harbor area. Many of us go to these areas for our daily walks.

The idea of paving over such an outstanding beach area for parking is reprehensible. The people on the City Council seem to be in the business of giving away our valuable assets in the name of progress. The harbor area is extremely crowded under the present road system. As one roadway washes out whenever we have large storms, we will have additional traffic with only one road in and out when winter storms. There is talk of remedying this problem, but it hasn't been done to date.

I am asking that you give the matter very careful consideration and turn down this request to take away our beach area.

Please do not pave over our beach area.



Patricia Sutherland
3760-30 Vista Campana So.
Oceanside, CA 92057

August 25, 1999

RECEIVED
AUG 27 1999
SEP 02 1999
RECEIVED

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear Governor Davis:

First of all let me say what a wonderful feeling it is to know that the Governor's Office is finally occupied by an environmentally friendly human being. We are writing to you because we are very concerned about the course of destruction our local government (Oceanside City Council) is taking on our local beaches.

The Oceanside City Council has approved the Oceanside Harbor Beach Improvement Project and has been sent to the California Coastal Commission for their review and approval. The "improvement project" calls for the paving/encroaching on 8.32 acres of sandy beach. This paving/encroaching on sand is "needed" to accommodate an additional tourist attraction, The Pflieger Institute of Environmental Research, in an area already heavily used and impacted with existing harbor and beach uses. The project also includes installing additional boat launch ramps and a ramp exclusively for Personal Water Craft users (jet skis). PWC's have been banned in some Federal and State lakes and we are concerned that Oceanside is encouraging more pollution to our ocean.

Let me quote a few sentences from our local council meeting of April 14, 1999.

Mr. Blessing, Planning Director - "The projects cumulative impacts in traffic and air quality cannot be mitigated to below a level of significance even if all the mitigation measures are identified."
"The San Diego Air Basin (SDAB) is currently in violation in the region of State and Federal ozone standards and State particulate matter standards. Therefore, all new or additional sources of these emissions (vehicle trips) within the SDAB would be considered as contributing to a significant regional air pollution impact..."
"In reviewing these unmitigatable impacts, staff and the Planning Commission believe that the impacts are unavoidable and that the project possesses social and economic benefits that warrant approval."

Dana Whitson, Asst. City Manager - "There is a huge beach but it is too wide to get to the water, and they do not want to take their kids."

Is this the message we want to send to our youth, that it is okay to destroy our natural resources as long as we can make money from it. At a time when state and local agencies are spending millions of dollars to put sand on our beaches, it seems immoral to allow Oceanside to proceed with this project.

We are desperately appealing to you for your help.

Sincerely,

The Kramer Family (Carolyn, Guenther & Erik)
904 Leonard Avenue
Oceanside, CA. 92054
(760) 439-0863 (760) 630-2370 office fax

Copy to: Peter Douglas, CCC
Lt. Gov. Cruz Bustamante
Senator Bill Morrow

State Assem. Patricia Bates
Senator Barbara Boxer
Senator Dianne Feinstein
Rep. Ron Packard

Aug. 20, 1999

Do inform it may concern:

We are being concerned about the plans to use the beach area at Oceanwide/Parkway for a Research/ Interpretive Center. Other beach area is used by many people for recreation most of the year and would be a real loss to the people of California. There is an irreplaceable beach and camping area. The Research Center could be located at some other site in the city. Can we feel that this would be a negative impact on the environment of the area with new houses, air and water pollution, finally the agreement at Scripps

in La Jolla and the new agreement in Long Beach can satisfy any center. We do hope you will consider what a loss this will be to those who love to vacation there as we have for the past 15 years with our family at weekends. We would also like to request that the Harbor Project be kept in beach side already the October clearing. Thank you for your very kind consideration.

RECEIVED

AUG 23 1999

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT

Must review, 5600 Scripps Station, La Jolla, Ca 92031

3377 Golfers Drive
Oceanside, CA 93056

September 9, 1999

RECEIVED

SEP 13 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Ms. Diana Lilly
California Coastal Commission
3111 Camino Del Rio North, Suite 200
San Diego, CA 92108-1725

RE: Oceanside Harbor Plan

Dear Ms. Lilly:

We are pleased to learn that the commission has chosen Oceanside as the site for its discussion of the Harbor District plans. We are writing once more to emphasize a couple of our concerns.

1. We believe that building a ramp dedicated to personal water vehicles should not be allowed. It gives the message that the harbor is the place to come and make noise. Isn't serenity one of the things we wish to preserve along the coast? Don't most people come to a harbor to get away from the noise and crowdedness of other locations? Allowing noise is another way access is denied to the majority of beach and harbor users. Other cities designate a place, usually away from the beach, for such use. We don't think these jets should be allowed anywhere near the harbor or pier. (When these vehicles are out at sea off the pier they all you can hear from pier to harbor.) There is no place in the harbor area to hide from the noise they make when cleaning their engines. This environmental objection raised in the EIR. was "mitigated" (we are coming to hate that loophole of a word) by the City Council saying that signs will be posted. Yeah, right.
2. An argument in favor of the Pflieger Institute is the estimated half a million dollars in taxes from increased business generated by the project. IS THERE A PRICE— ANY PRICE— THAT CAN JUSTIFY TAMPERING WITH COASTAL PROTECTION? Profitability and coastal protection should not be mentioned in the same breath. Even to consider this is to imply that sometime, somewhere, at some price, tinkering with the coastal environment is OK. Please, DON'T EVEN ALLOW THIS INTO THE DISCUSSION.

And even if it were open to discussion, does something like the Pflieger Institute really attract that much new business? How many kids will want to come how many times to find out about two minor species of sea life? Consider how Legoland, which offers much more diversity, is already adjusting to a smaller turnout than estimated. Or, if Pflieger happened to be successful, wouldn't it naturally want to expand? Where to? More people, more traffic, more noise, more pollution.

Oceanside harbor is just a small place—not a Monterey Bay, as planners seem to perceive it. Where are more boats going to be moored? How much more traffic—sea or land—can this small area endure?

We feel that your commission is the last stand for the preservation of the coastal environment. We and other citizens fighting to protect Oceanside beach and harbor feel defeated and hopeless. Thank you for considering all of our concerns and for the time and effort you invest in protecting the rights of citizens and the coast.

Sincerely,

Gene & Jo Cavanagh

Gene and Jo Cavanagh

Redlands Hearing Aid Center

Craig A. Latawiec
Board Certified in Hearing Instrument Sciences
14 North Fifth Street
Redlands, Calif. 92373

Telephone 909 793-5157

RECEIVED

SEP 10 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

To: California Coastal Commission.

I have learned of recent that the Coastal Commission is considering paving in excess of 8 acres of our sandy beaches in Oceanside, for parking, bathrooms and who knows what else. In the past we have seen this happen over and over, can't we just leave the pristine beaches alone and let the residents and visitors enjoy the simple clean environment that has been preserved for many years. Someone has to come along and screw it up, so there will be more pollution, more noise and more people. There is enough screwed up areas like this along the California Coast line. Lets leave Oceanside the way it is and was ment to stay. Large beaches, family camping, quiet surroundings and a great place to get away from it all.

Our family have been visiting this beach area for the past 5 years, 3 to 4 times a year and enjoy this cozy getaway, knowing there won't be hordes of traffic and people to contend with, we deal with that enough on a day to day basis.

Please, lets not screw up this beach just for parking revenue or someone's inflated ego to have this project approved and completed.

Sincerely,



Craig A. Latawiec

RECEIVED

SEP 08 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission
3111 Camino Del Rio North, Suite 200
San Diego, CA 92108

John M. Haasis
2746 Banff Court
Carlsbad, CA 92008-6538

September 6, 1999

Re: Harbor Beach And Oceanside Pier Project Areas of Concern

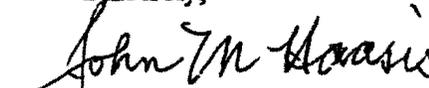
Attn: Diana Lilly and Bill Ponder

The proposed paving of 8.32 acres of sandy beach at the Oceanside Harbor to accommodate a Research/Interperative Center has come to my attention and I want to register my objection to this project. For many years my family has enjoyed coming to this beach and the adjoining boat harbor. I would hate to see any portion of the beach turned into a parking lot for any reason. We have always found adequate parking space in the present metered zones or by driving under the tunnel to the lot on the east side of the railroad tracks. If necessary this lot could probably be expanded to provide more parking area without the loss of valuable beach area. Oceanside is blessed with a wide sandy beach at the harbor. Let us preserve this heritage and not turn any part of it into an asphalt eyesore.

Additionally, I object to giving control of public parkland such as the Beach Community Center, Amphitheater Band Shell and public parking as well as the closure of Pacific Street for the private use of the Manchester Hotel Project at the Oceanside Pier.

Both of these Harbor Project issues should be on the agenda in Oceanside during the October hearing.

Sincerely,


John M. Haasis

RECEIVED 14

SEP 08 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

9-6-99

Dear Diana Lily,

I understand through my local paper, 'The Crews News' 7-99, that writing you might do some good regarding the proposed harbor expansion. Specifically the Pflieger-Institute proposal [black sea-bass hatchery] here in Oceanside Harbor.

My wife and I went to the Oceanside City Council meeting where this project was laid out before the public.

I must protest and hope that you and the Coastal Commission have some power to stop this project.

Let me start with what I understand Proposition 21 to have been. To stop all development within 1000 yards of the beach to save beach

access to all present and future
generations of Californians.

If this project goes forward they, "The Pleger Inst. + Oceanside City Council", propose to take 150' of 300' of beach, that's $\frac{1}{2}$ of what is there now.

I have lived aboard my boat in Oceanside Harbor for 26 years and I see every day and weekends the families which come to the beach by car and motorhome.

On a weekend like this, Labor Day Weekend, the lot is full of motorhomes + boat trailer and one would assume "Happy Camper".

This proposal will take all of the motorhome parking near the beach by the jetties, where they want to put the Pleger Inst. and I understand parking.

3/4
Fees will jump from \$5 for
the whole day [4 AM → 8 PM] to
\$10 for 3 hours. Outrageous!

What do you think this will
do to all the average families
who look forward to spending
the day at the beach in Oceanside?

They, the "institute + city council",
are trying to sell this on the idea
of bringing tourists to the area.

Tourists already come to this
area, as do local people for
the Beach. If they want
to study a fish find some other
place that impacts fewer natural
resources.

Thank You Very Much for
your time and attention to this
problem. My wife and I would
be glad to answer any
questions and even show you
around the harbor and beach

46
if you would like to learn
first hand the scope of the
problem here in Oceanside.

Sincerely, *Ernie Morgan*

Ernie Morgan

Slip A.18

Oceanside Harbor

phone 760-722-2242

mailing address box 251

Cardiff by the Sea

CA. 92007

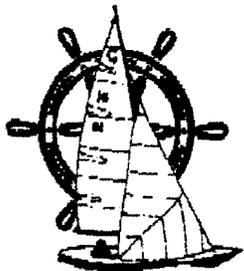
p.s. I can't receive mail here
at the harbor so have a P.O. Box
in Cardiff.

p.p.s. alternate phone # is 619-473-8882
from Nov. → Jan.

work phone # is 619-539-5349 msg.

I am an itinerant elementary instruments
music teacher for San Diego City Schools.

Sales
Rentals
Lessons



Yearley Sailboats

RECEIVED

SEP 10 1999

1850 Harbor Drive North -- Oceanside, California 92054 Coastal Commission
Phone (619) 722-4940

4 March 1999

Don Hadley
Oceanside Harbor District
1540 Harbor Drive North
Oceanside, CA 92054

Dear Don:

Thanks very much for inviting us, the merchants here at the harbor, over for the briefing on your plans for the Harbor Beach area. I have not spoken out as to what I feel the usage these harbor areas should have. I believe this is misguided for the following reason:

The first order of business here at Oceanside Harbor should be to get the harbor entrance safe, functional and designed to have as low cost for maintenance as possible.

The harbor was built in a site between two watershed areas, the Santana Margarita River and the San Luis Rey River. The delta offshore built through the years from sand carried down these two rivers has made it shallow offshore. The rockwork for the sheltering of the entrance to the harbor has further trapped the sand in this area limiting the distribution of the sand up and down the entire system of beach communities in northern San Diego County. The design of the Del Mar Boat Basin and the adjacent Oceanside Harbor made a giant sand trap.

The Oceanside Harbor was opened for business in 1963. The harbor suffered under extreme problems of sand build up in the entrance to the harbor. The dredge work could not solve the shoaling problem because the sand trap, which was the harbor rockwork, had plenty of sand in reserve to dump back into the entrance as soon as the dredge was gone. Not only did the sand come around the end of the jetty, but it was washed through the jetty by the waves breaking over the trapped sand on the south side of the rockwork. Engineering problems had shown up.

A Long beach engineering firm came up with design corrections, and those corrections were made in 1967, namely the filling of the jetty to prevent the wave carrying sand through the jetty and adding a hook on the end of the south jetty to prevent the sand from coming around the end of the jetty. It would be interesting to know how much faith the engineers really had that these corrections would solve the problems. I suspect that, if it worked, it would have made an even more effective sand trap. Under any circumstance, the sand continued to build up in the sand trap.

Sales
Rentals
Lessons



Yearley Sailboats

1850 Harbor Drive North — Oceanside, California 92054

Phone (619) 722-4940

One of the most interesting things that happened as a result of this correction was that the beach sand within the outer harbor began to erode. The erosion was so severe that only by fast action and supplying rockwork to that beach within the harbor were they able to prevent the erosion from breaking through and into the harbor itself. My guess is that the hook rockwork, small as it was, caused a reflected wave action to erode that otherwise sandy beach away. The nature of a beach is that it will only form and stay where the current is light and there is mild or little wave action. Sand in water loses its weight; it can be somewhat compared to feathers in the wind.

Other experiments were tried here. One was the experimental sand bypass pump that was perhaps a good idea but not price effective. The rockwork done on the inside of the south jetty and outside of the end of the north jetty caused some interesting reflected wave patterns, but outside of a rougher than necessary entrance I have not identified any serious problems that came from these additions.

It seems that the Harbor District has started to think of the beach and the sand trapped in the sand trap as real estate. They are ready to build on it as if it will be here forever. I hope that the District does not guarantee this property to any one leasing it because beaches can be compared to the wind and feathers when the surf picks up. We may find the District trying to maintain an impossible high tide line at exorbitant expense.

I have not given up thinking that the harbor entrance can be made safer and less costly to maintain. I believe the key to this is to reverse the process in that harbor beach. I believe that oceanographic engineers could, with perhaps very small amount of rockwork, much like that which happened in the outer harbor, cause the rip tide that occurs off that harbor beach to pull off at the river jetty instead of coming off the south jetty. Under that circumstance the depositing of sand in the sand trap would not be pulled out into the entrance of the harbor but would be pulled off at the river jetty to then be distributed to Oceanside's beaches as well as all of the beach communities of north San Diego County. The nature of beach is that it is easily moved by the water, both waves and current. Beach should not be thought of as real estate under this circumstance. The use of the beach for expendable facilities like parking lots, motorhome parking, beach parking and launching ramp parking are very good uses for the beach. Construction of permanent structures on a beach is folly.

Sales
Rentals
Lessons



Yearley Sailboats

1850 Harbor Drive North -- Oceanside, California 92054

Phone (619) 722-4940

I would suggest that a badly eroded spot like Wisconsin Street at the Strand would be an excellent location for an Aquarium/Fish Farm. Oceanside desperately needs help in many areas of the city, the beach as well as the harbor. I don't think there is any spot that has more severe erosion than that area. The City has worked hard through the years to maintain that area. It is near sea water and the area needs a shot in the arm. The Harbor beach is, contrary to what your committee thinks, in my opinion, fully utilized.

Thanks again for asking'

Monte C. Yearley
Monte C. Yearley

Copy to Calif. Coastal Commission regarding the Oceanside Harbor Beach LCP amendment and permit

**Blossom M. Mollett
1200 Harbor Drive North 1A
Oceanside, California 92054
(760) 433-4056**

RECEIVED

SEP 14 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

September 12, 1999

**California Coastal Commission
3111 Camino del Rio North, Ste 200
San Diego, California 92108**

Attn: Diana Lily

**Re: City of Oceanside/Pflegger Institute request for use of
Oceanside beach/harbor property.**

Dear Coastal Commission,

**The request to give public beach property to a private party is
out of place here in Oceanside.**

**I am a thirteen year resident of Oceanside and I am a Santa Ana,
California native.**

**The history of the Oceanside beach property is that the use has
always been by campers and beach goers.**

**There is no reason to change this type of use. The Pfleger
Institute is a private family owned trust. The type of research
they are involved in can be done anywhere. It does not have to
be done on a beach site. They have already been allowed a
location in Oceanside Harbor for a mobile office and research
space and just lately they have been given permission to use the**

recently vacated U. S. Coast Guard installation and dock space. This use is out of place and approval for this use should be cancelled. Their request for permanent space at the end of our wonderful harbor beach is unacceptable.

First of all I am not against beach development for the benefit of the public. I am whole heartedly for hotels and restaurants so that all types of people can enjoy the beach.

This Pflieger Institute is private. They have been private in their research into the sea bass and other marine efforts. They will not be an aquarium in the usual sense; they will not be the type of installation that attracts the public.

The basic premise of the California Coastal Commission deciding the use of beach property has really worked for California. Since the Coastal Commission was voted in in 1974, the development and protection of beach property has been outstanding.

My mother always said, "God only made so much beach"; it should always be held in the best interest of the public use.

In Southern California there is very little undeveloped beach property. The largest tracts of undeveloped beach belong to the military i. e. between Coronado and the U. S./Mexico border, and the 17-mile strip between Oceanside and San Clemente.

Our Oceanside beaches are a tribute to the California Coastal Commission. Long, flat, wide, untouched beach to be used by the everyday citizen for swimming, fishing, sunning, picnicking etc.

This use should not be changed. In fact, one of the things that makes the Oceanside beach so attractive to developers is that it is unspoiled beach! Let's leave it this way!

There is also a development being considered for a hotel near the Oceanside Pier. I am wholeheartedly for the building of a fine

hotel. I am against the closing of Pacific Street, and the removal of the band shell and community center. Again, these are exactly the hometown attractions that also attract visitors and tourists to our town. Visitors would love to be part of the hometown celebrations that are held in this area all year round.

There is no reason to close Pacific Street or change the flow of traffic, walking or driving because a hotel is on the site.

I've always felt the California Coastal Commission decisions were to benefit the interests of both public and private use.

It is my understanding that a grant has been awarded to improve parking and the launch ramp in the harbor. This is acceptable as long as no further encroachment is made on the harbor beach, and that there will be the same amount or more camping space made available for the public. Enlarging the launch ramp area is acceptable as long as parking is available and there is control of the jet skis and small craft using the channel entrance. The studies done so far indicate that the expected increase in the use of an enlarged launch ramp is detrimental to the harbor and now present harbor boater.

Thank you for allowing me to express my opinions.

Sincerely,

Blossom

STATE COASTAL COMMISSION: 4/10/99
DEAR SIR OR MAM

AMY OF TFFIS

(VCO)

NORTH COUNTY TIMES

PLEASE DO NOT LET MAYOR
RICK LYON DESTROY OUR
BEACHES IN THE NAME OF
GREED ☹️

PLEASE VOTE THIS TOTAL PACKAGE
DOWN

Ronald Ballard
4211 Beach Bluff Rd.
Carlsbad, CA 92008

THANKS
RB

Other harbor improvements will go before the California Coastal Commission for final approval in October at Oceanside City Council Chambers.

The Coastal Commission, the state panel regulating coastal development, is holding its monthly meeting in Oceanside Oct. 12-15.

At that time, the nine-member panel will vote on whether

The city's plan for the harbor does not meet the criteria laid out in that Local Coastal Plan and therefore an amendment is needed, Lilly said.

Coastal Commission staff has not yet taken a position on the project.

A staff report is expected Sept. 18, she said, which will state the staff recommendation to the commission.

no

y wants to pave over 8 and at Harbor Beach way for parking, land- and other beach ameni-

leger Institute for En- al Research would be

open to the public as an aquarium facility and learning center. As of now, the Pflieger has been presented as a research facility for giant sea bass and market squid.

The institute, expanded boat launch lanes, parking changes and beach amenities were approved by the Oceanside City Council, sitting as the Harbor Board of Directors, on April 14.

While opponents of the

no

project object to the pavi over of sand and the use beach front property for a search facility/aquarium, t city is looking to the project pump \$4.1 million into the cal economy annually, city ports have stated.

A report prepared for t city by Keyser Marston Asso ates, an accounting firm fi quently employed by the ci states that the Pflieger wou attract 272,000 visitors annu ly.

The city, Keyser Marston report stated, would recei \$466,000 in taxes from the i creased business generated the project.

no

ore commissio

RECEIVED

SEP 15 1999

9/14/99

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear Coastal Commission
members

Please do not allow our
beaches to be paved over.

Please do not allow
our private park lands to
be built upon.

Future generations should
be able to enjoy our
beach & pier the way
we have been able to do.

Thank you for voting
no to these give-aways.

Sincerely,
Esther M. Lord
299 San Diego
O'Neil

9-20-99

Please - no more buildings on our
precious beaches - I'm referring to the
Aquarium research center at O'Sole
Harbor beach. It is too large & could
be built anywhere inland. I care about the
future of our beaches & harbor. I am a
ship-renter after visit that beach with
my grandchildren. of T Margaret Bolton

RECEIVED

SEP 22 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

ATTN:

DIANA LILY

September 20, 1999**I am against the amendment of the Oceanside LCP. I
Am also not for the Harbor project.****When this project started approx. 2 ½ years ago, the
Pfleger building was approx. 22,000 sq. ft. Several
Concerned citizens stated at the work shops, that more
Sand had to paved than stated, as they (the city) could
Not do what they had proposed and NOT pave MORE
BEACH. As time goes on, we are now at 30% of our
Beautiful beach and the research aquarium is 69,000
Sq. ft. This aquarium is not beach dependent.****Another****Harbor turned them down {they were not willing to
Give up their beach}****I live at the Harbor and have seen how families come
Here and enjoy our beautiful coastline and Harbor.
Yes, the traffic has increased. Yes, there are more
People here, but that's O.K. What's not O.K., is paving
Over 1/3 of the beach. Creating traffic jams by ignore-
ing the cities traffic plan {or whatever it is called} of
Not to build any new projects that has a D or F inter-
Section leading in or out of an area. I don't remember
If they ignored or made a new rule for this problem.****The Channel going out of the harbor, is not wide
Enough for the projected increase of boats. Plus PWCs
^{are} one of the worse polluters and have been banned
From several federal and state lakes.***Thank you
Lorie Lee Anderson
2008 Harbor Dr. N #123
Oceanside, CA 92054*

RECEIVED

September 21, 1999

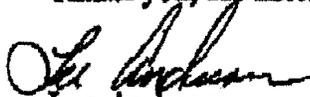
SEP 22 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

To whom it may concern:

The Oceanside Harbor project is wrong!
Our beach does not have to be paved 8.2 acres, for a research lab.
P.I.E.R can research black sea bass and squid right where they are
Located now. Why now squid? Grant from Japan? They don't care
About our beaches, family camping, safety, water pollution, future
Coast line.

Thank you, for listening. (our city council doesn't)



Lee Anderson
1540 Harbor Dr. North #121
Oceanside, Ca. 92054

RECEIVED

9-21-99

SEP 22 1999

CALIFORNIA
COASTAL COMMISSION

Dear Coastal Commissioners:

I am against paving the beach!
(Oceanside)

I do not want the Pflager
Aquarium. I understand it is not beach
dependent. If it is built where the city
wants it, my view of the beach &
pier will be blocked!

With 300,000 more visitors
per yr. to this beautiful little harbor, it
will only increase the air/water pollution
plus the safety of everyone will be in
danger.

There is only one way in & out
of the harbor if San Louis Ag. River overflows.
How long will it take an ambulance or
fire truck to get in & out, especially on
holidays.

Thank you,

Janella F. Outain

2008 HARBOR DRIVE #125

Oceanside CA 92054

760-433-2306

RECEIVE

SEP 22 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DIST

Sept. 20, 1999

Dear Coastal Commissioners:

We are against the Oceanside's LCP.
Please do not allow them to pave the
Beach and or do away with or decrease
The overnight camping.

We understand the aquarium is not
beach dependent

We have been going to Oceanside for
Years with our family

Sincerely,

The Mc Cafferty Family
11290 Reliance Dr.
Riverside, Ca. 92505

Dear Council of Prisoners:

Please don't leave at
bench,

I like to go there with
my mom and friends my camp and
visit and camp sometimes where
the a holiday will be.
I don't like that.

BLAKE

Blake Anderson - 6 yrs. old
2008 Harbor Dr. #123
Oceanside, Ca. 92054

RECEIVED

SEP 22 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

September 22, 1999

Dear California Coastal Commissioners:

Please do not allow anyone to pave over
Any beach in California! 30% at
Oceanside's North Harbor Jetty is a
CRIME!!

To ignore one's own traffic rule just to
Get a project approved is a **CRIME!!**

To remove common folks camping to
Put in an aquarium that **DOES NOT**
Have all it's funding is a **CRIME**


Larry Jones
38 Parkwood Lane
Oceanside, CA 92054

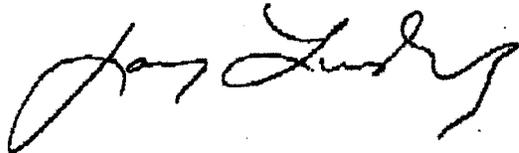
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SEP 22 1999
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

SEPT.22 1999

CA. COASTAL COMMISSIONERS:

**NO TO THE OCEANSIDE HARBOR
BEACH PLAN.**

THANK YOU;



RECEIVED

SEP 22 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

September 21, 1999

California Coastal Commission

San Diego, CA
 FAX: 619-521-9672
 Attn: Diana Lilly

Dear Diana,

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SEP 22 1999

CALIFORNIA
 COASTAL COMMISSION
 SAN DIEGO COAST DISTRICT

It is difficult to say the least to put into writing our feelings and concerns regarding the Pflieger Institute and the proposed changes to the Local Coastal and Harbor Precise Plans that the City of Oceanside seek.

The Local Coastal (LCP) and the Harbor Precise Plans (HPP) are two separate issues from the Pflieger Institutes' requests. It is extremely important that the issues do not get commingled.

Speaking of our Local Coastal Plan and Harbor Precise Plan; the Oceanside Harbor is one of the most beautiful and visitor friendly areas in Southern California. It is home to one of the largest sandy beaches in all of Southern California and the ENVY of our neighbors to our south. The harbor hosts such events as Harbor Days, World recognized surfing and body board contests, swimming, jet ski and sailing clubs, senior walking groups, home to one of the largest paddle board clubs in Southern California, meeting place for friends, family and tourists-all that and more. When the Oceanside Harbor was planned many, many years ago, I don't think the planners had any idea how many people would want to visit the harbor and enjoy the countless uses it facilitates now. The fact is, our harbor is so impacted now, it is unimaginable that any more uses could be possibly added that would guarantee enough beach access and overall safety to its patrons.

To pave "encroach" on 8.32 acres of sandy beach to facilitate a NON water dependent private research project/institute is outrageous. During an interview on TV, a citizen commented that the Pflieger project would entail paving/encroaching on 8.32 acres of sandy beach; an area that was the same size as Dittmar Elementary School in Oceanside. Councilmember Colleen O'Harra said "I know 8 acres sounds like a lot, but the 8 acres that would be encroached on at the harbor is different than the total acreage of the school because the harbor acreage is considered linear acreage." LINEAR ACREAGE? Acreage is acreage, sand is sand. Encroaching is paving.

The Assistant City Manager said, "There is a huge beach but it is too wide to get to the water, and they do not want to take their kids." I have a niece that is handicapped. She was born with Spinal Bifida. She is 15 years old now, her handicap restricts her to a wheel chair most of the time. Since I can remember, the major highlight in Rachel's trips to the beach was/is laying, rolling and feeling the sand and floating in the water. She has crawled to the shoreline, taken a beach wheelchair, anything to get to enjoy the water and warm sand. Since she lives in Encinitas by Stone Steps, she can view the beach from the top of the stairs but she comes to Oceanside to feel the beach. Really, I can't imagine anyone saying our beach is too wide to get to the water. Ask Rachel, she would do anything to enjoy the water and I know that would include walk if she could.

Lastly, the San Luis Rey River runs to the south of the harbor. We are very concerned about environmental issues with regard to the habitat, high tides, pollution, asphalt runoff into the ocean and river, noise and air pollution.

The California Coastal Commission has been entrusted with our coast line, please we implore you, do not approve the Pflieger Institute's request to pave 8.32 acres of sand for a non water dependent facility nor the request of the City of Oceanside to install additional Personal Water Craft ramps.

Sincerely,

Shari Mackin

The Mackin Family (Brooks, Shari, Austin (15yrs), Tyler (12) years) and George Thornton (Grandpa, 75 years)
 1469 Moreno Street
 Oceanside, CA 92054

760.433.9899

RECEIVED P. 01

SEP 21 1999

CALIFORNIA
COASTAL COMMISSION

MELBA BISHOP

DATE: 9-21-99

TO: De Lily

FAX #: (619) 521-9672

NUMBER OF PAGES INCLUDING COVER SHEET: 1

SPECIAL INSTRUCTIONS:

FROM: Melba

RECEIVED

SEP 21 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Melba Bishop
4966 Tyler Street
Oceanside, CA 92057-4430
(760) 758-0283
e-mail OsideMelba@aol.com

To: Diana Lily
Re: Pflieger Institute Project

I am writing to express my concerns about the changes being proposed to the Harbor Precise Plan and the Local Coastal Plan along with the Pflieger Institute's proposal for Oceanside Harbor.

I am very concerned about the habitat in the river next to the North Harbor parking area. Paving means additional oils and gasoline run off into the river. In the winter there is often flooding of the existing parking lot and there will be flooding of the new parking lot. This creates run off into an environmentally sensitive area. I think that studies should be done to determine what effect this will have on habitat in and around the river. What is the effect on the water quality? How did the city determine what the effect will be?

The changes to the local coastal plan are being presented along with the Pflieger project. Therefore, the community is not really assessing the changes to the Harbor Precise Plan in an imperial manner. They are

Page Two

being dazzled by the promise of a Birch "aquarium" right here in Oceanside and therefore the issues of the changes to the local coastal plan , especially the environmental aspects of the changes, are clouded. I would like to see the local coastal plans presented separately to ensure a fair hearing. Let the public look at the land use changes now and the project later.

Having served eight years on the Oceanside City Council, I understand the desire to improve the facilities in the Harbor. In addition to the research center-- which the city continually refers to as an aquarium like the Birch Aquarium--this proposal includes more launch ramps for boater, some new ramadas on the beach and a promise to improve the parking in the area. All of this can and should be done without paving over eight acres of sandy beach.

The research facility which is proposed is not a beach dependent use. It could be built inland without having to pave over beach. It is being sold as an aquarium which, I believe, is disingenuous, in an effort to convince people to support it when the real project is primarily a center to research sea bass.

Parking can and should be improved without paving the beach. The city does not offer any real parking

Page Three

improvements, just management plans that would be available to them without changing the Precise Plan.

The Coastal Commission is supposed to be in the saving -beaches- business not the paving- beaches- business and this proposal is totally inconsistent with that charge.

A closer look needs to be taken at the city's proposal. It contends that the beach is under utilized. They surveyed the beach and took their pictures at times when the beach is traditionally under utilized. They need to develop a way to survey users of the beach and harbor to see what facilities they want. The RV parking is very popular and allows poor and middle class people to bring their families to the beach for a modest cost.

Finally, I am enclosing a column that I wrote in 1997 when this matter first surfaced. Nothing has changed since I wrote this. The process has been a formality not a genuine effort to include the comments of others.

Thank you for your time int his matter.

Melba Bishop

Melba Bishop
4966 Tyler Street
Oceanside, CA 92057
(760) 758-0283

Column For September 23, 1997

I was a young woman with a house full of toddlers. I put them in strollers and walked door to door campaigning for the Coastal Act. I really believed that our California beaches were being lost to development. I wanted my children to have accessible, public beaches to enjoy as they grew up.

It has been over two decades since the Coastal Act was passed by a vote of the people. Now the Oceanside City Council is talking about building a research aquarium in the Harbor that would displace existing public parking and pave over portions of North Harbor Beach for new parking.

It is tied up in a package that provides for increased launch ramps and ramadas on the beach. Regardless, paving over the beach is everything the Coastal Act is supposed to prevent.

Those knowledgeable about the beach are very concerned about this. The Surfrider Foundation has written a letter to the city in opposition. Oceanside resident Carolyn Krammer is circulating petitions against it. She can be reached at 439-0863.

There are concerns about water quality and impacts on habitat in the river adjacent to the beach. The project

is not compatible with the approved Local Coastal Plan which guides uses in the Harbor and beach areas. Those changes will have to be approved by the Coastal Commission.

And, there are concerns with the process itself. Most of the meetings about this will be held by the city council sitting as the Harbor Board. There will be meetings with the Water quality Control Board and maybe other boards and committees. Many of these meetings are not routinely attended by residents. If you are interested, you will have to make it a point to be informed so that you can give your input.

A greater cross section of the community should be brought into the planning. The city council should ensure that it is not merely a formality but a genuine effort to listen to the people. The city has agreed to share in the cost of the Environmental Impact report. Since you are paying for it, the EIR should begin with a well- advertised scoping meeting. After all, the beach belongs to the people and they should really decide what issues are addressed and what should be allowed .

But, the meetings that concern me the most are the "exclusive" and secret meetings the council has authorized between city staff and the developer to negotiate the terms of the lease and development. They want you to believe that these secret meetings are routine and do not influence the final vote. Balderdash!

City staff is meeting with the developers privately. Afterward, they report on the course of the secret meetings to the city council in closed session.

Do you really believe that the staff is going to recommend against this project after the city council has given its guidance and approval to every step of the closed door negotiations? This is how done deals are done!

The Coastal Act is not perfect-- few things in life are, but it has protected coastal resources that would surely be at risk otherwise.

I am sure that the council will try to find reasons to approve this because the aquarium is a desirable thing. I am equally sure that they could find a way to develop the aquarium without paving over beach . Every fiber of my being says that this is an abomination. I pray that the council will not do this, but the way they are proceeding makes me shudder. If they do allow this paving over of our beach , today's toddlers may not have free access to a beach on which to spend those wonderful summers .

Nelba Bishop

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SEP 21 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

September 21, 1999

California Coastal Commission
3111 Camino del Rio North, Suite 200
San Diego, CA. 92108

FAX: (619) 521-9672

Attention: Diana Lilly

RE: Oceanside Harbor Improvement Project & amendment to the LCP

Dear Commissioners:

We are writing to you because we are very concerned about the course of destruction our local government (Oceanside City Council) is taking on our local beaches.

The Oceanside City Council has approved the Oceanside Harbor Beach Improvement Project and has been sent to you for your review. The "improvement project" calls for the paving/encroaching on 8.32 acres of sandy beach. This paving/encroaching on 8.32 acres of sandy beach is needed to accommodate an additional tourist attraction, The Pflieger Institute of Environmental Research, in an area already heavily used and impacted with existing harbor and beach uses. The project also includes installing additional boat launch ramps and a ramp exclusively for personal water craft users (jet skis). PWC's have been banned in some Federal and State lakes and we are concerned that Oceanside is encouraging more pollution to our ocean.

Let me quote a few sentences from our local council meeting of April 14, 1999.

Mr. Blessing, Planning Director - "The projects cumulative impacts in traffic and air quality cannot be mitigated to below a level of significance even if all the mitigation measures are identified."
"The San Diego Air Basin (SDAB) is currently in violation in the region of State and Federal ozone standards and State particulate matter standards. Therefore, all new or additional sources of these emissions (vehicle trips) within the SDAB would be considered as contributing to a significant regional air pollution impact..."
"In reviewing these unmitigatable impacts, staff and the Planning Commission believe that the impacts are unavoidable and that the project possesses social and economic benefits that warrant approval."

Dana Whitson, Asst. City Manager - "There is a huge beach but it is too wide to get to the water, and they do not want to take their kids."

Is this the message we want to send to our children, that it is okay to destroy our natural resources as long as we can make money from it? At a time when state and local agencies are spending millions of tax dollars to put sand on our beaches, it seems immoral to allow the City of Oceanside to proceed with this project.

We are desperately appealing to you for your help in rejecting this project and the LCP amendment.

The Krammer Family (Guenther, Carolyn & Erik)
904 Leonard Avenue, Oceanside, CA. 92054 (760) 439-0863

quatre
Carolyn
Erik Krammer

San Diego County Chapter:
P.O. Box 230754
Encinitas, CA 92023
<http://www.sdsc.edu/~sdccsf>
619-792-9940



National Office:
122 El Camino Real, Box 67
San Clemente, CA 92672
E-mail: Surfrider0@aol.com
1-800-743-SURF

Surfrider Foundation
San Diego County Chapter

September 21, 1999

VIA FACSIMILE AND U.S. MAIL 619-521-9672

Diana Lilly
California Coastal Commission
3111 Camino Del Rio North, Ste. 200
San Diego, CA 92108

RECEIVED

SEP 21 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RE: Oceanside Harbor Precise Plan Amendment and Projects

Dear Ms. Lilly:

On behalf of the San Diego County Chapter of the Surfrider Foundation, please accept these comments regarding the Oceanside Harbor Precise Plan Amendment and associated projects. The Surfrider Foundation is a 501(c)(3) environmental organization dedicated to the preservation, restoration and rehabilitation of the world's waves, oceans, and beaches. As such, we are strongly opposed to any project which would result in restrictions on access to our coastal resources, and in particular, any which include encroachment of development directly onto our beaches. Because elements of the proposed Harbor project do both of these, and because the project as a whole is inconsistent with the mandates of the Coastal Act, we ask that you do not approve the requested Precise Plan Amendment.

The spirit of the Coastal Act is rooted in the notion that the "permanent protection of the state's natural and scenic resources is a paramount concern to present and future residents of the state and nation." §3001. Without a doubt, a project which entails the construction of parking lots directly on top of over eight (8) acres of beach sand does not comport with this spirit. The City of Oceanside has arrogantly analyzed the harbor beach resource in a purely utilitarian manner, apportioning importance to the sand only as a support for beach-goers' towels. The "ten square feet per visitor" standard says nothing to the value of unused open beach space. Surely, throughout the state there are numerous portions of beaches which receive few or no visitors throughout the year, and yet, these are still worthy of protection under the Coastal Act. The justifications for paving over parts of the Oceanside Harbor Beach based on the notion that the beach is "underutilized" are factually incorrect, legally unsupportable, and at least to this organization, patently offensive.



"The Surfrider Foundation is a non-profit environmental organization dedicated to the protection & enhancement of the world's waves and beaches through conservation, activism, research and education."

San Diego County Chapter:
P.O. Box 230754
Encinitas, CA 92023
<http://www.sdsc.edu/~sdccsf>
619-792-9940



National Office:
122 El Camino Real, Box 67
San Clemente, CA 92672
E-mail: Surfrider0@aol.com
1-800-743-SURF

Surfrider Foundation San Diego County Chapter

In addition, the City's attempt to green-wash the project to satisfy the grant requirements of the Department of Boating and Waterways grant is similarly reprehensible. The Pflieger Institute of Environmental Research is a non-coastal dependent use which would be better sited at a location either farther inland or on the north side of the Harbor. Removing existing parking, creating a demand for additional parking with a new attraction, and then building a new parking lot on the beach to satisfy the created demand do nothing to solve the traffic congestion and parking problems which currently exist (and have historically existed) at the Harbor.¹ If increased access to the beach resources and Harbor facilities was truly the City's intent, it would address these issue squarely, with a parking management plan reflecting current uses and trends. Clearly, Oceanside is willing to sacrifice its beach for a revenue driven and tourist based alternative. Do not let this happen!

The Coastal Commission has recently taken a hard stance with respect to the need for sufficient environmental review when personal water-craft, and especially jet-skis, are at issue. The proposed improvements to the boat launching area of the Harbor will likely result in a dramatic increase in near-shore impacts from jet-skis, and yet the FEIR is completely lacking in this area. Coastal Commission staff should require a more in-depth cumulative impacts analysis before personal water-craft infrastructure upgrades are allowed.

In conclusion, it is Surfrider's position that despite the contrived and self-serving analysis portrayed in the FEIR, the proposed project will result in unwarranted impacts to traffic, parking, and beach use generally. Nonetheless, thank you for the opportunity to comment on this project.

Sincerely,

MARCO A. GONZALEZ, ESQ.
215 S.Hwy 101, Ste. 206
Solana Beach, CA 92075
Ph: (619) 509-9751
Email: mag0121@aol.com

¹Remarkably, the FEIR for the project states that because there is already a parking problem, there will be no increase in demand for parking as the result of the proposed developments. This logic is unsound. With a new boardwalk, aquarium, and increased boating, there will undoubtedly be more people wanting to utilize the area.

=== COVER PAGE ===

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SEP 21 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

TO: _____

FAX: 16195219672

FROM: DONALD GRAVETT

FAX: 9096769378

TEL: 9096761378

COMMENT:

To: California Coastal Commission
3111 Camino Del Rio North, Suite 200
San Diego, CA 92108
Att: Diana Lily

RECEIVED

SEP 21 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

From: Don Gravett
30258 Mira Loma Dr.
Temecula, CA 92592

Re: Oceanside City/ Aquarium and Market Squid Plans

In regards to the City of Oceanside's approval of a black sea bass and Market squid research center I hope you take a hard look at the removal of this beach from the use of all the citizens of Southern California. I encourage you to reject this proposal.

I am not an activists or even politically involved in these areas but I have for years heard complaints about the sphere of influence of the Coastal Commission. Now is the opportunity to weigh in on the side of all beach and inland tax payers who enjoy using this beach. It is one of the few sandy beaches available to us from our area. In fact why not put this facility inland or on a beach that is less desirable to beach users.

Please pass on my issues to those that are making this decision! Perhaps we need to be declared endangered species as it relates to beach access and use. Or perhaps our grandchildren's only beach influence will be the submarine ride at Disneyland or perhaps Sea World. What a Shame!

I pray the Commissioners will look at the big picture and not the local political arena where there is always the possibility that someone in city government is lining there pockets or working on their next political campaign by approving this plan. Or perhaps a nice job when they leave office.

Thank you for your time.



Don Gravett
909 676-1378

**LAURI M. BRENNER
CALIFORNIA NOTARY PUBLIC
SUNSHINE & RAINBOWS UNLIMITED!
4140 OCEANSIDE BLVD., #159-109
OCEANSIDE, CA 92056-8005
(760) 213-1311 or (619) 894-4363
FAX: (760) 433-2423**

RECEIVED

SEP 22 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

**California Coastal Commission
3111 Camino Del Rio North, Suite 200
San Diego, CA 92108**

Dear Commissioners,

I am a resident of Oceanside, CA for the past 10 years. I moved here from Orange County, CA. The main reason I chose Oceanside is because of the most beautiful Beach & Harbor on the Coast of California!

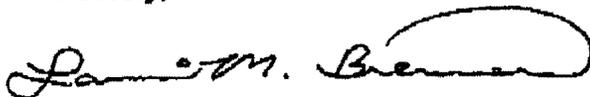
I am writing to you to voice my opposition to the plans by the City of Oceanside to pave the Harbor Beach area in order to build an Aquarium. I am also opposed to the Manchester Project if it closes Pacific Avenue to the public. I voted against Manchester in our election last year.

Oceanside's Beaches & Harbor are already over-crowded during peak times. I see no logical reason for the Harbor Beach to be turned into a parking lot! Also, with increased traffic in the Harbor, the two small roads leading into it will also be parking lots because no one will be able to move!

I hope & pray that you will NOT vote in favor of these proposals.

Thank you very much for your consideration,

Sincerely,



**LAURI M. BRENNER
California Notary Public**

RECEIVED

JUL 23 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Citizens for the Preservation of Parks & Beaches

July 23, 1999

California Coastal Commission
San Diego Coast Area
3111 Camino del Rio North, Suite 200
San Diego, CA. 92108

FAX: (619) 521-9672
Hard copy via mail 7/23/99

Attention: Diana Lilly

Dear Diana:

I have been advised this date by Mr. Hittleman, Planning Dept., City of Oceanside that they have filed a Notice of Final Action Regular Coastal Permit for the Harbor Precise Plan Amendment and Harbor Beach Improvement Project. He also advised me that I would have until August 4, 1999 to file an appeal.

As I am unfamiliar with the process, please accept this letter as an appeal. If there is necessary paperwork that needs to be filed, please advise me.

I would also like to request that we be notified on everything pertaining to the Harbor Project. I would like to set up a time at your convenience to meet with you. I have in my possession letters and petitions in opposition to this project, as submitted, that I would like to give to you for your information and file.

Please contact either myself or Shari Mackin at the numbers listed below. Thank you for your help in this matter.

Sincerely,

Carolyn Krammer

Carolyn Krammer

Carolyn Krammer
Chairperson

(760) 439-0863 home
(760) 724-0601 ext 208 work
(760) 630-2370 work fax

Shari Mackin can be reached at (760) 433-9899

cc: City of Oceanside, Mr. Hittleman cc: Calif. Environ. Law Project
904 Leonard Avenue - Oceanside - CA - 92054

Date: 7-20-99

California Coastal Commission
3111 Camino del Rio North, Suite 200
San Diego, CA 92108
Attn: Mr. Bill Ponder, Staff
FAX: (619) 521-9672

TO:

a)

I am writing to urge a "NO" vote on the Pfleiger Institute of Environmental Research proposed aquarium for the Harbor Beach Area. The Harbor Beach area is a highly impacted beach use area that gives direct access to the sand and surf.

It does not make economic sense to close this North beach area to beach users and overnight parking and GIVE it to a "special interest" entity that gives in return PROMISES of tourist dollars. This North Beach lot generates guaranteed income not promises.

We have the best tourist attraction in all of San Diego County - our Harbor Beach. WE DO NOT WANT TO PAVE OVER THIS PRECIOUS RESOURCE AND TURN IT INTO AN ASPHALT JUNGLE! PLEASE SAVE HARBOR BEACH!!!

RECEIVED

JUL 22 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Sincerely,

Regina m Love
Name

3249 Edgewood Pl, Oside, CA 92054
Address

(760) 757-5234
Phone

California Coastal Commission
3111 Camino del Rio North, Suite 200
San Diego, CA 92108
Attn: Mr. Bill Ponder, Staff
FAX: (619) 521-9672

Date: 7/20/99

TO:

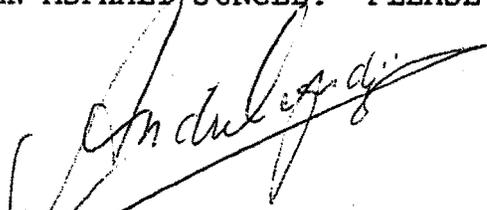
a)

I am writing to urge a "NO" vote on the Pfleiger Institute of Environmental Research proposed aquarium for the Harbor Beach Area. The Harbor Beach area is a highly impacted beach use area that gives direct access to the sand and surf.

It does not make economic sense to close this North beach area to beach users and overnight parking and GIVE it to a "special interest" entity that gives in return PROMISES of tourist dollars. This North Beach lot generates guaranteed income not promises.

We have the best tourist attraction in all of San Diego County - our Harbor Beach. WE DO NOT WANT TO PAVE OVER THIS PRECIOUS RESOURCE AND TURN IT INTO AN ASPHALT JUNGLE! PLEASE SAVE HARBOR BEACH!!!

Sincerely,



A. LAGENDY

Name

2081 FIRE MOUNTAIN DRIVE, OCEANSIDE, CA 92054

Address

760-757-5411

Phone

RECEIVED

JUL 22 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission
3111 Camino del Rio North, Suite 200
San Diego, CA 92108
Attn: Mr. Bill Ponder, Staff
FAX: (619) 521-9672

Date: 7/20/99

TO:

a)

I am writing to urge a "NO" vote on the Pfleiger Institute of Environmental Research proposed aquarium for the Harbor Beach Area. The Harbor Beach area is a highly impacted beach use area that gives direct access to the sand and surf.

It does not make economic sense to close this North beach area to beach users and overnight parking and GIVE it to a "special interest" entity that gives in return PROMISES of tourist dollars. This North Beach lot generates guaranteed income not promises.

We have the best tourist attraction in all of San Diego County - our Harbor Beach. WE DO NOT WANT TO PAVE OVER THIS PRECIOUS RESOURCE AND TURN IT INTO AN ASPHALT JUNGLE! PLEASE SAVE HARBOR BEACH!!!

Sincerely,

L. Legendile

Lydi Legendile
Name

2081 Fire Mtn. D. Oceanside, CA 92054
Address

760-757-5411
Phone

RECEIVED

JUL 22 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT



M. Mendel Bocknek, M.D.

7/29/99

RECEIVED

JUL 29 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

To: - Ms. DIANA Lilly
FAX (619) 521-9672

From: - A Concerned California Citizen
M. Mendel Bocknek, M.D.

Re: - Application No. 6-OCN-99-101
- local permit # RC-3-99
RC-1-99

Letter enclosed - 3 pages + cover

RECEIVED

JUL 29 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

M. Mendel Bocknek, M.D.

7/29/99
1 P.M.

Re:

Application No. 6-DCN-99-101

Local Permit # RC-3-99, RC-1-99

Dear Ms. Lilly,

Your notice of local action was dated July 23 & was delivered by USPS on 7/29 @ 1 P.M. A bit unfair since the appeal period ends on July 30!

I wish to file an appeal as a Citizen on the aly permit application & would like to be notified of a hearing.

Specifically, (1) expansion of the boat launch ramps from "4" to "9" will significantly increase noise & exhaust pollution. The mitigation measures are totally unsatisfactory. The area could possibly handle an increase to "6" ramps - but NOT "9".

(2) landscaping on the beach itself to replace sand? When other coastal cities are fighting for sand, we are going to

-2-

pave over a landscape part of the beach - not compatible with the Coastal Act.

(3) The Pflieger Institute raises big questions. The financial viability is probably not your concern, but it has never been fully addressed in any of the Citizen's Advisory meetings or at open Council meetings.

This so-called "Research Center" is probably water dependent, but certainly NOT beach front dependent. Taking away this section of the water-front/beach area is stealing it forever from all the citizens of low & moderate income that frequent that area.

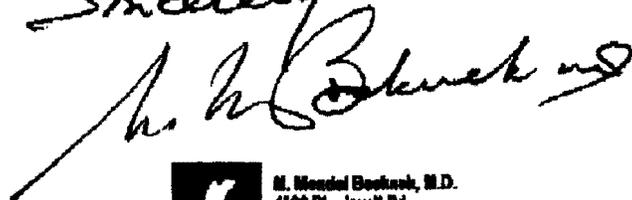
The so-called "research vessel" dock will no doubt be used for MR. Pflieger's 50 foot fishing vessel, as a base for his sport fishing hobby.

-3-

I do not object to improving parking areas; reconfiguring Pacific Street; a boardwalk (although it will be a concrete sidewalk); restroom facilities (however the location & height will obstruct Beach & Ocean Public views); but do object to points # (1.) (2.) & (3.) previously stated.

I have extensively studied the EIR & commented on it before the City Council & the Harbor Board of Directors. The Citizenry have been ignored. This will affect Everyone, who loves the Beach, Harbor & Coastline, in a negative manner.

Sincerely



M. Mendel Bocknek, M.D.
4608 Bluewell Rd.
Oceanside, CA 92056-4001

California Coastal Commission
3111 Camino del Rio North, Suite 200
San Diego, CA 92108
Attn: Mr. Bill Ponder, Staff
FAX: (619) 521-9672

Date: 7-27-99

TO: O
B
(Mr. Ponder, Mr. Ponder, Mr. Ponder, Mr. Ponder)

I am writing to urge a "NO" vote on the Pfleiger Institute of Environmental Research proposed aquarium for the Harbor Beach Area. The Harbor Beach area is a highly impacted beach use area that gives direct access to the sand and surf.

It does not make economic sense to close this North beach area to beach users and overnight parking and GIVE it to a "special interest" entity that gives in return PROMISES of tourist dollars. This North Beach lot generates guaranteed income not promises.

We have the best tourist attraction in all of San Diego County - our Harbor Beach. WE DO NOT WANT TO PAVE OVER THIS PRECIOUS RESOURCE AND TURN IT INTO AN ASPHALT JUNGLE! PLEASE SAVE HARBOR BEACH!!!

Sincerely,

Ruth L. Morris

Name

1203 Paseo Hermoso, Oceanside, CA

Address

760 726-3061

Phone

92056

RECEIVED
JUL 29 1999
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

July 29-1999

Coastal Commission

3111 Camino del Rio No. #200

San Diego, Ca. 92108

Attn: Shaini Lilly

Gentlemen:

Please STOP the destruction of our Coastal assets. The citizens of Oceanside are concerned about Manchester Re-Development.

plan. One big concern is the paving & encroaching on 87 acres of our lovely sandy beach at Oceanside Harbor to allow the new

research & interpretive center.

This new center will create additional violations of traffic, air & water standards.

Please DO NOT APPROVE EITHER PROTECT. I thank you



Mrs Vivian Bricker
3606 Vista Rey Apt 26
Oceanside, CA 92057-7019

1760-639-0444
5601 Old Ranch Rd
92051

7-29-99
GREGORY H. GOETZ

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

AUG 02 1999

Dear Commission Member,

Please, do not approve the building of a research center on a prime RV & fun beach location in Oceanview harbor! The center is a ruin, but it would ruin the use by many thousands of great beach/harbor area!

Also the Mandelstam project is great for beach, but not on public land, not as big a high quality flocking area. Thank you
G.H. Goetz

Dear Coastal Commissioners;

I am against the paving of the
Oceanside Beach.

I do not want this Aquarium
placed in an area that is too small
and would not allow enough area
for it. As it is stands now there
is not enough room for all of the
people that use the beach during
the weekends let alone on holidays.

Plus, with the added boat ramps
the harbor will be well overcrowded.

Thank You for your time

Charles Brinkhart

107 Cuyamaca St.

Oceanside, CA. 92054

9-21-99

Dear Coastal Commissioners:

Please do not allow Oceanside to pave
Over her beach. The beach belongs to
Everyone. 10% is too much, but 33%!!!

Thank you,

Andrea Slawang
303 B. Littleton Ct.
Oceanside CA 92054

September 20, 1999

California Coastal Commission
3111 Camino Del Rio North
Suite 200
San Diego, CA 92108

RECEIVED

SEP 22 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear Sir/Madam,

I moved from Australia to Oceanside in April 1999 and lived on The Strand beachfront for 3 months of my time here. While it is not my place to have a say since I am neither a voter nor a permanent resident of America, as tourist I am appalled that they are willing to desecrate the beachfront again. It is tragic that Manchester looks like they are going to get their way and block off half the beach access to the people but now the aquarium/research center looks like taking the rest of the beach front.

With the mall going up, Manchester etc it will be chaos in the streets, there is no extra parking and eventually people will stop coming to Oceanside because of it's limited access.

It is sad to think in the environmentally aware 90's that these type of constructions are allowed to go ahead without thought to the local and tourist people who want to show their children a clean accessible beach. But as America has always shown, profit is what makes this country around.

This type of thing would never happen in Australia which may be why it is still the most beautiful country in the world and America the most selfish.

On behalf of all foreign tourists I would like to say please do not spoil any more beachfront one-day like the rainforests, the Black Rhino and the Giant Panda it will be put on the endangered list.

Sincerely

Virginia Ripoll

603 Seagaze Drive #441 Oceanside, CA 92054

September 17, 1999

RECEIVED

SEP 22 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission
3111 Camino Del North, Suite 200
San Diego, CA 92108

Dear Commissioners:

As Oceanside Harbor slip-renters, we are concerned about the future of the harbor and surrounding area. Recently, it has been reported in the media that an aquarium and research center are to be built on the north end of Harbor Beach. This is distressing and alarming news!

A local citizens group-- "Citizens for the Preservation of Parks and Beaches" -- has encouraged individuals to communicate with the commission. As out-of-state slip renters, please consider this letter in lieu of our attendance to the October hearing on this topic.

We are dismayed to think that the beautiful Oceanside Harbor may no longer be the peaceful and charming locale that it is currently. We savor our trips to Oceanside as a respite not only from the Arizona heat, but also from the hustle and bustle of metropolitan life.

We want to be counted among the many slip owners and harbor visitors who are AGAINST the aquarium project. We respectfully request that the commission disapprove this project, based on consideration of harbor usage, parking, pollution (from increased traffic), and other ramifications. Please disapprove the project for Oceanside Harbor, but recommend that it be built at another, not so precarious, location in the Oceanside area.

Thank you,

Leanna Bader *Bill Bader*

Leanna and William ("Bill") Bader
Slip R-23

4102 E. Western Star Blvd.
Phoenix, AZ 85044

TH 7a

DRAFT OCEANSIDE
SMALL CRAFT HARBOR
PRECISE PLAN

Harbor Land and Water Use Policies

Prepared by:
City of Oceanside
Planning Department

with assistance from:
EDAW, Incorporated

July 1979
Precise Plan Amendment – March 1999

Table of Contents

Volume I		Page
	Preface	i-III
1.0	INTRODUCTION	
1.1	Purpose and Scope	1-1
1.2	Correlation of Harbor Precise Plan, Oceanside General Plan, and California Coastal Act	1-2
1.3	Correlation of Precise Plan and EIR Elements	1-3
2.0	PRECISE PLAN/EIR SUMMARY	
2.1	Short-Range Plan	2-1
2.2	Long-Range Plan	2-2
2.3	Environmental Impact Report	2-8
2.4	Harbor Expansion	2-12
2.5	Coastal Act Compliance	2-13
3.0	DESCRIPTION OF PROJECT	
3.1	Project Location	3-1
3.2	Project Objectives	3-1
3.3	Short-Range Plan	3-8
3.3.1	Existing Lease Parcels	3-11
3.3.2	New Parcels	3-15
3.3.3	Optional New Parcels	3-18
3.3.4	Circulation Improvements	3-20
3.3.5	Parking Improvements	3-22
3.3.6	Other Land Uses and Activities	3-26
3.3.7	Water Uses and Activities	3-27
3.4	Long Range Plan	3-31
3.4.1	Existing Parcels/Leaseholds	3-32
3.4.2	New Parcels	3-34
3.4.3	Circulation	3-34
3.4.4	Parking	3-35
3.4.5	Water Facilities Expansion	3-36

Table of Contents (Continued)

Volume I		Page
3.5	Precise Plan Implementation	3-36
3.5.1	New Leasehold Priorities	3-37
3.5.2	Precise Plan Phasing and Funding Strategy	3-38
3.5.3	Design Guidelines	3-40
3.5.4	Procedures for Submittal and Review of Development/Improvement Proposals	3-41
<u>3.5.5</u>	<u>Harbor Precise Plan Amendments</u>	<u>3-42</u>
3.6	Coastal Act Consistency	3-42
3.6.1	Coastal Act Policies	3-43
3.6.2	Precise Plan/Coastal Act Policy Comparison	3-45
<u>3.6.3</u>	<u>Harbor Beach Coastal Act Policy Comparison</u>	<u>3-48</u>

Volume I - List of Figures

Figure #		Page
2-1	Short-Range Plan	2-1
2-2	Long-Range Plan	2-2
2-3	Long-Range Plan Aerial Perspective	2-3
2-4	New Development Along Harbor Drive South	2-5
2-5	New Development Along Harbor Drive North	2-6
2-6	Pedestrian Area at Harbor Edge	2-7
2-7	Beach Area with Bike Path and Parking	2-9
2-8	Harbor Entry Area Looking Toward South Basin	2-10
3-1	Precise Plan	3-2
3-2	Precise Plan - Short-Range Plan	3-9
<u>3-2A</u>	<u>Harbor Beach Master Plan</u>	<u>3-10</u>
3-3	Precise Plan - Long-Range Plan	3-33

Volume I - List of Appendices

<u>Appendix A</u>	<u>Oceanside Harbor Precise Plan Amendment</u> <u>California Coastal Act Consistency</u>
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Preface

The Oceanside Harbor Precise Plan provides planning policies to guide land and water development within the Oceanside Small Crafts Harbor District, and serves as an integral component of the City's Local Coastal Program (LCP) pursuant to the California Coastal Act (Title 14, Division 20, Public Resource Code 30000 et seq.) The California Coastal Commission (CCC) required the Harbor District to prepare a Harbor Precise Plan to guide future developments in the Oceanside Harbor area as part of a CDP permit requirement for the Oceanside Harbor Chart House restaurant in 1976.

The Precise Plan was conceptually approved by the California Coastal Commission on February 20, 1979 with several recommended modifications to be incorporated into the City's finalized LCP. The Harbor District Board adopted the revised Precise Plan on October 25, 1979, which was ultimately incorporated into the City's LCP by the City Council on June 11, 1980. The City's LCP was certified by the Coastal Commission on July 10, 1985. The main purpose of the Oceanside Harbor Precise Plan is to "optimally protect and enhance primarily boating and water-dependent activities, and secondarily other public-oriented recreation uses in the Harbor." (City of Oceanside, Oceanside Small Craft Harbor Precise Plan and Final EIR, Volume I: Harbor Land and Water Use Policies, July, 1979). The existing Precise Plan divides development within the harbor area into two phases: Short-Range and Long-Range.

The Precise Plan has been amended once, in January 1988, to change the land and water use designations on "Parcel F", located in the Harbor Beach area, from "dry storage and boating" to "visitor serving" uses such as hotels, motels, and specialty retail east of Pacific Street, and "open space" west of Pacific Street. The second amendment (1998) to the Precise Plan consists of a number of text and graphic revisions to clarify and provide more detail for uses already planned in the Harbor Beach area under the 1988 amended Precise Plan, and to allow for recreational beach and boat launch support improvements and new coastal dependent marine research/education uses that are identified in the existing Plan. The second amendment (1998) to the precise plan also updates the sections of the Precise Plan (1979) text for the entire Harbor area where projects and programs under the Precise Plan (1979) have been completed.

The proposed second amendment reflects the 1988 amendment text for Parcel F, the current proposal for the Harbor Beach area, and the updated text for the entire Harbor area. This amendment to the Precise Plan (1998) uses a ~~strike-out~~ and underline format to indicate where text has been either deleted or added, respectively.

1.0

Introduction

1.0

Introduction

1.1 Purpose and Scope

~~This~~ The Precise Plan document, dated July 1979, ~~is intended to~~ served the dual purpose of providing both an updated Oceanside Small Craft Harbor Precise Plan and a "focused" Environmental Impact Report in a combined format. The plan ~~has been~~ was subdivided into two volumes. Volume I containeded the project summary and detailed descriptions of the Short- and Long-Range Plans for the Harbor. Volume II containeded various technical and procedural elements which were used both in developing and evaluating the plan.

The 1979 Precise Plan was developed under the guidance of a broad-based Citizen's Committee, the Coastal Projects Committee, and was adopted in concept in August 1977, by both the City of Oceanside and the Oceanside Small Crafts Harbor District.

Upon preparation of the draft EIR, the 1979 Precise Plan was submitted to the Regional and State Coastal Commission for "preliminary review" under the Local Coastal Program regulations. The Coastal Commission approved the Precise Plan in concept, with several modifications, on February 20, 1979. Following the Coastal Commission hearing, the Oceanside Harbor District Board of Directors held three public hearings to discuss the major policy issues raised in the Precise Plan. The Board then directed staff to prepare a final draft of the Precise Plan/EIR -- taking into account the comments from the public, Coastal Commission and Harbor District -- for Board approval and eventual inclusion in Oceanside's Local Coastal Program.

~~This~~ The 1979 Precise Plan document, therefore, representeded the synthesis of comments from numerous citizens, agencies, and decision-making bodies. Over thirty public hearings and meetings were held during the course of plan preparation and approximately 125 copies of the Precise Plan/EIR were disseminated for public review. While there were several significant changes to the plan, the basic intent remained the same:

- 5.
- To optimally protect and enhance primarily boating and water-dependent activities, and secondarily other public-oriented recreation uses in the Harbor.

Geographically, the 1979 Precise Plan focused on the land and water areas governed by the Oceanside Small Crafts Harbor District. This area ~~is~~ was subject to the detailed recommendations contained in the Short- and Long-Range plans for the Harbor. The relationship of the Harbor to the surrounding "Study Area" to the northeast and southeast ~~has~~ was also ~~been~~ included to the extent that the impacts ~~are~~ were applicable and definable. This Study Area ~~is~~ was included for informational purposes only and ~~is~~ was not intended to precede plans for the San Luis Rey River and surrounding Redevelopment Areas.

The 1979 Precise Plan was amended once in January of 1988, to change the land use and water use designations on "Parcel F", located in the Harbor Beach area, from "dry storage and boating" to "visitor serving" uses such as hotels, motels and specialty retail east of Pacific Street, and "open space" west of Pacific Street.

In 1997, two major development proposals emerged in the Harbor Beach area. The Harbor Beach area encompasses the land located on the west side of the Harbor, south of the Harbor entrance and north of the San Luis Rey River. One of the proposals was a plan by the Harbor District to expand the current boat launching facilities. The other proposal was a proposal by a private foundation to build a Marine Research and Interpretive Center in the Harbor Beach area. In response to these two proposals, the Harbor Board of Directors elected to hold a series of community workshops before any specific projects were developed. A total of four community workshops were held during 1997, involving participation of over 150 citizens. The citizens and interest groups who participated in the workshops developed a prioritized set of goals for the Harbor Beach area and voted to recommend a "concept plan" for the improvements to Harbor Beach that included not only an expanded boat launch ramp and Marine Research and Interpretive Center, but a variety of public improvements to the beach area and parking as well.

The Harbor Beach area serves a wide variety of uses – boaters, businesses, beach goers, residents, and recreational vehicles. An important issue raised in the community planning process was balancing the needs of all user groups in the plan. Preserving access to the beach and Harbor for high priority "coastal dependent" uses was also identified as an important issue. Many workshop participants believed that the Harbor Beach was not fully utilized due to poor layout and lack of parking.

Based on the outcome of the community workshops and additional analysis by the City of Oceanside, the major components of 1999 Amendment to the Precise Plan for the Harbor Beach area includes the following:

- Expansion of the current boat launch ramp to nine lanes (including a personal watercraft launch lane);
- A new boat washdown, sanitation dump station and launch maneuvering area;

- Expanded parking for the boat launch and a restroom area to serve the boaters;
- Street improvements including reconfiguration and expansion of Pacific Street through the project site;
- A new traffic circle at the intersection of Pacific Street and Harbor Drive South, and landscaping and lighting throughout;
- Construction of three new parking lots to serve the beach users on the west side of Pacific Street and the expansion of the existing lot at the intersection of Pacific Street and Harbor Drive;
- Three beach service/restroom buildings;
- Beach amenities such as ramadas, landscaping, picnic areas, a concrete boardwalk, and a 30-inch high sandscreen wall adjacent to the boardwalk; and
- A Marine Research and Interpretive Center that would be built on a 2.2 acre site located at the north end of the Harbor Beach area.

The location and scope of the Precise Plan are covered in greater detail in Section 3.0.

1.2 Correlation of Harbor Precise Plan, Oceanside General Plan and California Coastal Act

The Harbor Precise Plan/EIR is intended to function both as an implementing mechanism of the Oceanside General Plan and as a certifiable component of the City's Local Coastal Program.

The Land Use Element of the General Plan designates the land and water area governed by the Harbor District as "Harbor" and requires that a specific plan be prepared to implement that designation.

"Specific Plans" are defined in State Planning Law as:

"All detailed regulations, conditions, programs.... necessary or convenient for the systematic implementation of all elements of the General Plan...., including but not limited to....:

"a. The location of housing, business, industry, open space,....recreation facilities,....public buildings and grounds,....together with regulations establishing height, bulk and setback limits for such buildings and facilities...."

"b. The location and extent of existing or proposed streets...."

"c. Standards for population density and building density...."

"d. Standards for the conservation, development, and utilization of natural resources...."

The Precise Plan and its Design Guidelines are intended to meet the Specific Plan requirement imposed by the Land Use Element of the General Plan. Since the term "Harbor Precise Plan", which originated with the inception of the plan, has been widely identified and used over the last three years, it seems imprudent to re-title the plan as the "Harbor Specific Plan" at this time. However, since there is not a legal provision for a "Precise Plan" in either the City's regulations or State Planning Law, the Precise Plan should be recognized officially (if not in name) as a Specific Plan.

The Precise Plan has also been prepared to meet all requirements of the Local Coastal Program regulations established by the California Coastal Commission. A detailed comparison of the Precise Plan to Coastal Act policies is provided in Section 3.6 and Appendix A.

1.3 Correlation of Precise Plan and EIR Elements

The 1979 Precise Plan for the entire Harbor area combined the Environmental Impact Report (EIR) and planning document into one document to provide easy reference to specific discussions. One of the key requirements of a combined EIR and planning document such as this is the need to provide easy reference to specific discussions. The list below corresponds

chapter headings to the EIR components required under the California Environmental Quality Act (CEQA) for the 1979 Precise Plan EIR:

Volume I

Chapter	Title
1	EIR Introduction - Precise Plan Scope, Correlation of Precise Plan and EIR Elements
2	EIR Summary - Precise Plan Summary
3	EIR Project Description - Precise Plan (Short and Long-Range) As Adopted in Concept by City and Harbor District, Coastal Act Compliance Section

Volume II

Chapter	Title
4	EIR Environmental Setting - Precise Plan Existing Conditions
5	EIR Environmental Impacts - Precise Plan Implementation
6	EIR Growth-Inducing Impacts - Precise Plan Study Area Effects
7	EIR Unavoidable Adverse Environmental Impacts (EIR Only)
8	EIR Mitigation Measures - Precise Plan Implementation, Supplemental Actions
9	EIR Alternatives - Precise Plan Alternatives
10	EIR Short Term Uses/Long Term Productivity (EIR Only)
11	EIR Irreversible Environmental Changes (EIR Only)
12	EIR Appendices

This 1979 Precise Plan EIR represents a "focused" EIR as defined by the CEQA Guidelines and thus deals with only those impacts deemed to be significant, which might have resulted from the implementation of the Harbor Area Precise Plan. While a broad range of subjects are described in the Environmental Setting portion of ~~this~~ the 1979 Precise Plan EIR document, only those impacts which ~~are~~ were potentially significant ~~are~~ were discussed in the "Impacts" section. In accordance with CEQA, a list of "Effects Found Not to be Significant" can be found in Section 5.2.

Additionally, since ~~this~~ the 1979 Precise Plan EIR document covered a number of currently planned and projected actions by both public agencies and private entities within the Oceanside Small Craft Harbor area, it ~~has been~~ was developed as a "Master EIR". Thus, it addressed the impacts of ~~these~~ those individual actions within the overall context of the implementation of the Precise Plan, to the extent that they ~~have~~ had been defined and projected at ~~this~~ the time. This reduced the need for future individual EIR's except in instances where a project created unforeseen or cumulatively significant new impacts. It ~~is~~ was also consistent with City and Coastal Commission policy that planning and environmental issues be addressed in a comprehensive rather than fragmented fashion.

The 1979 Precise Plan EIR remains the "Master EIR" for the entire Harbor area and can be found in the Volume II of the 1979 Precise Plan Document. A new EIR has been prepared for the 1998 Precise Plan Amendment that specifically addresses the environmental issues of the proposed development within the Harbor Beach area. The 1998 Precise Plan Amendment EIR is not included in the 1998 Precise Plan Amendment text and is contained in a separate document.

2.0

Precise Plan/EIR Summary

2.0

Precise Plan/EIR-Summary

The Precise Plan for the Oceanside Harbor covers two recommended phases of implementation - a Short-Range Plan (present to ~~1985~~ 2003) and a Long-Range Plan (post-~~1985~~ 2003). The activities described within each Plan are not anticipated to drastically change in the future. However, the time frame associated with each Plan may change as financial, economic, management and other factors influence redevelopment activities within the Harbor. ~~†~~ The Precise Plan has been coordinated with the guidelines and policies of the Coastal Commission and the 1976 Coastal Act; the requirements of the State Department of ~~Navigation and Ocean Development~~ Boating and Waterways; the City's Local Coastal Program; and the City's General and Redevelopment Plans.

2.1 Short-Range Plan

The major features of the Short-Range Plan are ~~illustrated in the accompanying plan drawing (Figure 2-1) and are~~ summarized below. Essentially, the Short-Range Plan represents actions and physical improvements which are necessary and feasible in upgrading both the appearance and utility of the Harbor and enabling it to expand its activities within its current confines to meet increased user demand levels and growth potential. Also, many of these improvements or actions lay the foundation for actions and improvements proposed in the Long-Range Plan.

The major components of the Short-Range Plan are:

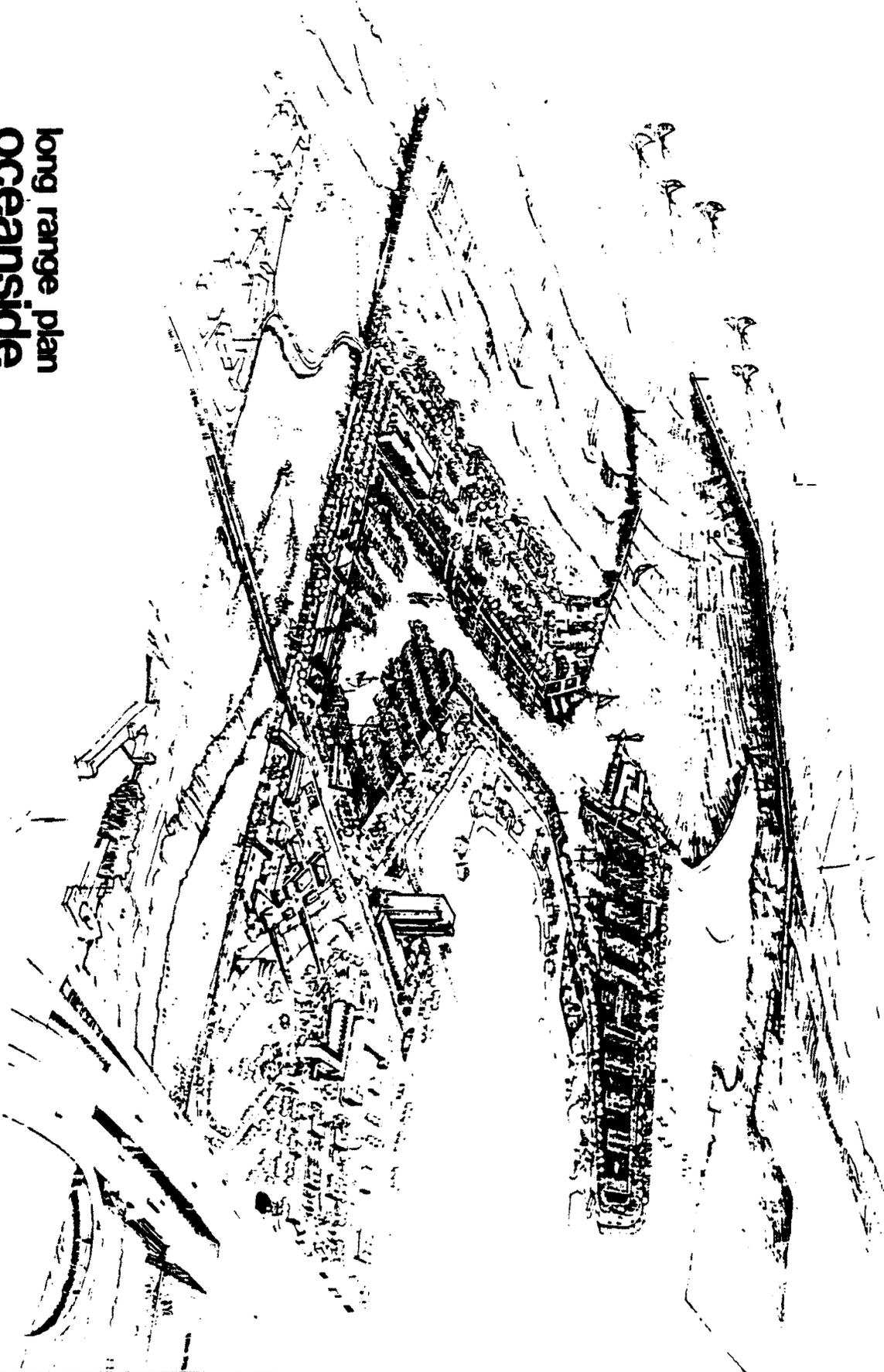
- Improvements to both Harbor Drive North and South as well as Pacific Street to accommodate existing and future traffic, including widening improved intersections, new signing, and other flow and capacity improvements.

- Creation of additional parking facilities in critical parking areas including the Beach/Peninsula area, along Harbor Drive North, and improvements to existing parking lots.
- Creation of new lease parcels for restaurant, specialty commercial, yacht sales, marine research and interpretive centers, and other related uses throughout the Harbor. Priority for the creation of new lease parcels shall be first given to water-dependent uses, then to water-related uses, and finally to water-enhancing uses.
- Improvements and additions to the public use facilities in the Harbor, including ~~a new fishing/observation deck~~, additional picnic facilities, expanded launch ramp parking and improved launch facilities, additional beach parking, pedestrian areas including a boardwalk and bike path, and open/green space.
- Implementation of master site development, building, landscaping, and sign guidelines covering both existing and new structures in the Harbor, resulting in a more unified and pleasing visual appearance and better function.
- Enhanced public amenities including additional picnic and open space areas, landscaping, pedestrian improvements including a boardwalk and bike path, lighting and signs.
- ~~Additional expansion and remodeling of berthing facilities to achieve the maximum potential capacity available within the Harbor, made possible through the elimination of the surge problem by the U. S. Army Corps of Engineers.~~

2.2 Long-Range Plan

The Long-Range Plan is essentially an extension of many of the basic features begun in the Short-Range Plan, ~~and is illustrated in Figure 2-2.~~ The accompanying aerial perspective sketch (Figure 2-3) suggests the appearance of the Harbor with the majority of the Short- and Long-Range Plan improvements in place. ~~(It is useful to compare this sketch with the same view of the Harbor shown in the 1978 aerial photo of Figure 3-1).~~

**long range plan
oceanside
small craft harbor**



prepared by ED&W Inc

figure 2-3

city of oceanside city of oceanside city of oceanside city of oceanside city of oceanside

The major components of the Long-Range Plan are:

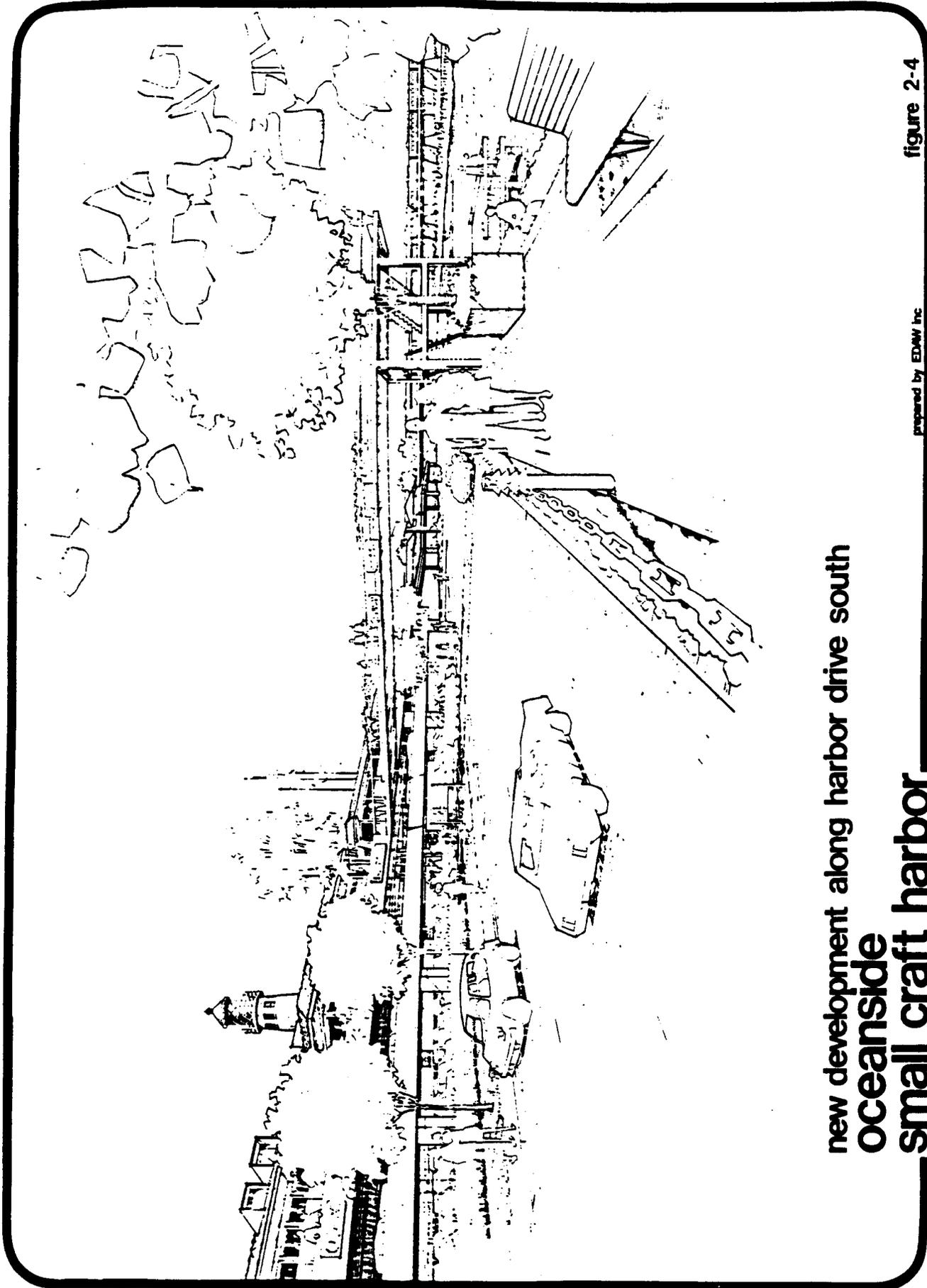
- Additional improvements to the circulation system to maintain existing access, and accommodate increased traffic from new uses and expanding existing uses, including a new railroad underpass, and a possible above-grade bridge crossing of Pacific Street over the San Luis Rey River.
- Additional parking improvements throughout the Harbor, including low-rise parking structures where feasible, particularly in high uses areas.
- Development of new and expanded existing uses on the newly-created development parcels leased during the Short-Range Plan.
- Major development on ~~New Parcel~~ Parking Lot Number 1 linking to adjacent areas and the Harbor.
- Further improvement of the Harbor's appearance through continued implementation of the design guidelines for existing and new site and building construction.
- Improvements to the San Luis Rey River Jetty providing increased flood protection, along with other facilities such as pedestrian paths, etc.

The accompanying perspective sketches illustrate the intended character of a number of the major features of the Short- and Long-Range Plans. (These are illustrative only, and are not intended as precise design drawings for specific improvements.)

Figure 2-4 illustrates the possible new development which might occur along Harbor Drive South, along with the improved San Luis Rey River jetty and the new street connection under the railroad embankment.

~~Figure 2-5 shows the possible character of the proposed yacht sales complex on the new development parcel on Harbor Drive North. The Jolly Roger restaurant is seen in the background. New landscaping and signs are also shown.~~

~~Figure 2-6 portrays the recommended improvements to the landscaped "edge" around the Harbor periphery, showing new "furniture", lighting, landscaping and other features. In the background is the new fishing pier and adjacent picnic area.~~

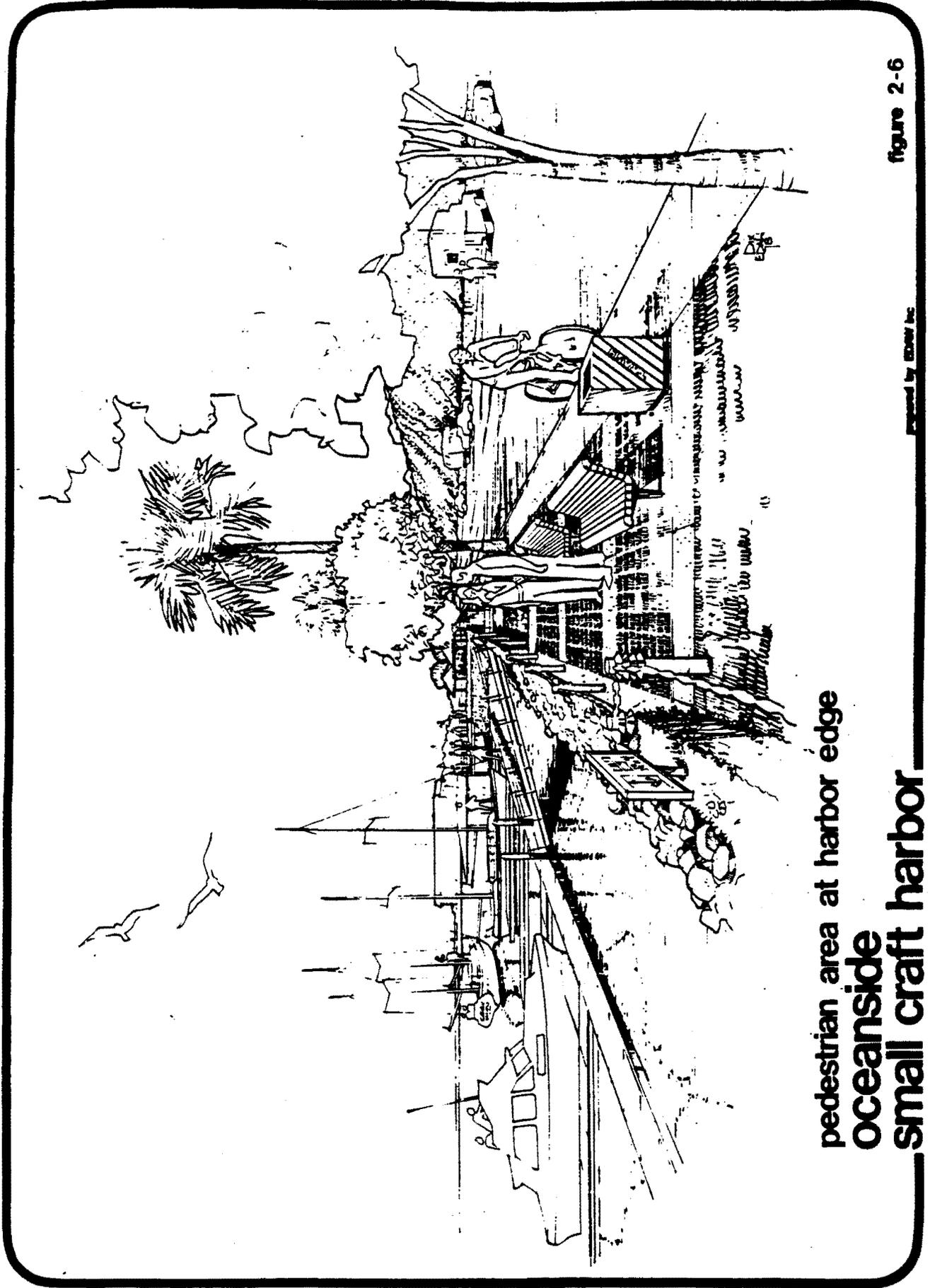


**new development along harbor drive south
oceanside
small craft harbor**

prepared by EDW Inc

figure 2-4

Figure 2-5 à New Development Parcel on Harbor Drive North



pedestrian area at harbor edge
oceanside
small craft harbor

figure 2-6

prepared by GSW Inc

Figure 2-7(a) shows an illustration of the beach area with a new boardwalk/bike path, picnic shelters, pedestrian paths and the parking screened behind a and landscaping berm. Figure 2-7(b) shows the possible layout for the beach area. The actual phasing of the public facilities and amenities in the beach area will depend on many factors including recreational demand, funding, and site constraints. The layout includes, a boardwalk/bikeway, picnic areas, pedestrian paths, and beach parking will be provided in the beach area.

~~Figure 2-8 is a "boaters eye view" from the point just inside the Harbor entry to the South Basin, showing the new fishing pier, new docks, new transient check in, Coast Guard and Harbor Patrol facilities, and new development in the South Basin.~~

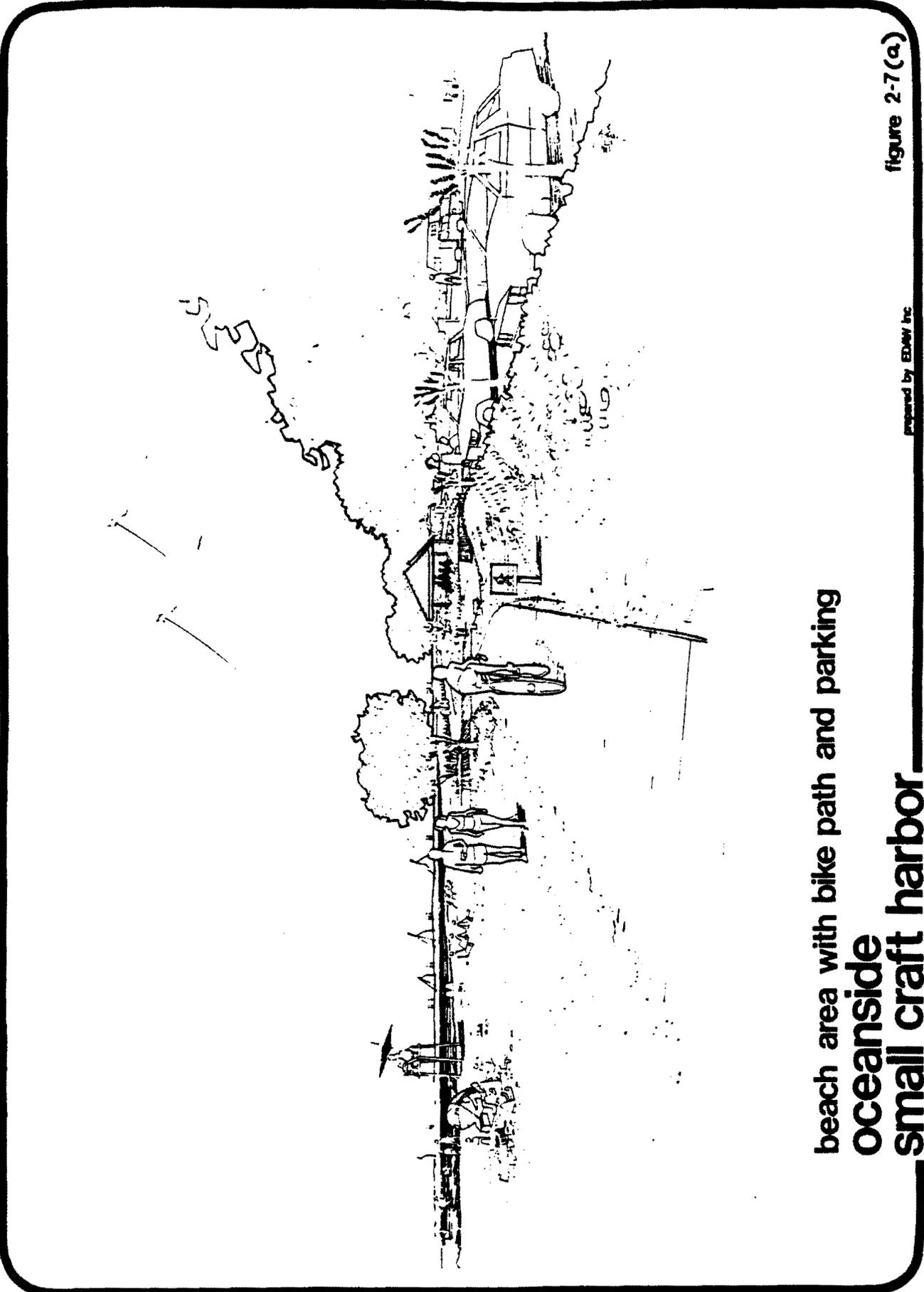
2.3 Environmental Impact Report

The major environmental impacts related to the 1979 Precise Plan can be were categorized into two major groups - those associated with construction activities within the Harbor Area and those associated with the operational characteristics of new uses or increased levels of activity of existing uses.

Only those impacts deemed to be significant, and thus requiring mitigation measures, ~~have been~~ were addressed in the 1979 Precise Plan EIR. Construction- related impacts ~~are~~ were expected to occur in both Short- and Long-Range Plan periods, while operational impacts ~~will~~ would occur primarily during the Long-Range Plan.

Construction-related impacts and their mitigation measures ~~are~~ were expected to include:

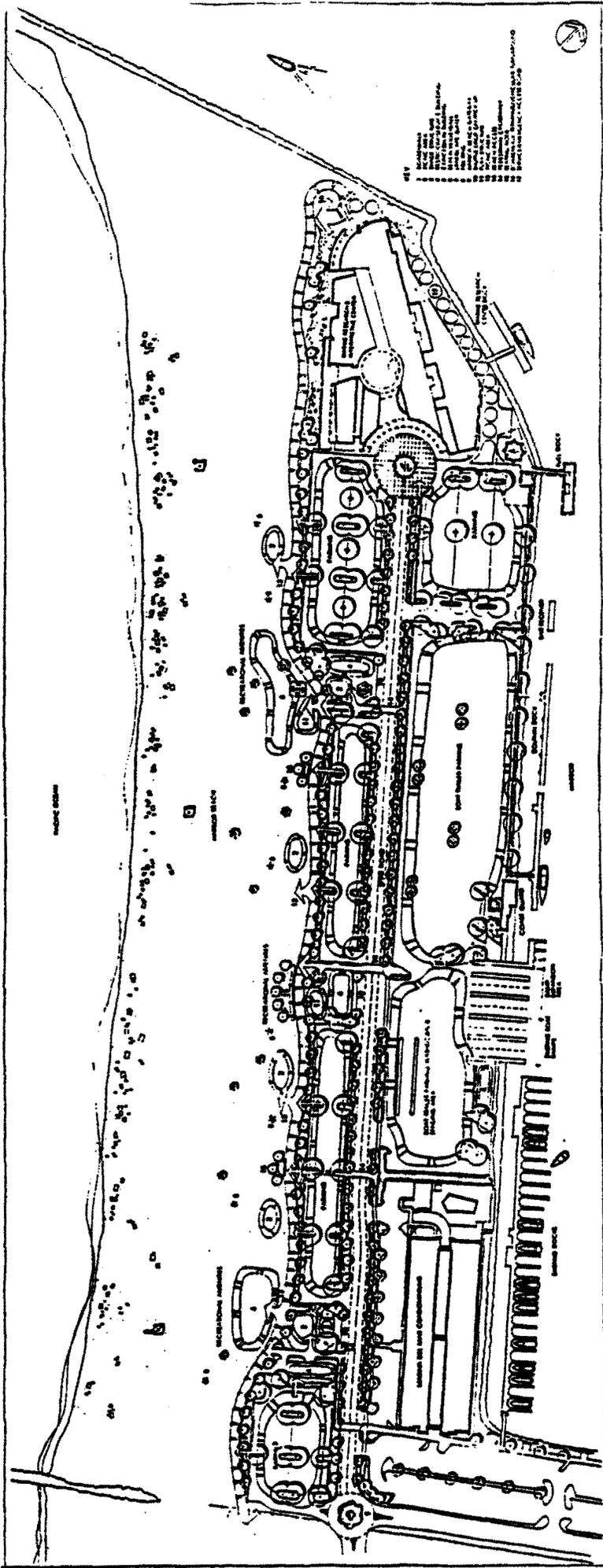
- Some disruption of traffic circulation and utility services during the construction of improvements and as a result of construction-related traffic. These impacts ~~will~~ would be temporary and ~~can~~ could be mitigated by proper coordination of excavations, scheduling work during off-peak and off-season hours, and providing alternate traffic routes where possible.
- Construction within existing leaseholds, new leaseholds and public use areas ~~will~~ would create some disruption to their immediate surroundings. These impacts ~~are~~ would be temporary and ~~can~~ could be mitigated by proper phasing and design of interim access in advance of actual construction.



beach area with bike path and parking
Oceanside
small craft harbor

figure 2-7 (a)

prepared by EDWARDS INC



OCEANSIDE SMALL CRAFT HARBOR REDEVELOPMENT PROJECT

FIGURE 2.7(b)

~~Figure 2-8 Harbor Entry Area Looking Toward South Basin~~

- Dust, noise, and construction debris ~~will~~ would result in some temporary inconvenience and discomfort within the Harbor. Mitigation of these impacts ~~can~~ could be accomplished through proper timing for use of noisy equipment, and the proper storage and frequent removal of construction debris.
- Construction-related parking, stockpiling areas, and other land-consuming activities would be restricted to vacant or underutilized areas within the Harbor to mitigate impacts on existing parking areas, leasehold uses, and public uses.
- All landside construction site run-off and windblown debris, as well as in-water activities which might affect water quality in the Harbor, would be carefully monitored to insure minimal impacts. Mitigation measures would include sediment and toxic runoff traps, temporary debris fences, and floating booms or other means to limit the extent of water turbidity.

Operational impacts of both Short-Range and Long-Range Plans and their related mitigation measures ~~are~~ were expected to include:

- Increased traffic and alteration of traffic patterns as new facilities ~~are~~ were constructed which ~~will~~ would both attract and serve increased traffic, with new signs, road widenings, and additional parking as mitigation measures. Additional mitigation would be provided by tram service during peak periods, improved pedestrian and bicycle facilities, extensive signing and other measures clarifying access. Non-auto means of circulation ~~will~~ would be encouraged.
- Replacement of some existing parking spaces by other land uses, along with restrictions on the use of some parking areas by gates, payment, or time limits. Mitigation ~~consists~~ consisted of additional parking spaces, and extensive signage designating use.
- More intensive use of the Harbor Area by the general public, including visitors not utilizing the boating facilities (picnicking, fishing, beach, etc.) ~~will~~ would result in higher demand for public facilities. Mitigation ~~consists~~ consisted of providing sufficient additional facilities (beyond boater needs) to meet these demands, as well as regulating use hours.
- Some reduction of the amount of open-water area within ~~this~~ the existing Harbor ~~will~~ would result from the expansion of berthing facilities. Mitigation could include the limiting of the use of moorings to transient boats, securing of permission from USMC for use of restricted water area behind breakwater for protected water small boat sailing when military operations are not in process.

- Greater recreational boating use ~~will~~ would increase water area congestion, with mitigation efforts focusing on any necessary water traffic control, scheduling, policing, or other activities necessary to alleviate congestion.
- The additional activity associated with the proposed expansion of the Harbor ~~will~~ would create impacts on the circulation systems, utilities and general environment of the Harbor. The primary mitigation measures ~~are~~ were anticipatory, and have been considered in both the Precise Plan and Expansion Feasibility Report through the coordination of sizing of streets and utilities in both plans, and use of Precise Plan criteria and guidelines in the preliminary expansion plans.

The summary of the major environmental impacts for the 1999 Amendment to the Precise Plan can be found in the EIR for the 1999 Oceanside Harbor Precise Plan Amendment dated February 5, 1999.

2.4 Harbor Expansion

The Harbor District ~~is currently~~ may pursue ~~pursuing~~ plans for expansion of the Harbor by creating a third berthing basin within the "USMC Turning Basin", located off the shoreline between Parcel "J" (~~Villa Marina~~Oceanside Marina Inn) and the Del Mar Boat Basin entry. It would be necessary to ~~Negotiations negotiate are underway~~ with the Marine Corps and the State Lands Commission for lease of the land and water areas necessary for this expansion.

~~Because the expansion plans are still in the initial stages, the Harbor Expansion was not included in any detail in the Precise Plan. However, although the Precise Plan is not dependent on any eventual expansion, it has been designed to be compatible with the expansion should it occur. Consideration has been given in the Precise Plan evaluating roadways, utilities and other infrastructure requirements in relation to the needs of the expanded Harbor (to the extent that impacts on these systems can be determined at this time.)~~

~~The City contracted in June 1978, with a consultant to prepare a preliminary feasibility report on the Harbor Expansion¹. The results of that report were used as the basis for the preliminary~~

¹ Preliminary Feasibility Report, Expansion of Oceanside Harbor Into the Marine Corps Turning Basin, July 1978, Moffatt and Nichol

~~impact analysis contained in the Precise Plan. The report analyzed various types of basin configurations, berthing facilities and protective works within this area, along with alternative land areas for supportive uses. Two basic constraints on this analysis were that the minimum essential land area necessary should be utilized and that no concessionaire or lease parcels be permitted in the expansion area.~~

~~The recommended concept involves the construction of an inner breakwater protecting a water area containing 600 berths and 70 moorings. Dry storage, parking, service buildings, and a six lane launch ramp are also proposed. This plan would utilize about 21 acres of land and would cost an estimated 8.3 million dollars to construct.~~

2.5 Coastal Act Compliance

The 1979 Precise Plan was initiated in response to a Coastal Commission permit requirement placed on the Chart House Restaurant in 1976. As a result, consistency of the 1979 Precise Plan with the Coastal Commission's requirements was a major objective at the outset of the project.

The California Coastal Act was passed after the 1979 Precise Plan was already in progress. Because of this, adjustments ~~have been~~ were made to the plan in response to changes in both the policies and procedures of the Coastal Commission.

Coastal Commission staff took an active part in both the preparation and review of the 1979 Precise Plan. Both the State and Regional Coastal Commissions conducted a "preliminary review" of the draft 1979 Precise Plan/EIR in early 1979. The Commission approved the plan in ~~concept~~, with several modifications. Those recommended modifications ~~have been~~ were included in ~~this~~ the document, and included the following special provisions:

- The first priority for limited land and water areas in the Harbor has been given to boating and other Harbor-dependent Uses (Coastal Act Sections 30255, 30220, 30224).
- In granting new leaseholds within the Harbor, the Harbor District will, wherever feasible, give preference to those uses serving low and moderate income. (Coastal Act Section 30213)
- The Harbor District will undertake a number of actions to consolidate commercial fishing vessels, improve loading and unloading facilities, and encourage the development of fishing support services (Coastal Act Section 30234).

- The Harbor District will implement a public facilities phasing program for the Harbor to ensure that no development occur in advance of adequate facilities (Coastal Act Sections 30250(a), 30252, and 30254).
- New beach parking to serve the public will be created east of North Pacific Street extended (Coastal Act Section 30252).
- The existing public accessway around the Harbor perimeter will be enhanced (Coastal Act Section 30210).

The 1979 Precise Plan is a component of the City's overall Local Coastal Program (LCP), and is incorporated into the LCP Land Use Plan by reference. The proposed 1999 Amendment to the Precise Plan would also require an amendment to the City's LCP. Chapter 3 of the California Coastal Act (beginning with Section 30200) establishes the criteria for determining if proposed amendments to certified LCP's are in conformance with the California Coastal Act. A coastal consistency analysis was prepared for the proposed 1999 Amendment to the Precise Plan and the City's LCP. The consistency analysis can be found in Appendix A of the 1999 Precise Plan Amendment. The consistency analysis presents the coastal resources planning and management policies relevant to the proposed project, and followed by comments describing the projects consistency with these policies. All but six of the policy groups contained in Chapter 3 of the California Coastal Act apply to the development allowed under the proposed precise plan amendment.

3.0

Description of Project

3.0

~~D~~escription of ~~P~~roject

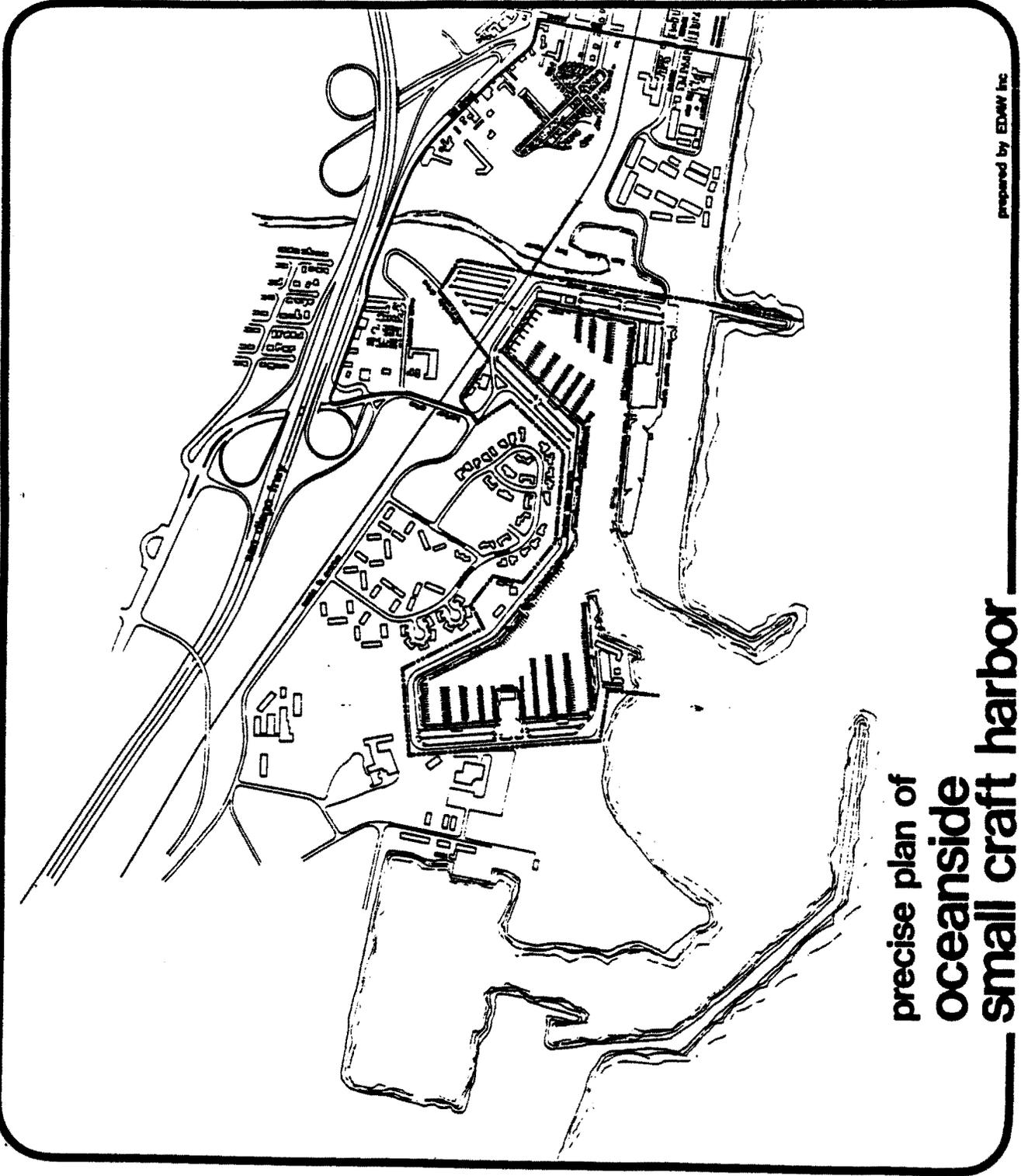
Precise Plan Description

3.1 Project Harbor Location

The Oceanside Small Craft Harbor (OSCH) is located within the City limits of Oceanside in the northwestern portion of San Diego County. The OSCH is bounded on the south by the San Luis Rey River and on the north by the Camp Pendleton Marine Base. The Small Craft Harbor District comprises a 100-acre site - 70 acres are water and 30 acres are land. (See Figure 3-1)

The OSCH functions as both a regional recreational boating center, primarily serving the residents of four Southern California counties (San Diego, Orange, Riverside and San Bernardino), as well as an important transient boat stopover point and harbor of refuge located ideally midway between San Diego and Newport Beach. The presence of a Coast Guard cutter and the Oceanside Harbor ~~Patrol~~ Police also mean that the Harbor serves as a major ~~patrol~~-search and rescue ~~base~~ center for a large area of Southern California offshore waters.

figure 3-1



3.2 Project Precise Plan Objectives

In 1979, the City processed the initial Precise Plan for the Harbor. The following were the objectives at the time of the 1979 Precise Plan: The City of Oceanside described three primary objectives to be met for the development of a Precise Plan for the Harbor. The City's objectives were to:

- Develop standards and plans for the Harbor Area which would provide a basis for local planning and leasing decisions, and facilitate the Coastal Commission's permit review process.
- Produce a document that could become part of the City's Local Coastal Program, which, when completed, would be certified by the State for the local control of coastal development.
- Coordinate Harbor development with the planning and programming of improvements for adjacent properties within the ~~recently~~ established Downtown Redevelopment Project Area which abuts the Harbor District and which is partially included in the Study Area of this plan.

Additionally, there were components which the City and Coastal Commission staff felt should be contained within the Precise Plan to meet these objectives, including:

1. Precise description of the specific types of uses that the Harbor Area could accommodate on all existing or potential leaseable sites on a site-by-site basis. Existing uses should be analyzed in terms of long-range acceptability and potential, compliance with priorities set forth in the Coastal Act, benefit to all segments of Oceanside population, tourist attraction, and economic benefit to the Harbor District.
2. A general description of the existing and potential uses of the Study Area in terms of density and intensity of development.
3. A general review of the types and intensity of uses that could be accommodated within the proposed Harbor expansion ~~currently under study by the Army Corps of Engineers.~~
4. A detailed analysis of the cumulative impact of existing, and proposed development in the project and study areas on the existing vehicular, bicycle and pedestrian circulation systems. This includes recommendations for adequate

road sizes and parking capacities to satisfy the needs of existing and future development while assuring public access to the beach and Harbor for recreational purposes.

5. A proposal for insuring adequate parking, walkways, and other public facilities to accommodate beach-goers from inside and outside the City-of Oceanside.
6. A specific program for phasing the construction of public improvements commensurate with private development in the Project Area.
7. Comprehensive design criteria for all private and public development and improvements within the Project Area.
8. A comparative analysis of the Precise Plan with all pertinent sections of the Coastal Act of California.

To most effectively meet the aforementioned objectives a Short- Range Precise Plan and a Long-Range Precise Plan were developed.

The recommended Short-Range Plan is suggested for implementation during approximately the period of mid-~~1979~~ 1999 through the early part of the 21st century (2010) 1980's and includes the further enhancement of the Harbor Beach area. The time frame associated with the Short-Range Plan may change as financial, economic, management and other factors influence development activities within the Harbor. This plan focuses upon immediate actions which should be accomplished (subject to availability of funds) by the Harbor District and the City in order to meet the most immediate needs, and to capitalize upon current opportunities, as well as lay important groundwork for the Long-Range Plan.

The recommended Long-Range Plan, which includes the improvement of the Harbor Beach area, is suggested for implementation in the post-~~1985~~ 2010 period, with eventual "buildout" of all public and private improvements ~~assumed to occur by the end of the century.~~ The time frame associated with the Long-Range Plan may change as financial, economic, management and other factors influence development activities within the Harbor. To a large extent, the timing of both public and private improvements in the long-term will be a function of available funding (public sector) and market demand (private sector), and cannot be precisely predicted. However, interdependent and sequential activities which must occur in an organized fashion can be identified, and have been noted in these plans.

Both of these plans were also developed to respond to a series of assumptions and criteria which were developed by the City of Oceanside:

1. The Oceanside Small Craft Harbor is primarily a recreation facility for the purpose of boating-oriented and park-oriented passive and active recreation.
2. The scale and intensity of development in the Harbor should be compatible to existing structures (e.g., ~~Villa Marina~~ Oceanside Marina Inn, Chart House, Cape Cod Village).
3. The design theme should be unified through sign controls, landscape and building material, and improved directional graphics.
4. Given the physical limitations of the site, the most efficient circulation plan should be developed. This would include street and parking improvements where feasible, and also encouragement of bicycle and pedestrian access and ~~tram~~ shuttle service to various activity centers.
5. Commercial development should be encouraged in areas that will least impact the boating and recreation activities.
6. To the extent possible, short-range public facility improvements should be built to accommodate both existing and future needs, in order to offset future inflation of costs and to increase current revenue "streams".
7. Recommendations in the Precise Plan should be compatible in design, use, intensity and timing with the any Harbor Expansion plans developed to date, but should not be constrained by them. The Precise Plan must allow the Harbor to function physically and economically without the Expansion, yet should be capable of benefiting from and complementing the Expansion should it occur.
8. No critical or essential elements of the Short- and Long-Range plans should be tied to assumed or required actions by "third parties" (USMC, Corps of Engineers, P.U.C., etc.) in order to be implemented.
9. A balance must be maintained between the necessary functional and economic considerations involved in enabling the Harbor to continue to operate and provide facilities and services which are both necessary and attractive at costs which are "reasonable" (to both consumer and defrayment of operating costs). This approach will, by definition and necessity, result in a *changing use/activity* mix from that of the initial 15 years of operation of the Harbor, (as it has in all other public marinas/small craft harbors in California).

In addition, the City of Oceanside has developed planning policies and guidelines for the Harbor Beach area through a community planning process, which was made up of four public workshops that took place over the summer of 1997. This process, which involved agency representatives and community members, culminated in a list of Harbor Beach Community Planning Process Goals. The following Community Planning Process goals are intended to guide land and water development within the Harbor Beach area, and are listed in the order that they were prioritized by the workshop participants:

<u>Priority</u>	<u>Goal</u>
<u>1 (Tie)</u>	<u>Protect and improve overall water quality in the Harbor Beach area (including specific measures to eliminate point-source pollution of the San Luis Rey River and control non-point source pollution through Best Management Practices (BMPs) including the filtering of all runoff from paved parking areas).</u>
<u>1 (Tie)</u>	<u>Improve public access to and enjoyment of the beach through increased amenities and support services (such as restrooms, showers, play-equipment and food/equipment concessions).</u>
<u>3</u>	<u>Improve safe vehicular and public access (including egress, ingress, circulation and handicapped access) to the Harbor Beach area and increase parking availability (such as parking rate structures that encourage off-site usage, shuttles, improved directional signage and pedestrian enhancements).</u>
<u>4</u>	<u>Ensure that the plan developed through the community planning process complies with all policies of the California Coastal Act, as well as other applicable City, State and Federal land use and regulatory statutes.</u>
<u>5</u>	<u>Build a new marine research facility and aquarium that will assist in efforts to preserve valuable marine resources, educate the public, and attract visitors to the Harbor Beach area.</u>
<u>6</u>	<u>Improve the visual quality of the Harbor Beach area (through the protection of view corridors, enhancement of landscape and hardscape, and establishment of comprehensive design standards for new public and private development).</u>
<u>7</u>	<u>Ensure that the Harbor Beach area offers visitors and residents a pleasant and attractive environment with a diversity of choices in activities and amenities.</u>

- 8 Provide a continued high level of public review and input on future improvement and development plans for Harbor Beach area.
- 9 (Tie) Promote positive economic growth for the Oceanside Harbor area.
- 9 (Tie) Ensure that new facilities, businesses and amenities provided are compatible with existing development.
- 11 Maximize public transportation access to Harbor Beach (through increased marketing, site design, operational improvements and freeway signage).
- 12 Expand opportunities to launch all watercraft.
- 13 Improve pedestrian safety and access to the Harbor Beach area.
- 14 Improve public vehicle access, public transportation, safety and public access to the Harbor Beach area.
- 15 Provide for continued overnight recreational vehicle parking.
- 16 Protect and enhance lower cost visitor and recreational facilities.
- 17 Provide adequate telecommunication and communications infrastructure, to support planned development.
- 18 Build a permanent Pacific Street bridge.
- 19 (Tie) Provide areas for additional athletic activities in the Harbor Beach area.
- 19 (Tie) Protect and enhance the existing usage of the Harbor Beach area.
- 21 Increase opportunities for dry boat storage in the Harbor Beach area.
- 22 Increase facilities and opportunities for personal watercraft use within the Harbor Beach area.
- 23 Develop the Harbor Beach area for the economic growth of the City of Oceanside.

3.3 Short-Range Plan

Uses and activities for the Short-Range Plan are indicated on Figures 3-2, and 3-2A. Figure 3-2A illustrates the Short-Range plan for the Harbor Beach area. These designations are grouped into the following categories:

- Lease parcels (areas leased from the Harbor District by private entities);
- Service buildings (Harbor District buildings containing public restrooms, showers, ~~lockers~~ equipment storage and some leased areas);
- Streets and parking lots;
- Water uses and activities; and,
- Other uses and activities (for all remaining uses which don't fall in the above categories).

The Short-Range uses and activities are expected to remain the same as current conditions, except where noted in the following discussion. However, during the Short-Range Plan all lease provisions, landscape and design standards would be more stringently enforced. These provisions are discussed in detail in the individual lease documents and ~~proposed~~ Harbor Design Guidelines.

IMPROVED TO 36' WIDE LANE STREET WITH LEFT AND RIGHT POCKETS

REVISED PARKING LOT ENTRY

IMPROVED TO 36' WIDE LANE STREET WITH LEFT AND RIGHT POCKETS

EXISTING INTERSECTION - SIGNING, STRIPING IMPROVED TO PROVIDE DIRECTIONAL CLARITY AND SAFETY

IMPROVED TO 36' WIDE STREET WITH LEFT AND RIGHT POCKETS AS APPROPRIATE WITH STREET PARKING AND STRIPED SPACES

IMPROVED SIGNAGE AT COAST HIGHWAY

IMPROVED TO 36' WIDE LANE STREET WITH LEFT AND RIGHT POCKETS

NEW PEDESTRIAN/SERVICE PAVED AREA

REMODELED SERVICE BUILDING

POSSIBLE SLIP EXPANSION

EXISTING FUEL DOCK

NEW MARINE RESEARCH FACILITY DOCK

POSSIBLE PEDESTRIAN AND BIKE PATH ON JETTY

PROPOSED MARINE RESEARCH AND INTERPRETIVE CENTER

PUBLIC PARKING

PEDESTRIAN AND BICYCLE BEACH BOARDWALK

RECREATION AREA WITH RESTROOM/SERVICE BUILDING AND CONCESSIONS WITH PICNIC AREA

REVISED BOAT TRAILER PARKING LOT

SDNRR

Housing lot U.S.M.C.

Harbor Drive North

San Luis Rey River

Pacific Street

Harbor Beach

NEW BEACH PARKING

RELOCATED BOAT RAMP REST-ROOM AND SERVICE YARD

PROPOSED RECREATION AREA WITH RESTROOM/SERVICE BUILDING AND PICNIC AREAS

PROPOSED N.W. BOAT RAMP EXPANSION

REVISED PARKING LOT ENTRY

REVISED EXISTING BEACH PARKING

POSSIBLE BIKE AND PEDESTRIAN PATH ON JETTY

RECREATION AREA WITH RESTROOM/SERVICE BUILDING AND CONCESSIONS BUILDING WITH PICNIC AREAS AND PLAYGROUND

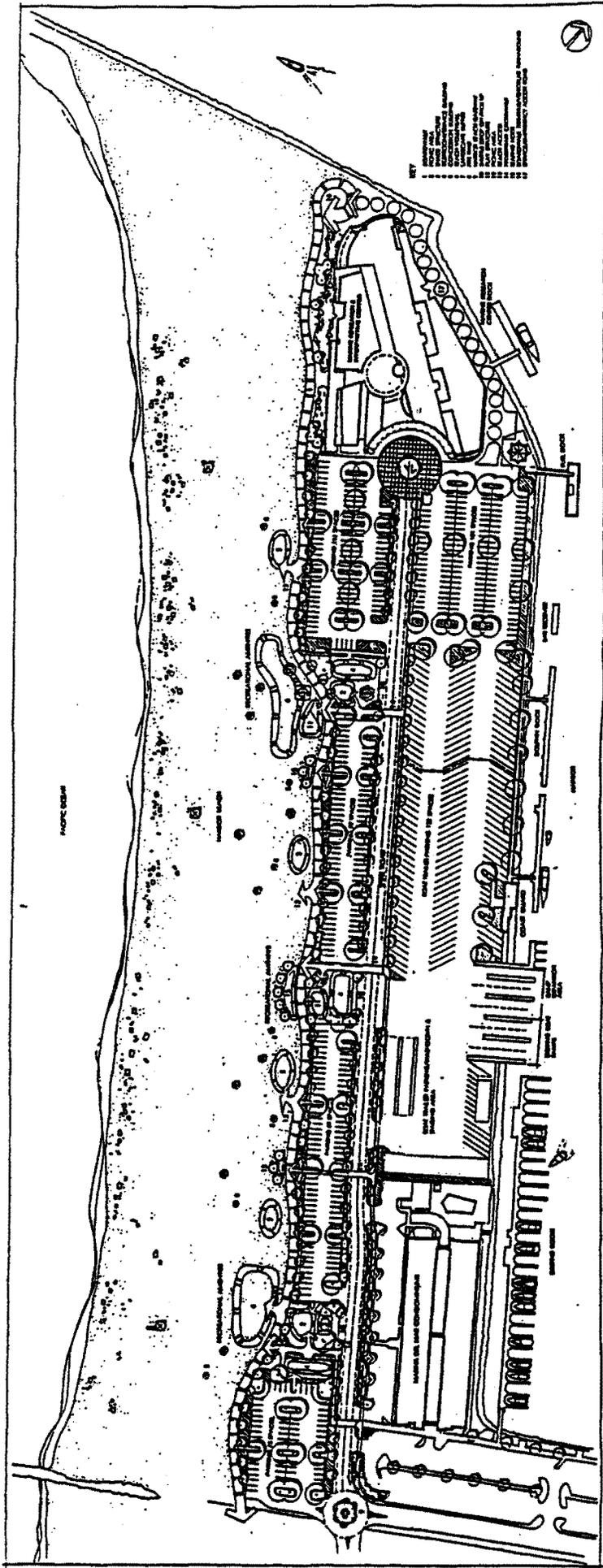
WASHDOWN SERVICE STAGING AREA AND RV DUMP

PRECISE PLAN for OCEANSIDE SMALL CRAFT HARBOR

SHORT RANGE PLAN 1999-2010

Figure 3-2





OCEANSIDE SMALL CRAFT HARBOR PRECISE PLAN AMENDMENT

Figure 3-2A

The narrative portions of the Short-Range Plan are contained in the following sections, with lease parcel, service building and parking designations keyed to the accompanying map.

3.3.1 Existing Lease Parcels

Parcel A: Oceanside Marina Towers

The 67-unit, Oceanside Marina Towers condominium complex currently occupying Parcel "A" would remain as the principal use of the parcel during the duration of both the Short-Range and Long-Range Plans. However, the Harbor District or City should indicate their desire for consideration, by the lessee, of multi-use building/ parking garage possibilities and suggest that the lessee determine the potential for, and substantiate, any intended approach for realizing any alternative or additional future uses of the structure including: residential, prestige office, resort residential (seasonal), and recreation uses on the garage roof. ~~Additionally, the VHF-FM and other communication antennas required by the Harbor Patrol and Coast Guard should be installed, as per lease, on the roof of the tower, along with other aids to navigation (lights) deemed necessary to locate the Harbor.~~

Parcel B-C: Chart House Restaurant

The ~~recently opened~~ Chart House Restaurant represents a "given" land use/activity for Lease Parcels "B" and "C" for both the Short and Long-Range Plans. Circulation and parking activities on this limited-parking site ~~would be carefully~~ continues to be monitored for possible peak period congestion, overflows or design problems, ~~in order to institute necessary mitigation measures.~~

Parcel D: ~~Cape Cod~~ Harbor Village

Uses on Parcel "D" are a mixture of marine-oriented, specialty and tourist-oriented retail commercial stores and restaurants. During the Short-Range Plan the Harbor District may seek renegotiation of the terms of the current lease (in advance of the expiration date) on both the base rate and percentage of gross, as well as request physical improvements to the existing development. In return, the Harbor District may provide conversion of the parking lot between Parcel "D" and Harbor Drive South to a pedestrian oriented outdoor dining and seating area providing necessary service access, along with improvements to trash storage, etc. (Precise renegotiation rates would be determined by a specific leasing program study and legal analysis and would be undertaken for all critical parcels.) At a minimum, the District would proceed with a stringent enforcement of lease provisions concerning building and ground conditions/appearance, signs, etc., in order to insure conformance to the Design Guidelines of the Precise Plan.

Parcel E: Marina del Mar

The current 78-unit condominium-tourist complex is considered a planning "given" for both the Short- and Long-Range Plans. Enforcement of parking regulations on residents and visitors, along with improved entrances and a new public pedestrian walk along Pacific Street has been implemented. ~~developed along the bulkhead line, would be the recommended actions during the Short Range Plan.~~

Parcel F: Current Vacant Parcel

~~At the time of preparation of this EIR, the Harbor District had terminated the lease for Parcel F as being in default in the absence of any active, current good faith effort to develop the leasehold. (A project application was submitted to the Coastal Commission, but was withdrawn prior to hearing.) Pending the outcome of any possible legal actions, the parcel could be made available for such interim uses as beach parking. Ultimately, the parcel should be made available for a new lease which is compatible with the Harbor Master Lease and Coastal Act criteria.~~

The City of Oceanside LCP was amended in June 1988 (Amendment No. 1-87) to change the land and water use designations on Parcel F east of Pacific Street from "dry boat storage and boat launching" to "visitor serving uses." The "visitor serving" designation allows activities such as hotels, motels, restaurants, and specialty retail shops. The 1988 amendment also provides that portion of Parcel F west of Pacific Street is to be designated as Open Space.

To accommodate the increased demand for recreational boat launching opportunities, Parcel F east of Pacific Street will be developed as a paved surface parking lot with related support facilities (e.g. boat maneuvering, staging, and washdown areas, and restrooms) for vehicles with trailered boats. Consideration should be given also to use this portion of Parcel F as a dry storage area. The development of Parcel F east of Pacific Street into a new boat launch lot with related support facilities represents an opportunity to create additional parking to help alleviate peak period overloads of the existing boat launch ramp parking lot, and also would provide parking in close proximity to expanded boat launching facilities. The new boat launch lot will incorporate a landscaped buffer area along the perimeter to screen views of the lot and any on-site storage uses from nearby residential uses within the Harbor Beach area. Parcel F west of Pacific Street will be developed for expanded beach parking. The development of Parcel F west of Pacific Street into beach parking will improve public access by providing convenient parking adjacent to the sandy beach, and help alleviate congestion during peak summer weekends.

Parcel-H: Fuel Dock

The existing fuel dock use is essential to the future operational needs of the Harbor and is considered a planning "given", with minor physical/aesthetic improvements.

Parcel J: ~~Villa Marina~~ Oceanside Marina Inn

~~The 59-unit Village Marina apartment/boatel Oceanside Marina Inn hotel, located on a 1.75 acre site, operates as a resort hotel use. while in partial variance with current coastal priorities, represents a use with a lifetime of sufficient length to be considered a planning "given" for the duration of the Short Range Plan, enforcement of stringent parking regulations on both residents and visitors would be required, with possible supplementing of parking.~~

Parcel K: Jolly Roger Restaurant

The existing Jolly Roger Restaurant and related parking would not change during the Short-Range Plan. Continuing review of circulation and parking activities should be conducted in order to evaluate possible peak period congestion, overflows or design problems. Any proposed expansion of restaurant uses within this parcel would have to meet parking, site coverage, and land use/activity requirements outlined in the Design Guidelines and Precise Plan.

Parcel L: Service Yard/Oceanside Marine Center

The existing service area would remain in this use. However, all operational characteristics would be periodically reviewed to determine if functional changes in site plan would be desirable. In addition, the Design Guidelines would be stringently enforced on the hardware store and related signs and display areas.

Parcel "M": Harbor Offices

Parcel "M" consist of the existing Harbor District offices.

New Parcel #4-"N": Monterey Bay Cannery

~~This parcel consists of an existing parking lot (54,000 square feet), and an existing Service Building (#9) and a restaurant use. Such a development would either retain and architecturally/functionally integrate the service building with the new structure, or remove it, and incorporate the restroom functions into a separate access portion of the restaurant structure. Air rights construction, and expansion of an outdoor dining area on a deck over the water would be encouraged to provide parking area and visual interest. The size of the restaurant (seats & bar) would be based upon the Design Guideline recommendations concerning available parking (not including reserved slip spaces), site coverage, and other factors. Integration of pedestrian connections, view orientation, and height limitation would be similar to those inherent in the Chart House design.~~

~~It may be feasible and desirable in the future to reverse this proposed use with the Yacht Sales complex proposed for New Parcel #3 (see following discussion). The Parcel #4 location would give greater visibility to the Yacht Sales complex at a more centralized location. The reversal of these uses would also appear to be more favorable from a parking standpoint.~~

The existing Monterey Bay Cannery Restaurant and related parking would not change during the Short-Range Plan. Continuing review of circulation and parking activities should be conducted in order to evaluate possible peak period congestion, overflows or design problems. Any proposed expansion of restaurant uses within this parcel would have to meet parking, site coverage, and land use/activity requirements outlined in the Design Guidelines and Precise Plan.

Service Buildings

There are currently eight service buildings located within the Harbor District which are administered and maintained by the Harbor District. These buildings provide public restrooms, ~~storage lockers~~ equipment storage and shower facilities services to slip renters, lessees, and under certain conditions to the general public. In addition, portions of five of the service buildings (SB2, SB5, SB6, SB8, SB9) have been leased to private enterprise by the Harbor District. Public and private uses within the eight service buildings would remain essentially the same during the Short-Range Plan. Additional public restrooms and concession facilities will be provided in the Harbor Beach area to support expanded boat launch and beach-related uses (SB10, SB11, SB12 and SB13). However, the Short-Range Plan would result in a more uniform architectural appearance throughout the Harbor through remodeling, sign controls and other design/landscape measures contained in the Design Guidelines. These actions, as they relate to each service building are:

SB1, SB4, SB7, SB11, SB12 and SB13 – Restroom/Locker Facilities

Use to remain the same with remodeling in accordance with the Design Guidelines. Only SB4 and the beach concession/public restroom buildings are located within the Harbor Beach area. Improvements within the Harbor Beach area include constructing new restroom facilities in three locations within the expanded beach parking west of Pacific Street. This would involve demolishing and replacing SB4, and constructing three additional restrooms (SB11, SB12 and SB13). Concession uses or buildings will be included adjacent to restroom facilities as appropriate. All three of the new restrooms would incorporate storage for beach maintenance and lifeguard equipment.

SB2 - Harbor Surf Gallery Public Service Area and Nautical Bean:

Retail lease area to remain the same with remodeling, sign, and display controls according to the Design Guidelines.

SB5 – Public Service Area and Oceanside Yacht Club:

Public service use areas would be remodeled in accordance with the Guidelines. The Yacht Club would be encouraged to pursue a remodeling program for both the structure and site, intended to expand recreational benefits to a broader range of users in keeping with Coastal Act objectives.

SB6 – Public Service Area and Yearly Sailboat Sales, SB8 - ~~Oceanside Sailboats~~ – Public Service Area and Pablo's Crews/Marine Surveyor , SB9 - ~~Baker~~ – Public Service Area and Breakwater Marine Yacht Sales/ Ships Store:

Existing lease area retail sales activities would remain with remodeling, per the Design Guidelines accompanied by stringent enforcement of sign and display controls. Where desirable and possible, expansion or reorganization of boat sales display areas into parking lots would be accomplished subject to solution of any parking or pedestrian access requirements.

3.3.2 New Parcels

One of the major land use and economic constraints affecting the Harbor has been the limited flexibility in changing, expanding, or adding to the existing lease parcels designated in the original Harbor Development Plan (with the exception of Parcel "F" which is a special case).

This fact, coupled with the large amount of land area devoted exclusively to parking, and expressions of interest by both prospective and existing lessees and developers concerning expansion and new development potentials, resulted in the consideration of an expansion of the existing parcel inventory in the plans.

New Parcel O

This parcel consists of Parking Lot #12, which provides 87 parking spaces. A marine research and interpretive facility is envisioned to encompass approximately 2.2-acres, and will require the creation of a new lease parcel with parking, and an access road with a turn-around area for emergency vehicles. The new marine research and interpretive facility will be located adjacent to the existing Parcel H leasehold. Included in the new parcel would be a dock for at least two boats, which would be used for research and educational purposes.

~~New Parcel #4~~

~~New Parcel #3~~

~~This parcel consists of the existing 88,200 square foot Parking Lot #3, and Service Building #6. The provisions of Parcel #4 concerning retention or elimination of the service building would also apply in this case. The intended use would be a yacht sales/brokerage/office complex, grouping all of these functions into a multiple structure "cluster" with outdoor display areas. Additionally, display slips at an existing dock would be made available on a straight slip rental basis, as a sales/charter boat dock related to these uses, with current slip renters being relocated throughout the Harbor in new and existing docks on an "as available" basis. (No changes would occur until relocation spaces were available.) This concentration of similar uses would also enable special events such as boat shows (in and out of water) to take place, expanding into the parking lot (with remote parking/tram use) and into water areas, using rafting techniques. Again, air rights, and overwater decks would be encouraged to enable continued use of the site for parking, etc., as well as retain at grade eye level views through to the water, and enable the necessary elevated views/access to boats displayed on cradles or trailers. The amount of square footage of these uses, as well as other use areas would be dependent upon the availability of parking. As with all other new parcels, parking spaces for slips would be reserved for these slip renters, apart from general parking use. An alternative use for this area is a new restaurant, which has been discussed under "New Parcel #4." This alternative would be feasible only after all harbor dependent uses have been provided for, and if all parking and design standards can be met.~~

~~New Parcel #1~~

3.3.3 Optional New Parcels

Several additional opportunities for parcels merit further discussions and analysis by the Harbor District in structuring a short-range leasing plan to meet long-range land and water use and revenue objectives. Among these would be:

- An expanded Oceanside Yacht Club lease
- Expanded scope of the sportfishing lease area

- ~~Possible leasing of the launch function, including improvements to be provided by the lessee~~
- If Harbor Department offices move, possible re-use of the current Parcel "M" on which the existing building is located.

~~Further examination of the revenue benefit tradeoffs from lease agreements on these activities (versus District Operation) needs to be accomplished, along with an analysis of feasibility under current Department of Interior regulations.~~

Oceanside Yacht Club

The Oceanside Yacht Club ~~has expressed a desire~~ may decide at a future date to expand its facilities and activities to encompass a broader range of boating functions and wider public participation. The conversion of Parking Lot #2 to a lease parcel encompassing an expanded lease for the Oceanside Yacht Club ~~should~~ may be considered, and discussed with the Yacht Club, with due regard to the need to resolve the existing parking problems.

~~Based upon the club's intentions/desires as expressed during the planning process, this expanded lease function might include:~~

~~Card key controlled parking lot access, with both club members and slip renters having keys (gate in use on weekend special events only open rest of time, controlled from club via speaker system for guest opening).~~

~~A portion of the parking lot devoted to the storage of dinghies, board boats, and small trailerable boats, with access to docks and launching facilities.~~

~~Alternatively, or in addition, the provision of additional docks at the head of each slip access channel for dinghy storage, launching and rigging.~~

~~Possible installation of a small to medium capacity (1-3 ton) swing arm hoist for use in launching dry stored and trailered in larger dinghies, centerboard boats and small keel boats used in class regattas, instructional programs, and for club sailing. This hoist would be differentiated from the hoist recommended for the public ramp area in its capacity, frequency and type of use, and could be made available for general public use (for small boats only those for which the 5 ton public hoist would be too large) through a pay gate system or a coin actuated mechanism interlock on the unit itself. Thus, when not in use by the club, any launch revenues from this facility would accrue to the Harbor District (over the above lease revenues), from open public use.~~

~~First rights of refusal on all slips located in docks F, G, H, and I with a guaranteed payment/minimum number of slips, dinghy spaces, etc., and first right of refusal on any new slips constructed on these docks.~~

~~Because of District and Coastal Project Committee's expressed desires (and Interior Department requirements), these potentials for an expanded OYC leasehold are questionable at this time. They have been list only for information and discussion purposes in the short range plan.~~

~~An alternative would be for the club to implement such modest improvements as dinghy docks (with District approval) and general interior/exterior refurbishment of their existing leasehold, secure "first rights" on the adjacent docks, and first rights of access/refusal to District operated dry storage and launching facilities for special events and at peak periods.~~

New Optional Parcel #1

This parcel consists of existing Parking Lot #1, totaling some 191,200 square feet, and could be considered for possible sub-parcelization into smaller parcels, based upon the divisions into short and long-term parking suggested in the Short-Range Plan, or some similar logical division. (If a single developer or a joint venture indicates that development as a single parcel is possible, and a suitable plan is submitted, sub-parcelization can be eliminated.)

Because of its location separated from the Harbor proper by the railroad embankment, and the need to provide large amounts of remote and long-term parking at this site, as well as the relationship to potential and existing development on slopes and higher elevations to the north, this development can consist of a multiple level air rights complex of parking, pedestrian areas, retail commercial, restaurant and specialty commercial uses, as well as open space.

A major objective of this development would be the provision of pedestrian access linkage between the uses in the area to the north, the Harbor, beach, and to-be-developed river recreation areas and uses. The pedestrian linkage system and activity centers to be linked are outlined in the Precise Plan Design Guidelines. These could include linkages both over and under the railroad embankment and railroad bridge as feasibility would dictate.

The permitted amount of space for the various uses would be based upon an overall assessment of parking which could be provided for these uses, as well as for the remote parking function, as described in detail in the Design Guidelines, and as suggested in any development proposals for this parcel. Any future development of this parcel shall provide parking spaces necessary for the sports fishing facilities located within the harbor. In addition, the development should be compatibly scaled with surrounding structures and allow a buffer adjacent to the San Luis Rey River.

~~Optional Parcel "M": The existing Harbor District Offices parcel, could be available for lease under a (long range) situation in which the functions currently on this parcel were moved to another location (see Long Range Plan). Possible new uses might include an expansion of the service yard function, including development of a major marine store for the entire Harbor, also serving yard needs.~~

Optional Parcel "SF": An expanded water and land leasehold for the sportfishing function, which would include reserved on-site and remote parking service/facilities and dock, could be an alternate to the current lease arrangement.

~~Optional Parcel "LF": If economic benefits could be shown and public costs maintained at reasonable level, placing the launch, launch parking, and possible dry storage functions under a lease-developer-operator situation should be considered as an option to the continued public operation of these facilities.~~

3.3.4 Circulation Improvements

Circulation improvements within the short-range period are oriented primarily toward correcting existing flow problems, clarifying circulation patterns, resolving circulation/parking conflicts, and providing improved directional and information signage within, and leading to, the Harbor. Summarized, they would include:

- A ~~continuous~~ 36-foot wide street with one travel lane in each direction and striped median and turn pockets, ~~as appropriate where necessary~~, would be created around the entire Harbor Drive - Pacific Street periphery of the Harbor. Where necessary, free right turn pockets or additional thru/right turn lanes would be provided on appropriate sides of the street, ~~but in no case would free flow lanes be impeded by these turning movements~~. Exceptions to this minimum width and configuration would be in locations where no left turn lane was appropriate, or where a continuous turn lane is desirable. Additional widths to accommodate bike paths will be provided, as practical.
- The existing Y-intersection at the Harbor Drive entry would be striped to clarify the two-way traffic on either side of the entry island as well as by providing directional arrows, two-way traffic designation signs and other aids to clarify the movement pattern.
- The intersection of Harbor Drive and I-5 Highway Ramps should be signalized to improve operations during peak weekdays and weekends in coordination with CALTRANS, the County of San Diego, and the City of Oceanside.

- The existing tunnel under the railroad embankment ~~should~~ may be converted exclusively to pedestrian and bicycle use, with a new underpass being created as an extension of Harbor Drive South parallel with the river jetty, and providing a new entry to the Harbor from Riverside Drive and ~~New an Optional Parcel that encompasses Parking Lot #1. The current thinking is that the new tunnel would be 27 feet wide curb to curb with 32 feet clear distance.~~
- Pacific Street would be widened ~~to~~ from approximately 32 feet to 36 feet and extended along the entire beach frontage, with a turn-around at the end, and new entries to revised and expanded parking lots on the ~~H~~harbor and beach sides. ~~Left and right turn pockets and adequate storage lanes for parking lot entries and exits would be provided, as appropriate.~~
- ~~Any~~ Existing excess street width (over 36 feet needed) on Harbor Drive would be ~~utilized~~ maintained for striped onstreet parking spaces. (See Parking Section)
- Where widening of Harbor Drive to 36' is required along the AT and SF embankment frontage, this expansion would be accomplished by cuts into the bank, since no room is available on the Parcel B-C side (appropriate slope retentions should be provided).
- Where widening of Harbor Drive along the San Luis Rey River is required, the additional width would be obtained through expansion right up to the new levee rock surface, then into the adjacent parking lot area, with restructuring of the lot layout if required (pedestrians on levee top).
- The Pacific Street crossing of the San Luis Rey River and its intersection with Harbor Drive South would be improved to accommodate a free right turn pocket from Pacific Street to Harbor Drive South and a left turn lane from Harbor to Pacific toward the river or a "roundabout". Appropriate striping and paving should be provided on Pacific Street. Consideration should be given to the analysis of an "interim" raising of the road bed with a multiple culvert installation, to meet flow needs until COE improvements are finalized, eliminating frequent rebuild. It is anticipated that a permanent above-grade bridge crossing consistent with COE design standards and applicable environmental regulations may be constructed at the Pacific Street crossing over the San Luis Rey River to eliminate frequent "wash-outs" during winter storms, and the subsequent need to continually rebuild this crossing.
- Improvements to the Riverside Drive entry road to Parking Lot #1 would consist of improved signing, design, pavement width improvement ~~to 24 feet~~, with two striped travel lanes and reflectorized for night use.

- ~~The Harbor Drive access from Hill Street to the turn down the hill. If practical, the intersection of Harbor Drive and the Camp Del Mar entrance into the Harbor Area proper would be provided with a left-turn only and a left turn option in the far right lane (northern side of road) which now leads only into the Camp Pendleton Del Mar Gate access road, thus providing two full entry lanes into the Harbor. After the turn, striped lanes and signs should direct the driver into either a clear "left-of-island" or "right-of-island" choice for north or south basins, with the same directional aids applying for traffic exiting the Harbor at this point.~~
- ~~More extensive, larger, and clearer signs would be placed along Hill Street, the Harbor Drive exit from the freeway and at other major thorough fare intersections in the City to lead drivers easily and sequentially to the Harbor through both entrances. The availability of remote parking/tram service would be stated at the access streets to the Riverside Drive approach. The clear statement Oceanside Harbor with directional arrows should be made highly visible at all freeway signs and at all exit street intersections approaching the Harbor.~~
- Development of signs denoting bicycle paths throughout the Harbor should be accomplished in conjunction with the street improvements.
- Development of a continuous clearly marked pedestrian path linkage around the Harbor periphery (with signs denoting the public access route) would be provided along the existing sidewalk system. This would include marking of major pedestrian crossings at the railroad underpasses and at the access to the beach across Pacific Street, with major "zebra" and raised dot or similar surface treatment (including cobble texture) denoting pedestrian use.

3.3.5 Parking Improvements

- Revisions to the number, location and design of entries to all parking lots to provide for reduced numbers of turning movements, "storage reservoirs" for entry and exit, in-lot (rather than lot-street-lot) recirculation, location/use signs, and eventual possibility for gate control would be provided in the plan.
- Detailed site planning of Parking Lot #1 would provide for approximately 300 spaces of long- and short-term use at a potential nominal cost with ~~two-way tram trip~~ a seasonal shuttle system.
- Potential conversion of Parking Lot #9 for joint uses as a landscaped, lighted outdoor pedestrian area suitable for outdoor restaurant seating, art and craft displays, and other

similar uses, along with service truck access as required. The 38 parking spaces in this lot will be replaced by Lot #1 improvements.

- In coordination with the extension of Pacific Street along the beach area, and the revision and expansion of the current launch ramp parking areas, ~~to accommodate both beach parking as well as the launch ramp function.~~ provide parking for expanded recreational boat launching opportunities consistent with Department of Boating and Waterways criteria. The expanded parking area will maintain parking for the U. S. Coast Guard station, and include public restrooms, wash down and sanitation facilities, and appropriate landscaping. Should it be deemed feasible, a portion of either or both of these lots could be designated for dry storage or trailered boats. To meet the demand for increased beach parking and to promote the Harbor Beach area as a regional beach destination point, approximately on-site public spaces will be developed west of an extended Pacific Street to provide immediate access to the beach area. New spaces in the Harbor Beach area could be used as shared parking for beach and marine research facility or other marine-related public/semi-public use parking. All expanded parking facilities west of Pacific Street will include public restrooms and appropriate landscaping. A nominal pay gate or meter or season permits charge for the beach parking, along with appropriate charges for ramp parking/launch use and for dry storage use (also on pay gates) would could provide additional revenues to offset improvement costs.

The existing cabanas, picnic areas, restrooms, playground equipment, and related public beach facilities that will be removed to implement beach parking improvements shall be replaced. Additional facilities normally associated with public recreation incorporated where appropriate. These may include but are not limited to picnic areas, cabanas, restrooms and play structures. Existing sandy beach area west of Pacific Street, north of Harbor Drive shall be maintained for public recreation use and not developed for parking facilities. Development in this area shall be limited to restrooms, recreational equipment, picnic facilities, and other uses normally associated with public recreation and incidental landscaping.

- ~~Pending resolution of the development future of Parcel F, the main portion of the parcel (landward of Pacific Street) could be temporarily laid out for interim use as a beach parking lot (nominal charge, with all revenues going to the Harbor District. Approximately 80-90 spaces could be accommodated on this lot.~~
- The City of Oceanside LCP was amended in June 1988 (Amendment No. 1-87) to change the land and water use designations on Parcel F east of Pacific Street from "dry boat storage and boat launching" to "visitor serving uses." The "visitor serving" designation allows activities such as hotel, motels, restaurants, and specialty retail shops. The 1988 amendment also provides that portion of Parcel F west of Pacific Street is to be designated as Open Space.

To accommodate the increased demand for recreational boat launching opportunities, Parcel F east of Pacific Street will be developed as a paved surface parking lot with related support facilities (e.g. boat maneuvering, staging, and washdown areas, and restrooms) for vehicles with trailered boats. The development of Parcel F east of Pacific Street into a new boat launch lot with related support facilities represents an opportunity to create additional parking to help alleviate peak period overloads of the existing boat launch ramp parking lot, and also would provide parking in close proximity to expanded boat launching facility. The new boat launch lot will incorporate a landscaped buffer area along the perimeter to screen views of the lot and any on-site storage uses from nearby residential uses within the Harbor Beach area. Parcel F west of Pacific Street will be developed for expanded beach parking. The development of Parcel F west of Pacific Street into beach parking will improve public access by providing convenient parking adjacent to the sandy beach, and help alleviate congestion during peak summer weekends.

- Where the existing street width of Harbor Drive exceeds the 36 feet needed for the "basic design" recommended for this peripheral street, parallel parking spaces would be clearly designated by space striping and curb painting, using time limit short-term controls, as appropriate. Some 225-250 spaces are currently available. By this method, greater use would be made of them.
- Certain portions of all slip-serving lots would be designated for the exclusive use of slip renters, either as a group, or in conjunction with some other use on the lot/parcel desiring controlled access, with possible card key gates, with keys provided to slip renters only. This same concept could be utilized in critical parking areas such as Lots 6 and 7 where pay gates, with Harbor merchant validation, would "screen-out" beach parkers, forcing them to use the lots designated for that purpose. Similarly, Lot #2 could be gated to screen-out Jolly Roger overflow (directed to Lot #3) and visitor/resident parking from Villa Marina Oceanside Marina Inn. ~~with card keys for slip renters, club members and other designated users only.~~
- Where feasible, additional off-street parking in ~~three~~ critical locations would be developed by cutting parking spaces into the existing banks around the edge of the Harbor. One location would be a 20 space, 90 degree angled parking bay cut into the bank adjacent to the Villa Marina Oceanside Marina Inn access road, just beyond the turn-around, providing Villa Marina Oceanside Marina Inn visitor parking (and signed for this use).

A 40 space, 60 degree, parking bay cut into the bank across from Lot #2 and the Oceanside Yacht Club OYC would provide for special event overflow parking, as well as replacement for any Lot #2 spaces lost to dinghy dry storage or other uses under any expanded yacht club leasehold. A 40 space, 60 degree, parking bay cut into the bank between the existing Harbor District offices and Service Building 8 would serve both the Harbor District's office

parking needs and provide additional parking for the proposed fishing/picnic/observation deck/area opposite SB 8.

- ~~• Summarizing net changes in parking availability for the Short Range Plan is difficult since many of the above changes are dependent upon actions within leaseholds (existing and potential) which are currently not quantifiable, and represent reallocation of spaces, rather than actual overall numerical "gains". Generally, bank parking bays will yield an additional 80 spaces; revision/expansion of the launch ramp lot would yield a net gain of 130 spaces; Parcel F and the jetty lot (both optional) would net 150-160 additional spaces in these areas.~~
- ~~• Possible losses of spaces within individual areas would be: Parking Lot #9 — 38 spaces; circulation improvements, display areas, and other changes removing 30 to 40 spaces throughout the Harbor, all in areas with "excess" or "tradeoff" spaces available.
(This Section was moved to Long Range)~~

3.3.6 Other Land Uses and Activities

- Proposed improvements along the beach area in the short-term would include redeveloping and reconfiguring remodeling of the existing parking lot Lots 10, 11A, and 11B, and construction of three new paved lots containing approximately 200-250 new beach parking spaces west of extended Pacific Street. Facilities that will be removed to implement beach and boat launch parking improvements shall be replaced, and additional facilities constructed where appropriate. Such facilities include a pedestrian boardwalk, new signs, small picnic areas, a paved bicycle path connecting to a Harbor bike path system, and additional restroom buildings as appropriate.
- ~~• Public Area improvements within the Harbor would focus upon the development of the fishing/observation deck and expansion of picnic facilities across from SB 8 on Harbor Drive, along with provision of additional small picnic facilities on the green areas at the head of the north basin.~~
- Consistent location of unobtrusive trash storage unobtrusive wooden enclosures, along with enclosures for individual trash cans the Harbor, would be accomplished so as to remove these items from general view.
- ~~• The top of the rip rap bank along the entire south perimeter of the Harbor would be landscaped (as funds are available), in a manner compatible with the uses located there, and with the general landscape theme of the Harbor, as described in the Design Guidelines.~~

- The Pacific Street turn-around at the entry channel is recommended for eventual development as a "theme" landscaped area with statue/plaque, etc. related to Oceanside Harbor (Dana Point, MDR, etc.)
- The area beyond the proposed jetty parking lot (Lot 12 and 12A) is recommended for development of a pedestrian-oriented use such as a boardwalk terminus ("turn around area") or a small "overlook" type park at the Harbor entry, featuring picnic areas, seating, etc. Any feature in this area will be designed to be compatible with the marine research facility or other public/semi-public future use.

3.3.7 Water Uses and Activities

Improvements Subject to Surge Control

~~The key element to enabling use of existing underutilized water areas as well as development of facilities in new areas, within the existing Harbor, is the elimination of the current surge and wave reflection problems in the areas adjacent to the Harbor entry, within the Harbor.~~

~~The Harbor District and City have requested the Corps of Engineers to expedite their study of wave energy absorption methods, including analysis of the feasibility of an offshore breakwater, jetty extension or other measures.~~

The current underutilization of existing water areas within the Harbor are being addressed to insure that the economic benefits and safety considerations which were originally included in the Harbor's design can be maintained during the Harbor's growth.

~~The limited usability of water areas surrounding the entrance channel, the damage to those docks remaining and the continuing maintenance costs incurred by the District and by boat owners due to surge problems, all indicate that the Harbor is currently hampered from achieving full utilization. The previous elimination (or at least substantial control) of the surge problem would enable the following expansion/improvement efforts to be considered in the existing Harbor:~~

- Improve opportunities to launch trailered boats and personal watercraft in the Harbor Beach Area by adding lanes to the existing Harbor Beach launch ramp, or providing additional ramps at other locations consistent with Department of Boating and Waterways criteria. An opportunity exists to expand the existing four-lane concrete ramp located between berthing dock "T" and the U. S. Coast Guard dock to nine-lanes, including upgrades to existing infrastructure, support buildings, and expansion of paved parking to serve the expanded boat launch ramp. Expansion in this area will minimize interference between boats using the launch ramp facility and the normal harbor boat traffic berthed within the harbor. The expanded or new launch ramp is envisioned to provide access from an extended Pacific Street.
- ~~Expansion of the present "south" transient and fishing docks (21 slips and several side ties) from 42 to 100 slips of 30 feet to 40 feet in length, while still retaining a 200-foot wide main access channel to the south basin. (Net gain of slips would be from 19 to 79, depending upon configuration.)~~

- ~~Expansion of the "north" transient docks, incorporating the existing Harbor Department docks, to accommodate 34 boats of 30 feet to 40 feet in size, a net gain of 10 slips.~~
- ~~Possible location of tie up dock (for short term stays only) for small boats, associated with the proposed fishing/observation deck opposite the basin entry, enabling additional public use of water areas in the Harbor, such as is found in public docks in other marinas.~~
- ~~Possible location of a dock complex accommodating both Coast Guard and Harbor Patrol emergency vessel needs, immediately adjacent to the entry to the basins. Such a location for these boats would eliminate 2-5 minutes from emergency response time, eliminate wake disturbance to moored boats from at speed emergency runs, and increase service to transient boaters. Transients could stop at the dock before entering the Harbor (as in most other Southern California small craft harbors), receive information/assignment, then proceed to their assigned location. Additionally, surveillance of the approaches to the breakwater and of all areas within the Harbor would be greatly facilitated by locating the Harbor Patrol operations at this point. (A Coast Guard helicopter landing pad also possible.)~~
- A new dock is proposed adjacent to serve the marine research and interpretive center. The dock would allow the tie up of research vessels and use by educational field trip participants for embarking and disembarking.

~~Other New Water Facilities~~

~~Expansion of slips in several areas should be considered independently of the surge control problem including: the public dock at Cape Cod Village (12 slips plus 300 feet of side ties); extension of new slips (and related end ties) onto the ends of Docks C (6 slips), b (10 slips), E (14 slips), F (20 slips), and the Jolly Roger guest dock (12 slips and 200 feet of side tie all for transients only).~~

~~While extension of other Docks (G, H, I) redesign of yet others (J) could also yield more slips, the reduction in water area, and excessive dock lengths created would not make this a desirable approach.~~

~~All of the recommended slip expansions have been designed in terms of design criteria in excess of DNOD criteria and current practice (2 times slip length of access channel width and 15 foot width for slips of 30 foot length) to insure that they will meet current boat design sizes and operational needs. All access channels to berthing areas are at least 100 feet in width, with the main channel to the south basin having a 200 foot minimum width,~~

~~both of which are well in excess of DNOD standards and would permit easy tacking of sailboats up to 25 to 30 feet in length.~~

~~Considerations should be given to the possible location of approximately 20 "Catalina-style" fore and aft mooring systems off the end of docks G, H, and I to handle special event "overflow"/ transient visitors (regattas, etc.). These moorings could be rented on a slightly lesser fee schedule than other transient slips, and would provide additional berthing space for larger vessels or those requiring end ties (catamarans, etc.). When not occupied, the presence of the pick up "wands" would not hamper sailing or boating within this open water area, in contrast to cans, slips, or floats. These moorings could accommodate boats 30 feet to 100 feet long.~~

Commercial Fishing Industry

The Harbor currently supports a small but viable commercial fishing industry. Presently only about 2% of the boats berthed in the Harbor, ranging from 16 to 40 feet, are active commercial fishing vessels. To an extent the growth of commercial fishing in the Harbor is constrained by a lack of berthing space and support services. When these deficiencies are resolved it is assumed that a modest growth in the number of commercial fishing vessels would occur, perhaps to a total of 25 vessels.

As part of the 1979 Precise Plan, the Harbor District held several public hearings to listen to the concerns of Oceanside's commercial fishermen. As a result policies have been added to the Precise Plan:

- The District shall work with the commercial fishing industry to locate (possibly near the "new" sportfishing dock or "old" public fishing dock) and seek funds for a loading and unloading platform and hoist for use by commercial fishing vessels.
- The District shall continue to provide needed berthing space to commercial vessels on a transient basis. At such time as new permanent berthing or mooring areas are provided, the District shall consider assigning a portion of that space to active commercial fishing vessels, commensurate with need.
- The District shall encourage the development of facilities which support the commercial fishing industry, such as crushed ice sales, groceries, marine hardware, and eating establishments.
- ~~The District shall undertake consolidation of all commercial fishing vessels presently berthed in the Harbor in order to better meet their operational needs.~~

- In recognition of the special needs of commercial fishermen, the District shall consider slip subletting by commercial vessels on a case-by-case basis.

Summary of Additional Berthing Possibilities

~~The net new berthing facilities which could be added to the existing harbor without impeding free water access and could be built without any surge control are:~~

- ~~1. Public dock expansion in the South Basin—12 slips at 30 feet Plus 300 feet of side ties.~~
- ~~2. Extensions to Docks C, D, E, and F—50 slips at 25 feet and 30 feet, plus end ties totaling 250 feet.~~
- ~~3. Expansion of the Jolly Roger dock—12 transient slips at 35 feet and 250 feet of side ties with the concurrence of the Jolly Roger Company.~~
- ~~4. Installation 20 fore and aft moorings off the ends of Docks G, H, and I.~~

~~The following additional berthing facilities could be built upon resolution of the surge problem which presently exists:~~

- ~~5. Expansion of the north transient docks for a net gain of 10 slips.~~
- ~~6. Expansion of the south transient docks for a net gain of 19 to 79 slips, depending on whether docks on the west side of the channel are expanded with finger piers.~~
- ~~7. Conversion of the docks on the west side of the access channel to the South Basin for a net gain of 32 to 60 slips, depending on whether docks on the north side are expanded with finger piers.~~
- ~~8. New entry dock with approximately 10 slips for transient check in Coast Guard and Harbor Patrol.~~

TOTALS:

New Slips	_____	173 to 205
	_____	(99 to 131 of which are dependent on
	_____	surge control)
New Moorings	_____	20
New side ties	_____	550 feet
New end ties	_____	250 feet

3.4 Long-Range Plan

The Long-Range Plan represents implementation of many of the lease development opportunities identified in the Short-Range Plan, along with phased development, as funds become available, of public improvements such as further street widenings, additional parking and new slips. As a result, much of the Long Range Plan comprises the continuation of activities begun in the Short-Range Plan. To avoid duplication, those continuing Short-Range activities are not repeated here, but should be referred to in Section 3.3.

The Long-Range Plan also represents an "optimized" (but not idealized) Oceanside Small Craft Harbor, achieved within existing physical limitations which will enable the Harbor to stand on its own both functionally and economically, into the ~~1980's and~~ late 1990's and well into the 21st century.

A significant dilemma confronting the implementation of both Short- and Long-Range Plans is the need to enable new income/ revenue "streams" to be available during the ~~early 1980's~~ late 1990's and early 21st century so as to be able to implement later public improvements and to defray increased operating costs. This will mean that some capital expenditures for income-producing elements (such as slips, pay parking, expanded launching facilities, etc.) should ideally occur during the Short-Range Plan implementation period in order to be producing revenues when they are needed. ~~Further analysis of DNOD and other funding possibilities, as well as Corps of Engineers roles in implementing key elements such as surge control measures are under study at this time.~~

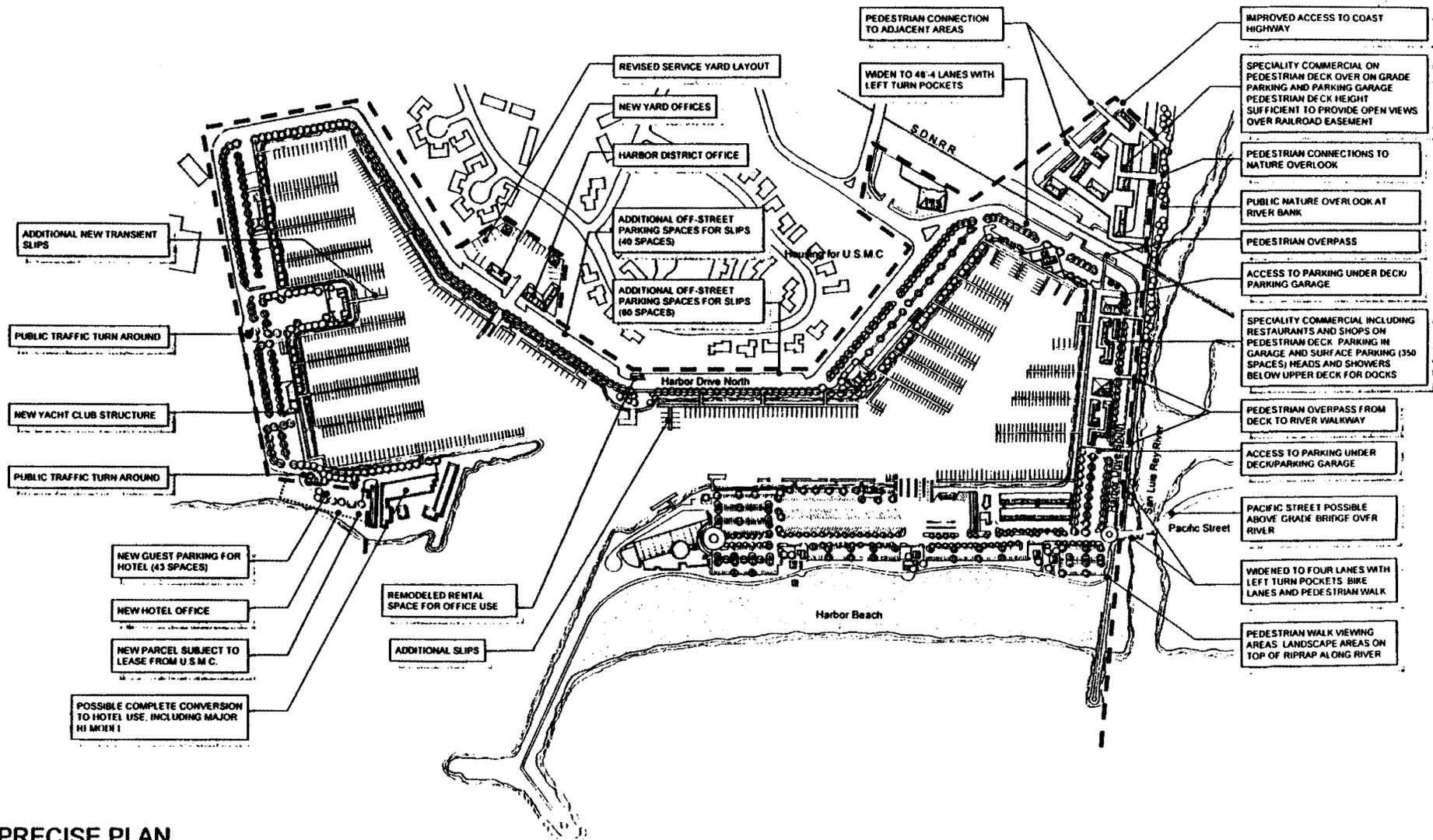
Major elements of the Long-Range Plan are described as follows and illustrated in the accompanying map (Figure 3-3). Figure 3-2A illustrates the Harbor Beach area plans, which takes precedence for this part of the Harbor.

3.4.1 Existing Parcels / Leaseholds

For the most part, new and existing leaseholds identified in the Short-Range Plan are expected to remain "as is" indefinitely into the ~~1980's~~ late 1990's and early 21st century due to new and existing lease commitments, remaining useful life of the structures/uses, and presumptions about continuing economic viability (as well as necessity in some cases) of these uses. Possible exceptions might be:

- Remodeling/Redevelopment of Parcel D (Cape Cod Village).
- Remodeling/Renovation/Conversion of Parcels E ~~and J~~ (Marina del Mar ~~and Villa Marina~~) to resort hotel use/seasonal accommodations.
- Conversion of Parcel A (Marina ~~Club~~ Towers) structure to multi-use configuration (~~office, etc.~~).
- Completely new Yacht Club Structure on an expanded or new leasehold, along with other site improvements for this function.
- Renovation of Parcel L (Oceanside Marine Center) site and structures.
- Conversion of Parcel M (Harbor District Office) to revenue producing use if Harbor District functions move to new location.
- ~~Creation of a new sportfishing office as an addition to Service Building #1, with adequate berthing and parking reserved for this use.~~

Additionally, all remaining service buildings (some having presumably been incorporated into "new parcel" uses) ~~would~~ could undergo ~~an~~ further architectural renovations, to bring all public use structures (Harbor District Offices, Harbor ~~Patrol~~ Police, Coast Guard, concessionaire structures on leaseholds) into a unified architectural theme for continuity and identity as outlined in the Design Guidelines.



PRECISE PLAN
for
OCEANSIDE
SMALL CRAFT HARBOR



LONG RANGE PLAN-
POST 2010 *Figure 3-3*

3.4.2 New Parcels

All new parcels would be developed along the lines described in the Short Range Plan, subject to private market forces and the scheduling of the necessary public improvements, as well as the criteria outlined in the Design Guidelines.

3.4.3 Circulation

- Widening, as ~~needed~~ feasible, of Harbor Drive South ~~to four travel lanes~~ plus turn lanes/pockets, to accommodate increased traffic flows.
- Widening of Harbor Drive North ~~to four travel lanes~~ as feasible, plus turn pockets where needed (~~possibly requiring elimination of on-street parking~~), along with such modifications to the turn-around access to Parcel "J" as may be required to provide for any future connection with a possible harbor expansion located in the "turning basin" area.
- Upgrading the Pacific Street crossing ~~of~~ over the San Luis Rey River to provide an above-grade bridge crossing consistent with Corps of Engineers (COE) and environmental design standards. A permanent above-grade crossing would eliminate occasional "wash outs" of this roadway during winter storms, and the subsequent need to periodically rebuild this crossing, based upon recommendations of the currently ongoing Corps of Engineers study of the River. Their current proposal is One design recommended by the COE is to provide an upgraded causeway at the river mouth which would be reliable except in the event of an extreme storm flow. At such time other access improvements are made in the Harbor and study areas (i.e., Riverside Drive extended under the railroad and ~~Eighth Street~~ Neptune Way connected to ~~Hill Street~~ Coast Hwy), the Pacific Street crossing could be limited to pedestrian, bicycle, emergency vehicle, and peak period vehicular exit use.
- Further improvement of the Riverside Drive access to the Harbor, in conjunction with the development of uses in adjacent areas to the north of the Harbor as well as the air rights development ~~of Parcel~~ above Parking Lot 1.
- ~~If necessary, expansion of Pacific Street (on the peninsula) to four lanes plus turn lanes to offset any anticipated congestion resulting from full development of the highly active public use potentials in this area.~~ Any proposed expansion or redesign of Pacific Street would have to consider impacts to new and existing uses identified in the Short-Range Plan.

3.4.4 Parking

- ~~If needed, temporary overflow parking of approximately 240-300 spaces could be created to meet peak demand periods. Such temporary parking could be created by use of either "Marsden Matting" (a functionally adequate, but unattractive solution) or "turf block" (which could fulfill other use potentials, such as picnicking or active recreation.) The jetty lot, if not developed during the Short Range Plan, could be developed in this phase.~~

Expanded beach parking in the Harbor Beach area identified in the Short-Range Plan, in combination with shuttle service from off-site parking areas would accommodate parking during peak demand periods. This would preclude the need to provide temporary overflow parking.

- Addition of approximately 100-150 new spaces cut into the existing banks adjacent to proposed potential future slip expansions along the northern perimeter of the central channel and north basin, replacing on-street spaces.
- ~~Additional of approximately 600 new parking spaces (in addition to the 300-350 surface spaces to remain) in the parking structure will be created throughout the Harbor. Possible locations for new parking structures include, but are not limited to, the western end of Parking Lot 7, east of the extended Pacific Street adjacent to the new Parcel "O", and the structure proposed as the "base" of the pedestrian deck-oriented retail commercial and other uses on Parcel Parking Lot 1. All parking structures These spaces would not be developed at a scale that is compatible with existing and planned Harbor uses, and designed in a monolithic single parking structure, but grouped in a series of "cells" of parking around the inner periphery of this parcel to minimize visual impact and congestion.~~
- Possible losses of spaces within individual areas would be: Parking Lot #9 - 38 spaces; circulation improvements, display areas, and other changes removing 30 to 40 spaces throughout the Harbor, all in areas with "excess" or "tradeoff" spaces available.

3.4.5 Water Facilities Expansion

~~Subject to the availability of funds and the solution of surge problems, the improvements described in the Short Range Plan would be accomplished in a phased sequence starting with those expansions not subject to surge control limitations:~~

~~o Moorings~~

- ~~Docks C, D, E, and F Expansions~~
- ~~Jolly Roger Guest Dock Expansion~~
- ~~Parcel D Public Dock Expansion~~

~~These expansions, totaling some 94 additional berthing facilities, plus additional side and end ties would, in the aggregate, expand Harbor capacity by approximately 10% over current operating levels.~~

~~The next phase of expansion would be those docks requiring solution to the surge control problem; primarily, the conversion of the original transient docks and the addition of the new Coast Guard/Harbor Patrol Docks at the relocated facilities for these uses.~~

~~One option which would add an additional 60 slips would be the conversion and supplementation of the side tie docks along the south channel edge (except for the Coast Guard) to a slip configuration consisting of five finger piers of 12 slips each, averaging 30 feet in slip length. This would enable a total of 123 new berthing spaces to be added to the current inventory, or a 20% plus expansion of Harbor berthing capacity over present levels.~~

The following expansion of water facilities may be accomplished as part of the long-range plan:

- The Harbor District may pursue plans for expansion of the Harbor by creating a third berthing basin within the "USMC Turning Basin", located off the shoreline between Parcel "J" (Oceanside Marina Inn) and the Del Mar Boat Basin entry. It would be necessary to negotiate with the Marine Corps and the State Lands Commission for lease of the land and water areas necessary for this expansion.
- Possible location of a dock complex accommodating both Coast Guard and Harbor Police emergency vessel needs, immediately adjacent to the entry to the basins. Such a location for these boats would eliminate 2 - 5 minutes from emergency response time, eliminate wake disturbance to moored boats from at-speed emergency runs, and increase service to transient boaters. Transients could stop at the dock before entering the Harbor (as in most other Southern California small craft harbors), receive information/ assignment, then proceed to their assigned location. Additionally, surveillance of the approaches to the breakwater and of all areas within the Harbor would be greatly facilitated by locating the Harbor Patrol operations at this point. (A Coast Guard helicopter landing pad also possible.)

3.5 Precise Plan Implementation

A number of future actions are proposed to implement the Precise Plan. These include:

- Adoption of Precise Plan amendments to reflect new harbor dependent and harbor-related development, recreational activities, and other proposals that cannot be envisioned at this time.
- Adoption of guidelines for New Leasehold Priorities, based on the Coastal Act priorities for Harbor-dependent or low and moderate income serving uses.
- Creation of a Phasing Program would ensure that adequate public facilities are available to serve new development.
- In conjunction with the Phasing Program, development of a Funding Strategy for Precise Plan improvements.
- ~~Adoption~~ Reevaluation of Design Guidelines which would contain development standards for all public and private projects in the Harbor.
- ~~Creation~~ Reevaluation of Procedures for Submittal and Review of Development/Improvement Proposals as a mechanism for ensuring compliance with Short- and Long-Range Plan policies, the Design Guidelines and all applicable mitigation measures contained in the Precise Plan EIR.

The following sections address the scope and intent of these future implementing actions.

3.5.1 New Leasehold Priorities

The Coastal Act requires that first priority for new uses in the Harbor should be for Harbor-dependent uses and, where feasible, uses which serve low and moderate income users. These requirements are generally consistent with existing development in the Harbor and the Short- and Long-Range Plan proposals for new uses.

In developing the Precise Plan first priority was given to Harbor- dependent uses, with the extent of those uses constrained primarily by the limited available water area for boating facilities. Also implicit in the Precise Plan is recognition of the Harbor as a recreational and open space resource for the non-boating public (including persons of modest means.) All uses

proposed in the Precise Plan are, therefore, either for boating and Harbor-dependent facilities or recreation and visitor-serving facilities.

In order to regulate the mix between Harbor-dependent and recreational uses, while still retaining the District's flexibility to respond to changing market and economic conditions, it is suggested that these requirements be implemented maintained as part of the District's leasehold/permit approval process. Specifically, the District shall give priority to Harbor-dependent uses, followed by harbor support uses, and finally harbor related uses. Harbor-dependent uses are any development or use which requires a site on or adjacent to the harbor in order to function at all (e.g., boat berthing and launching, sportfishing, swimming, marine research and interpretive facilities, and boat sales/rentals). Harbor support uses directly support or service Harbor-dependent uses (e.g., marine hardware sales, boat repair, eating establishments, and other limited commercial uses catering directly to boaters and beach-goers.) Harbor related uses are complementary to the harbor and provide a recreation and visitor-serving function, but are not directly Harbor-dependent or supportive (e.g., gift shops, fish markets, and specialty retail uses).

Because of the limited capacity of the Harbor for boating facilities, and variable market constraints, the District may not always be able to grant leaseholds to Harbor-dependent uses. Therefore, in granting approval or renewal of a lesser priority use, the District will find that a higher priority use is not feasible due to specific demand or market conditions.

Regarding low and moderate cost recreation and visitor facilities, the "free" amenities already in the Harbor appear to best meet this need. These include the pedestrian corridor around the Harbor, the beach picnic areas, and the public fishing ~~platform~~ pier. In addition, many of the present commercial facilities in the Harbor cater to persons of low or moderate income.

There may be some potential for expanding low cost visitor facilities by allowing new permits for outdoor arts and crafts displays and food and beverage services from pushcarts. The District shall encourage these uses, provided that suitable design and locational controls can be applied.

Again, the encouragement of new and preservation of existing low and moderate cost facilities is best applied at the time of leasehold approval or renewal. Where feasible, first priority shall be given to those uses which serve low and moderate income users.

3.5.2 Precise Plan Phasing and Funding Strategy

One of the greatest determinants for the timing of the Precise Plan implementation will be the availability of revenues to finance proposed improvements. Generally, private leaseholds will

be developed entirely at the developer's expense, with possible additional contributions for needed off-site improvements (e.g., streets, utilities, and parking). Public improvements not provided at developer expense can be funded by a number of methods. These include new leasehold and slip renter revenues, grant funds, and low interest loans.

This section is not an exhaustive list of all potential revenue sources, but does indicate monies which may be available to finance Precise Plan improvements. As a future implementing measure, the Harbor District ~~shall~~ may adopt a phasing program which will specify the financial responsibility for various Precise Plan improvements, the sequence of those improvements, possible funding sources, and order-of-magnitude costs. In any event, public improvements necessitated by non-harbor dependent facilities will not be subsidized either directly or indirectly by slip renters or other harbor dependent uses. In addition, the phasing program will ensure that adequate public facilities are available concurrent with need.

The following table lists revenue sources which may be available to finance Precise Plan implementation:

<u>Source</u>	<u>Types of Revenues</u>
New Parcels: <u>Parking Lot 1</u>	Escalating Base + % of Revenues and Parking
<u>Parcel "O" 2</u>	Pursuant to Lease Terms
3	Escalating Base + % of Revenues and Slips
4	Escalating Base + % of Revenues and Guest Dock
Expanded Existing Uses:	
Sportfishing	Escalating Base + % of Revenues and Slips
Launching	Parking and Ramp/Hoist/Crane Revenues and Store (Also possible limited dry storage revenue)

Beach/Special Parking	Gate/Meter Parking Revenues
(Optional) Yacht Club	Slips, Parking, Storage, etc.
(Optional) Parcel M	Escalating Base + % of Revenues
Parcel F	Escalating Base + % of Revenues
<u>Parking</u>	
New Slips/Moorings (<u>Harbor Expansion</u>)	Regular Full-Time Slip Revenues
	Transient Slip Revenues
	Commercial Slip Revenues
	Guest Dock/End Tie Special Revenues
	Transient Mooring Revenues
Parking	Season Permits for Beach, Other
	Special Parking
	Annual Permit Parking for Slips
	Validations, Gate Revenues at
	Retail Parking
	Long-Term and RV Parking (Remote)
Concessionaires	Beach/Peninsula (<u>Harbor Beach Area</u>)
	Public Spaces
	Bike Rental
	Public Boat Rentals
	Other

3.5.3 Design Guidelines

The Design Guidelines are an important implementation device for both the Short- and Long-Range Plans, and provide criteria, examples, and general procedures for the following aspects by both public and private Harbor development:

- Landscaping, lighting, pedestrian and bike paths, public areas, street and area "furniture", and fixtures.
- The public signing system for access, information, and warning, as well as signs on individual parcels for both use designation and information.
- Rehabilitation/maintenance guidelines for existing structures.
- Architectural and site design guidelines for developments on new parcels, as well as redevelopment on existing parcels.
- Recommended guidelines for dock maintenance, replacement, and new docks, as well as other water facilities (using Cal Boating criteria) .

The ~~draft~~ Design Guidelines, are a separate document which may be consulted at City offices. These guidelines ~~will be~~ were adopted as an implementation measure for the Precise Plan.

3.5.4 Procedures for Submittal and Review of Development / Improvement Proposal

Public and private (leasehold) developments and improvements in the Harbor Area are subject to the following plans and regulations:

- The 1979 Harbor Precise Plan and Master Environmental Impact Report and the 1999 Precise Plan Amendment and Oceanside Harbor Precise Plan Amendment Environmental Impact Report.
- The Harbor Master Lease, as well as individual parcel leases.
- The Harbor Precise Plan Design Guidelines (~~to be adopted upon certification of the Precise Plan~~).
- The Harbor Precise Plan Phasing Program (~~also to be adopted upon Plan certification~~), and
- Other applicable City, County, Coastal Commission, and Harbor District regulations, codes and permit procedures.

Specific procedures for the submittal and review of new development applications are proposed as a means for, wherever possible, streamlining the permit process, consolidating overlapping requirements, and creating understandable guidelines for potential developers. These procedures should also assist applicants in incorporating all Precise Plan requirements into their plans prior to application submittal, thus eliminating costly delays and redesign.

The Procedures for Submittal and Review of Development/Improvement Proposals ~~should~~ will be developed ~~concurrent with the Harbor Design Guidelines and Phasing Program~~ and shall contain the following:

1. An informational package containing a Precise Plan/EIR Summary, Design Guidelines and pertinent lease documents.
2. An environmental assessment form, and summary of "master" environmental mitigation measures.

3. An application form, preferably using existing City format, for consistency purposes.
4. A checklist of necessary application materials, including engineering, architectural and landscaping plans, a project narrative, financial plans, and other supplemental information on project design, economics or technical feasibility.
5. Procedures for project review and public hearings.

3.5.5 Harbor Precise Plan Amendments

The Harbor Precise Plan is not intended to be a rigid or static document, but rather a flexible plan that provides specific development proposals for the Harbor within the context of changing market, recreational, boating, and other variables. It is anticipated that as future conditions warrant, the Harbor Precise Plan would be amended to allow for specific harbor-related development that cannot be envisioned at this time. The City of Oceanside Local Coastal Program (LCP) - Land Use Plan references the Harbor Precise Plan as a component of the City's LCP for that land and water area governed by the Harbor District. Should any part of the approved Precise Plan be amended in the future, the City's certified LCP would remain in full force and effect.

3.6 Coastal Act Consistency

The Harbor Precise Plan was initiated as a result of a Coastal Permit requirement placed on the Chart House restaurant in 1976. In approving that permit, the Regional Commission passed the following resolution:

"That in approving application for the Chart House Restaurant, the San Diego Coast Regional Commission directs the staff to notify the City of Oceanside that future developments in the Oceanside Harbor area may not be approved in the absence of a precise development plan for the Harbor area. Further, such a precise development plan should be submitted to the San Diego Regional Commission for their approval prior to the Commission acting upon any future major developments in the Harbor area."

Thus, the Precise Plan began under the auspices of the old 1972 Coastal Initiative. During the time the Harbor Precise Plan was being prepared, the Coastal Initiative was replaced by the California Coastal Act of 1976. As a result, the Precise Plan was reevaluated in light of the Coastal Act Policies, and this the final draft has been was designed to become a certifiable component of the City's Local Coastal Program (LCP).

Because of this unique history surrounding the preparation of the Precise Plan, the City and Coastal Commission staffs decided that it would be appropriate to submit the draft Harbor Precise Plan to both the Regional and State Coastal Commission for "preliminary review", as provided in the Coastal Commission's LCP guidelines. The preliminary review of the Precise Plan was conducted by the Regional Commission on January 12, 1979, and by the State Commission February 20, 1979. The Oceanside Harbor District agreed to all additions and modifications suggested by both Commissions, and directed their incorporation into this document. The Precise Plan was certified as part of the City's Local Coastal Program Land Use Plan on July 10, 1985.

This section is intended to outline the relationship and conformance of the 1979 Precise Plan to Coastal Act policies.

3.6.1 Coastal Act Policies

The following Coastal Act policies apply to the Harbor Area:

"Section 30212.5 - Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30213 - Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. New housing in the coastal zone shall be developed in conformity with the standards, policies, and goals of local housing elements adopted in accordance with the requirements of subdivision (c) of Section 65302 of the Government Code.

Section 30224 - Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30234 - Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed

recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Section 30250 (a) - New development, except as otherwise provided in this division, shall be located within contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases, for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

Section 30251 - The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30252 - The location and amount of new development should maintain and enhance public access to the coast by: (1) facilitating the provision or extension of transit service; (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads; (3) providing non-automobile circulation within the development; (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation; (5) assuring the potential for public transit for high-intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development."

3.6.2 Precise Plan / Coastal Act Policy Comparison

The points of conformance of the 1979 Precise Plan to Coastal Act policies are listed below, and are separated by general policy categories. A coastal policy comparison for redevelopment activities within the Harbor Beach area is presented in Section 3.6.3.

Access

Circulation improvements for auto, bicycle and pedestrian to and along the shoreline of both ocean beach and Harbor edge are a major improvement category of the Precise Plan. Related parking improvements and supplemental transit are also described, with emphasis on diminishing the impacts of parked autos. Beach improvements, as well as a pedestrian/fishing accessway in the Harbor on the Harbor jetty, are proposed, as are improvements and expansion of launching facilities, ~~dry boat storage~~, boat charter/rental, and sportfishing activities. The majority of these shoreline-oriented activities are located on the peninsula between the Harbor and beach, with shared access providing a concentration of public use activities in the most efficient and appropriate location/layout. The pedestrian walk/open space system ~~proposed for the inner periphery of the Harbor would~~ provides a continuous access, new passive recreation corridor around the entire Harbor, accented by various tourist commercial uses and restroom facilities, as well as picnic areas, grassy lawns, seating, etc. This system ~~is intended to function~~ for both day and evening use, with appropriate lighting, etc.

The recommendations of the Precise Plan, as stated above, are specifically directed toward optimizing the public's right of access to the sea, by whatever means (car, boat, ~~foot~~, etc.), and provides continuous public access linkages (street, pedestrian paths, etc.) and an appropriate mix of public open space with existing and proposed private leaseholds (which are themselves oriented to public markets).

Recreation and Visitor Serving Facilities

The Harbor Area already serves a significant function in this respect, but the Precise Plan suggests the refinement of this activity through the creation of new lease parcels to accommodate new and expanded existing commercial uses of interest to Harbor and beach visitors. Additionally, the improvement of public facilities serving the beach and expansion of public facilities in the Harbor are major recommendations in both the short and long-range versions of the Precise Plan.

Also, the Plan contains explicit policies for encouraging the preservation of existing and development of new low and moderate cost visitor facilities.

Water and Marine Resources and Environmentally Sensitive Habitats

The San Luis Rey River is part of the Harbor "Study Area" and as such, is included in the Precise Plan for informational and planning purposes only. Detailed plans for the San Luis Rey River area are being developed as a separate component of the Local Coastal Program.

The Study Area plan suggests the use of the San Luis Rey River have been developed as a wildlife preserve/conservation area consonant with its flood control function, in keeping with Coastal Act policies, studies by the Corps of Engineers, and others. Means of preserving this would include: Providing controlled pedestrian observation points for viewing wildlife areas along the ~~proposed~~ improved river jetties; prohibiting the use of motor vehicles or any type of water craft in any portion of the river bed; designing any pedestrian and other crossings of the river mouth so as to create the least visual impact and physical disturbance; insuring that no toxic runoffs are discharged into the area; shielding lights and noise from the area through proper orientation/planting and the jetty wall; etc.

The Plan also suggests drainage and construction measures for preventing adverse impacts on marine organisms within the Harbor itself

Commercial Fishing and Recreational Boating

The Precise Plan contains a number of policies which will protect opportunities for commercial fishermen. These policies are related to allocation of berthing space, development of support services, consolidation of commercial vessels and creation of a loading/unloading area.

A great number of recreational boating improvements are proposed. Use of water areas for boating use is to be maximized. Launching, public fishing, and other water area uses are to be upgraded.

New Development and Public Works

Appropriate land uses were considered by the Precise Plan to be those which maximized public use opportunities on both a no cost and modest cost basis and which also met the basic requirements for being Harbor and beach-serving "tourist commercial", as well as serving local residents and Harbor users. The intensity of use is determined by the existing very limited land area, parking requirements (Coastal Commission Guidelines used), and circulation limitations, requiring a lot-site coverage, limited height and adequate parking. Landscaping and design themes and development standards have been described in detail, both in the Precise Plan, and a companion Design Guidelines handbook, and procedures and policies for submission and review of development proposals have been outlined in an

information document available to developers, designers and others. Transportation alternatives to the automobile which have been recommended in the Precise Plan include: Encouragement of pedestrian activity by pedestrian access improvements between remote parking and major activity areas; bicycle lane designations and storage/rental facilities; provision of moped and motorcycle parking areas to encourage their use; ~~tram service~~ seasonal shuttle between Parking Lot #1 and high activity locations during peak periods with parking/access prohibitions for automobiles; encouraging use of pool cars/vans for special events such as weekend regattas, connecting Yacht Club with other key locations.

The type, location and intensity of development proposed in the Precise Plan have been based upon the recognized existing and potential limitations imposed on such development by the constraints of limited land area for activities and land uses and their required parking. Additionally, the ability of the existing and proposed circulation systems to accommodate this growth has been analyzed and improvements recommended based upon the constraints of this system. (All congestion potential cannot be overcome, but can be substantially alleviated.) The proposed new development is focused on providing the optimum (not maximum) expansion enhancement of both public and commercial water-oriented recreation opportunities for the general public, organized recreation groups seeking to expand their activities and public recreation programs.

Visual Resources

View corridors and significant views have been identified in the Precise Plan and Design Guidelines and the recommendations of both documents provide specific guidelines for the design and placement of buildings, signs and landscaping to preserve and enhance these views and view corridors. These include views/corridors to the ocean from the area surrounding the Harbor, from within the Harbor and to the Harbor itself.

Coastal Dependent Uses

The Precise Plan makes a distinction between those uses which are harbor dependent, and those which are supportive or related to the harbor use. In accordance with Coastal Act policies, priority is given to those uses which are harbor dependent.

3.6.3 Harbor Beach Coastal Act Policy Comparison

The Harbor Precise Plan is a component of the City's overall Local Coastal Program (LCP), and is incorporated into the LCP Land Use Plan by reference. Chapter 3 of the California Coastal Act (beginning with Section 30200) establishes the criteria for determining if proposed amendments to certified LCPs are in conformance with the California Coastal Act. The coastal

consistency analysis, attached as Appendix A, has been prepared for the second amendment to the Oceanside Harbor Precise Plan, which allows for recreational beach and boat launch support improvements and new marine research and interpretive uses or other public/semi-public marine-related uses in the Harbor Beach area. All but one of the six policy groups contained within Chapter 3 (Article 7 Industrial Development) apply to development allowed under the proposed Precise Plan amendment. For the purposes of this analysis, the proposed second amendment is referred to as "the proposed project." Appendix A presents the coastal resources planning and management policies relevant to the second amendment, followed by comments describing the amendment's consistency with these policies.

Appendix A

Oceanside Harbor

Precise Plan Amendment

California Coastal Act Consistency

Oceanside Harbor Precise Plan Amendment California Coastal Act Consistency

The Harbor Precise Plan is a component of the City's overall Local Coastal Program (LCP), and is incorporated into the LCP Land Use Plan by reference. Because the proposed project includes amending the existing Precise Plan, the City's LCP would also be amended. Chapter 3 of the California Coastal Act (beginning with Section 30200) establishes the criteria for determining if proposed amendments to certified LCPs are in conformance with the California Coastal Act. The following coastal consistency analysis has been prepared for the Oceanside Harbor Precise Plan Amendment. All but one of the six policy groups contained within Chapter 3 (Article 7 Industrial Development) apply to development allowed under the proposed Precise Plan amendment. For the purposes of this analysis, the proposed amendment is referred to as "the proposed project." This section presents the coastal resources planning and management policies relevant to the proposed project, followed by comments describing the project's consistency with these policies.

Article 2 Public Access

Section 30210

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

COMMENTS:

The proposed project incorporates the following features to improve vehicular and pedestrian access to and within the Harbor Beach area: 1) an extension of Pacific Street; 2) striped bike lanes along Pacific Street; 3) additional beach parking; 4) a pedestrian boardwalk; 5) new shuttle system for remote parking; and, 6) improved public transportation access.

Pacific Street

The proposed project would implement the planned extension of Pacific Street to improve vehicular access in the Harbor Beach area, including the new parking lots and expanded boat launch facilities. The extension would consist of a 36-foot wide extension of the existing Pacific Street such that it generally follows a straight direction

northerly from its intersection with Harbor Drive South. The extension of Pacific Street would feature a striped bike lane on each side of the new roadway, a turn around area near the proposed marine research and public interpretive facility, and a traffic circle at the intersection of Harbor Drive South and Pacific Street. The proposed extension would focus vehicular access along a public street, instead of within surface parking lots, and provide improved access to all beach-related uses.

Striped Bike Lanes

Pacific Street would include a striped bike lane on each side from its intersection with Harbor Drive South to its cul-de-sac.

Beach Parking

The proposed project would construct four paved-surface lots west of an extended Pacific Street and one parking lot east of Pacific Street for passenger vehicles. There would be 342 spaces west of Pacific Street and about 150 spaces east of Pacific Street. This parking would be available for beach users and Marine Research and Interpretive Center visitors. The expanded parking would assist in meeting the existing and future demand for additional, beach-side parking and maintain adequate beach width and area for recreational use as defined by SANDAG for Oceanside beaches (See Section 4.5, Recreation).

Boardwalk

The proposed project would also provide a pedestrian boardwalk along the beach side of the expanded parking facilities that could be used by pedestrians and joggers. As proposed, the boardwalk would not accommodate bicycles. The boardwalk would consist of curvilinear concrete walkway approximately 20 feet-wide and 2,260 feet-long that would run the length of the beach in a general north/south direction between the South Groin located adjacent to the San Luis Rey River and the riprap along the southerly Harbor entrance. The boardwalk would feature a 30-inch-high sand screen wall on the beach (west) side that would have openings at various locations to allow beach visitors access to the beach. The design of the boardwalk would incorporate three landscaped turn-outs where the public can gather. The entire boardwalk would be constructed to American Disability Act (ADA) access standards. In addition, the boardwalk would be designed to link with various picnic areas, shade structures (e.g. cabanas or ramadas), concession buildings, restrooms, and other public beach facilities proposed as part of the beach improvements. This project feature would improve access to the beach area by providing a continuous pedestrian linkage where none currently exists, and improve the appearance of the beach area.

The proposed project also incorporates the following features to improve recreational opportunities within the Harbor Beach area: 1) expansion of existing boat launching facilities; and, 2) replacement and improvement of beach-related public facilities.

Boat Launch Ramps

The proposed project would increase water-based recreational opportunities by expanding the existing boat launch ramp from four to nine lanes, including a dedicated lane for PWCs at the north end of the ramp. Five new 15-foot-wide concrete launch ramps would be constructed north and adjacent to the existing launch ramp in accordance with California Department of Boating and Waterways standards. The launch ramp would be expanded from 105 to 168 feet in width, with the launch ramp lengths the same as the existing facility at 155 feet. The new facility would be serviced by seven new and three replacement boarding floats and a reconfigured tie-up dock. Parking for the expanded launch ramp would be increased from 77 on-site spaces to 230 spaces (130 on-site and 100 off-site). The new boat launch parking lot would feature 130 fifty-foot-long parking stalls for vehicles with boat trailers and a boat launch vehicle maneuvering and staging area located adjacent and west of the launch ramp. Additional parking for the boat launch ramp (100 spaces) would be provided off-site within the existing Parking Lot 1. By expanding the existing launch ramp and related parking, the proposed project would substantially increase the capacity of an existing, high-demand, water-dependent recreational use.

Beach Amenities

The proposed project would incorporate all existing public beach facilities that currently exist (e.g. picnic areas, playground, shade structures, volleyball courts, fire rings, etc.) and expand these uses where appropriate. In addition, the project would construct a boardwalk that links to various beach-related uses and amenities as described above. The boardwalk would include seating nodes and landscaping along the easterly side. The new parking lots and adjoining areas would also be landscaped. These project features would improve the appearance of the beach area, increase access, and provide a more pleasant place to spend hot summer days.

Section 30211

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

COMMENTS:

The project site currently provides direct perpendicular access to the sea from Harbor Drive South, and direct parallel (lateral) access from Pacific Street and Parking Lots 11A, 11B, and 12. The proposed project would improve access to the beach area by constructing an extension of Pacific Street northerly, which would improve vehicular access to the entire Harbor Beach area. In addition, the project would improve public access to the waterfront by increasing the supply of beach parking immediately adjacent to the sandy beach area, and constructing a pedestrian boardwalk beachward

of the expanded parking lots. The boardwalk would be designed with clear linkages and accessways from the parking lots to the beach. Public access from Harbor Drive South would remain available during and after the project is completed. The proposed project would not permanently close any existing access routes to the site.

The existing sandy beach area within the Harbor Beach area is about 2,400-feet long, and has an average minimum width of about 300-feet since the Harbor was completed in 1968. The construction of the harbor beach improvements would convert approximately 8.32-acres of sandy beach area to provide beach-supporting recreational uses (e.g., parking, boardwalk, restrooms, etc.). However, this is only 1.5 acres beyond that anticipated in the existing Precise Plan. The expanded beach parking would assist in meeting the existing demand for additional, beach-side parking and maintain adequate beach width and area for recreational use as defined by SANDAG for Oceanside beaches (See Section 4.5, Recreation). Therefore, the project would not interfere with the public's right of access to an adequately sized sandy beach area.

Section 30212.5

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

COMMENT:

The Harbor's existing boat launch facility and sandy beach area are already highly used during the summer, however limited parking during peak summer weekends limit these resources from reaching their full recreational potential. Parking for the expanded boat launch ramp would be located directly adjacent to the new facility. The development of additional beach parking west of an extended Pacific Street would reduce congestion that occurs during summer weekends when people often must double-park to drop off beach gear and then park in remote areas. The new beach parking would be arranged in a linear fashion and provide access to the boardwalk and sandy beach area at various locations. In addition, the proposed boardwalk would provide a pedestrian spine that links beach-related uses. New public restroom facilities are also proposed in three locations between the proposed parking lots. Other public facilities such as picnic areas, showers, volleyball courts are proposed at strategic locations throughout the Harbor Beach area. All parking would be well distributed throughout the site to serve the beach, boat launch, and Marine Research and Interpretive Center uses. The use of a shared parking concept is also being considered to maximize parking capacity. Last, remote parking and a shuttle system is proposed for peak summer weekend use. As part of this system three shuttle pick-up/drop off turn-outs are proposed along Pacific Street in the Harbor Beach area.

Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Development providing public recreational opportunities are preferred.

COMMENTS:

Recreational resources on and adjacent to the project site include the sandy beach area, the existing boat launch ramps, and overnight spaces available in Parking Lots 11A, 11B, and 12. The proposed project would construct additional beach parking west of an extended Pacific Street to increase the accessibility and use of the sandy beach area. Parking within the new beach lots would be governed by existing fee structures. In addition, the project would develop a public boardwalk that would provide a continuous pedestrian experience along the beach and connect with various beach-related facilities including the expanded parking lot, restrooms, picnic areas, concession stands, volleyball courts, playground, etc. The boardwalk would be landscaped and designed to create a pleasant pedestrian experience along the beach. Finally, the proposed project would incorporate all existing public beach facilities that currently exist (e.g. picnic areas, playground, shade structures, volleyball courts, fire rings, etc.) and expand these uses where appropriate.

The proposed project would reconfigure and expand public parking allowed within the Harbor Beach area (Parking Lots 11A, 11B, and 12) to increase beach support parking; develop a marine research facility; and, expand parking for boat launch trailered vehicles. The project also includes a five lane expansion of the existing four-lane boat launch ramp that would be available to the public without charge. Parking for boat users would be available adjacent to the launch ramp for a fee as explained above. Remote vehicle/trailer parking would be available for free at Parking Lot 1.

Currently, there are no designated bikeways in the project area. The proposed project would include a striped bike lane along both sides of Pacific Street as part of the extension of this roadway.

Designated pedestrian areas are limited to existing sidewalks along Harbor Drive South, Pacific Street, and a small walkway along some parking lots adjacent to the beach. The proposed project would improve pedestrian access by constructing a boardwalk beachward of the expanded parking lot. The boardwalk would extend along the entire beach front and link with various beach-related facilities including concessions stands, picnic areas, restrooms, a playground, parking area, showers, etc. The boardwalk would be accessible from the expanded beach parking lot, or via a shuttle service from remote parking areas during peak summer weekends.

Based on data provided by the Harbor District on recreational beach usage, peak summer weekend and holiday use of the sandy beach area occurs between Memorial Day and Labor Day. All construction-related activities associated with the beach improvement activities (i.e. expanded beach parking, boardwalk, replacement and additional of beach-related public uses) would be scheduled for the non-summer months to avoid potential conflicts with beach users.

Article 3 Recreation

Section 30221

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

COMMENTS:

The proposed project incorporates two features to meet the foreseeable demand for increased public recreational activities; the beach improvements and the boat launch improvements. The beach improvements would convert undeveloped portions of the sandy beach area into beach-related public facilities to support recreational use of the beach. These beach-related public facilities include expanded beach parking, a pedestrian boardwalk, and beach-related support facilities such as public restrooms, picnic areas, showers, etc. Existing parking for beach uses does not meet the existing demand during the summer weekends and holidays, and therefore, limits the Harbor Beach area from achieving its full potential as a recreational resource. The provision of additional parking is directly related to the recreational success of the sandy beach area. The proposed project would seek a balance between average beach width and adequate beach-parking to meet the existing and future demand for convenient beach parking, and thereby enhance the beach area as a local and regional destination point. Although some loss of sandy beach area would occur, a minimum average 210-foot-wide sandy beach area would remain for recreational uses as recommended by SANDAG for Oceanside beaches.

The boat launch improvements would expand the capacity of the boat launch ramp from four to nine lanes, including expanded parking and support facilities (e.g., restrooms, wash down area, dump station etc.). The existing facility currently suffers from overcrowding and lack of parking during peak summer months, and therefore limits the facility from achieving its full potential as a recreational resource. The proposed boat launch improvements would reduce congestion that occurs during peak operational hours, and help meet the present and anticipated future demand for recreational boating opportunities.

The marine research facility would convert a small area of sandy beach and overnight parking areas into a coastal dependent marine research facility that would create an opportunity for the public to experience and interact with marine resources. In addition, the Marine Research and Interpretive Center would likely result in a synergy of visitor use in the Harbor Beach area. All required parking would be met via a combination of on- and off-site parking facilities, and the use of shared parking with beach users.

Section 30222.5

Oceanfront land suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.

COMMENTS:

Coastal dependent uses within the Harbor Beach area include the existing boat launch ramp, the U. S. Coast Guard Station, and the various docks located on the Harbor side of the project site. The proposed project would develop a coastal dependent marine research facility in the area where Parking Lot 12 exists. The marine research facility would not displace any of the established coastal dependent uses in the Harbor Beach area. The marine research facility is considered coastal dependent because it requires an oceanfront site to provide a constant supply of seawater to support the growing of protected seabass and other marine organisms, including invertebrates, and access to docks that would moor boats used to transport research specimens to the facility and for educational tours.

One of the major goals of the Marine Research and Interpretive Center is to conduct research for marine related aquaculture. This research is currently underway at the temporary facility on Harbor Beach. Section 30100.2 defines aquaculture as a "form of agriculture that is devoted to the controlled growing and harvesting of fish, shellfish, and plants in marine, brackish and fresh water."

The research facility is not considered "aquaculture" because it is not "a form of agriculture devoted to the controlled growing and harvesting of fish, shellfish, and plants" (Section 30100.2). That is, the research facility would grow seabass and other marine life in a controlled environment, but would not harvest these species for sale on the open market. However, the Marine Research and Interpretive Center could develop techniques that could increase the productivity of aquaculture operations.

Section 30224

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that

congest access corridors and preclude boating support facilities, providing harbor of refuge, and by providing for new boating facilities in natural harbors, new protected water area, and in areas dredged from dry land.

COMMENTS:

The proposed project would increase public boat launch facilities by expanding the existing boat launch ramp from four to nine lanes, including a dedicated lane for PWCs at the north end of the ramp. Five new 15-foot-wide concrete launch ramps would be constructed north and adjacent to the existing launch ramp in accordance with California Department of Boating and Waterways' standards. The launch ramps would be expanded from 105 to 168 feet in width, with launch ramp length the same as the existing facility at 155 feet. The new facility would be serviced by ten new boarding floats and a tie-up dock. Parking for the expanded launch ramp would be increased from 78 on-site spaces to 230 spaces (130 on-site and 100 off-site). By expanding the existing public launch ramp, the proposed project would substantially increase the capacity of an existing, high-demand, water-dependent recreational use.

Article 4 Marine Environment

Section 30230

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

COMMENTS:

The various project components would not significantly impact marine resources within the Harbor, or biology within the San Luis Rey River. See Section 4.8, Biological Resources, for more information concerning biology. In addition, the Marine Research and Interpretive Center would focus its initial research efforts on the giant seabass (*Stereolepis gigas*), which is a state protected species. The information gathered from research efforts would be used to gain a better understanding of the biology, behavior and habitat requirements of the giant seabass, and to create a management plan to sustain healthy populations of the giant seabass. Part of the research efforts would include experimental breeding within an on-site hatchery to aid in the recovery of the species. In addition to researching giant seabass, the facility would examine the biology of the market squid (*Loligo opalescens*), which is important to the commercial fishing industry in California. Research activities would aid in gathering the necessary data that could be used by state and federal agencies to manage this important economic marine resource. In addition to these initial programs, which are already

under way at PIER's temporary facility, the PIER intends to broaden its focus to other species on which to conduct its research activities. The Marine Research and Interpretive Center would also provide education programs, offered to school children and adults, which emphasize current research activities. The goal in offering educational programs to adults and children at the facility would be to instill a greater understanding and appreciation of the ocean, facilitating increased stewardship of the marine environment. The new facility would incorporate space allocated for public informational displays, including aquaria. Although some education programs and displays may relate to general principles of marine science, the main emphasis would be on real research projects.

Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrapment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

COMMENTS:

The proposed project is not expected to result in substantial changes to the biological productivity or water quality in the area. All construction and grading activities, and point and non-point discharges into the drainage system would be subject to National Pollution Discharge Elimination System (NPDES) regulation under statewide permits issued by the State Water Resources Control Board (SWRCB). The permit requires the applicant to eliminate or reduce non-storm discharges through implementation of Best Management Practices (BMPs), develop a Storm Water Pollution Prevention Plan (SWPPP) which details erosion and sediment controls as well as post-construction controls, and to monitor the pollution prevention measures. As part of the non-point source management program under the NPDES, BMPs would also be implemented to minimize pollutants and sediment transport in stormwater runoff during and after construction. Appropriate BMPs would include incorporating silt traps, catch basins, and oil degreasers into the design of the expanded parking lots to minimize the transport of petrochemical pollutants to the ocean.

In addition, because the proposed project would place fill material into waters of the United States (concrete slabs and pilings for the expanded boat launch facility, and the piping system and dock associated with the research facility) the applicant would be required to obtain a Rivers and Harbor Act Section 10 permit, and a Clean Water Act Section 404 permit, which include a Section 401 water quality certification from the

Regional Water Quality Control Board (RWQCB). No sensitive marine resources exist in this area as indicated in Section 4.8, Biological Resources.

The proposed Marine Research and Interpretive Center would feature an influent and effluent pipe system to transport sea water to the aquarium tanks and return the filtered water to the ocean. The backwash associated with cleaning the sea water filter system would be either discharged through the effluent pipe or discharged into the City sewer system. Based on the design of the proposed piping system and experience from the existing temporary research facility located within the Harbor Beach area, it is expected that the discharge effluent would be cleaner than the original seawater. This project feature would also require a NPDES permit issued by the RWQCB.

Section 30232

Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup activities and procedures shall be provided for accidental spills that do occur.

COMMENTS:

The proposed project would result in a net increase of paved surface parking by expanding the existing boat launch facility, develop additional beach parking west of an extended Pacific Street, and constructing the marine research facility. Expansion of the launch ramp and parking lot improvements would increase the amount of paved surfaces in the vicinity of the launch ramp. The applicant would be required to obtain a NPDES permit from the RWQCB, which includes the implementation of BMPs to control for stormwater runoff during and after construction. Appropriate BMPs would include incorporating silt traps, catch basins, and oil degreasers, and grease traps into the design of the expanded parking lots to minimize the transport of petrochemical pollutants to the ocean and improve the quality of runoff associated with paved surfaces. These measures would minimize the potential for parking-related water quality impacts. Also, the existing fueling facility is required to upgrade their petroleum product storage and delivery system in accordance with federal and state laws.

Section 30233a

The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- (4) *In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.*
- (5) *Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance or existing intake and outfall lines.*
- (8) *Nature study, aquaculture, or similar resource dependent activities.*

COMMENTS:

The proposed project would place fill material into coastal waters of the United States as part of the boat launch project (concrete slabs and pilings for the expanded boat launch facility) and the Marine Research and Interpretive Center (aquarium piping system and boat dock pilings). The applicant would be required to obtain a Rivers and Harbor Act Section 10 permit, and a Clean Water Act Section 404 permit, which include a Section 401 water quality certification from the Regional Water Quality Control Board (RWQCB) to allow for these uses. The concrete slabs and pilings for the boat launch improvements are necessary to expand recreational boating opportunities. The piping system and boat dock for the Marine Research and Interpretive Center are essential to the operation of the facility. The Marine Research and Interpretive Center would focus on the preservation of the giant seabass (*Stereolepis gigas*), which is a state protected species. Part of the research effort would include experimental breeding within an on-site hatchery and aquaria. The hatchery and aquaria would be dependent on a constant supply of seawater. The facility would also provide public opportunities for nature study by offering education programs, including boat and aquarium tours, that emphasize current research activities.

This EIR identifies the mitigation measures deemed necessary to reduce significant environmental impacts to below a level of significance; and therefore, minimize adverse environmental effects. The feasibility of these measures will be documented in the CEQA Findings, and if required, Statement of Overriding Considerations, which will be adopted at the public hearing to certify the Final EIR for this project.

Section 30233b

The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- b) *Dredging and spoils disposals shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable*

for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

COMMENTS

The proposed project would involve the use of dredge and fill material for the following activities: 1) construction of the expanded boat launch facility, including removal and replacement of existing riprap; 2) construction of the influent and effluent piping system and boat dock for the marine research facility; and, 3) marine research building foundation excavation and soil stabilization. These activities would be required to obtain all necessary permits regulating dredge and fill activities which include a Rivers and Harbor Act Section 10 permit, and Clean Water Act Section 404 permit and 401 water quality certification.

The construction of the expanded boat launch facility would involve removing riprap and a portion of an existing dock. The riprap removed from the boat launch area would be available to interested parties for beach protection purposes or re-used on-site. Construction of the marine research facility and interpretive center and extension of Pacific Street would also require excavation to develop a suitable foundation, and an underground utility trench. All beach quality sand excavated from the project site would be re-used on site to replenish the beach area. Prior to actual excavation, the applicant would be required to test all soil for suitability for beach replenishment, in conformance with 401 permit requirements. Excavated material not suitable for beach replenishment would be transported off-site for use as fill or for other uses.

Section 30234

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

COMMENTS:

The beach improvements, boat launch ramp, and marine research facility would not displace any of the established coastal dependent uses in the Harbor Beach area. Commercial fishing berths located within the Harbor would not be impacted. In addition, the proposed project would increase public launching facilities by expanding the existing boat launch ramp from four to nine lanes, including a dedicated lane for PWCs at the north end of the ramp. The expanded launch ramps would not interfere with the commercial fishing industry. Furthermore, one of the Marine Research and Interpretive Center's goals is to develop management strategies for over exploited fisheries through the results of their breeding research studies.

Section 30234.5

The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.

COMMENTS:

None of the project components (i.e., the beach improvements, boat launch ramp, or marine research facility) would negatively impact commercial fishing activities in the Harbor Beach area. The proposed project would, however, increase public launching facilities by expanding the existing boat launch ramp from four to nine lanes. This would potentially increase recreational fishing opportunities.

Section 30235

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

COMMENTS:

The marine research facility is considered coastal dependent because it requires an oceanfront site to provide a constant supply of seawater to support the growing of endangered seabass and other marine organisms, including invertebrates, and access to docks that would moor boats used to transport research specimens to the facility and for educational tours. The proposed location for the Marine Research and Interpretive Center would require protection from winter storms. Section 4.7, Alternatives, of the EIR evaluated various alternative locations for the Marine Research and Interpretive Center, including alternate locations within the Harbor area, in upland areas, and in the greater San Diego area. All of these off-site locations were considered but rejected due to operational, land, and other constraints. In addition, the beach stability/flood hazard analysis (Section 4.1) recommends several design strategies to provide erosion protection for the Marine Research and Interpretive Center that would minimize impediments to public access and disruption of shoreline processes. These include: 1) raising the site approximately six-feet above the top of the Harbor riprap on-site and constructing a "hidden" riprap revetment; 2) developing a cutoff sea wall located coincident with the boardwalk sand screen wall; and 3) constructing the facility on a raised piling foundation. The final design and method of erosion protection for the Marine Research and Interpretive Center would be developed during final engineering.

In addition, sand dikes could be used to protect the boardwalk and expanded beach and boat launch parking lots from wave overtopping, at least during moderate wave events. After the winter storm season ends, and before the busy summer season begins, these dikes would be flattened so as not to impede access across the beach.

Article 5 Land Resources

Section 30240

- a) *Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.*
- b) *Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.*

COMMENTS:

No significant impacts to biological resources are expected from the proposed boat launch ramp, beach improvements, and Marine Research and Interpretive Center projects. Loss of soft-substrate habitat would not result in loss of any limiting marine invertebrate resources, and there would be an overall increase in hard substrate biota. All other impacts would result in temporary displacements with affected species expected to return after cessation of construction disturbance. No significant impacts to special status species are expected.

Short-term adverse impacts associated with increased turbidity from in-water construction activities would be minimized by use of silt curtains to contain the turbidity plume, if it is expected to last more than one day. This also is considered a prudent measure to further reduce the potential for biological uptake of contaminants during sediment resuspension.

Section 30241

The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas agricultural economy, and conflicts shall be minimized between agricultural and urban land.

COMMENTS:

The project area does not contain prime agricultural land. The Soil Survey for San Diego indicates that the project site is underlain by made land (Md) and coastal beach

(Cr) formations (USDA, 1973a). Coastal beaches (Cr) consist of "gravelly and sandy beaches along the Pacific Ocean where the shore is washed and rewashed by ocean waves," and "... is of no value for farming and ranching" (USDA, 1973a). Md "consists of smooth, level areas that have been filled with excavated and transported soil material, paving material, and soil material dredged from lagoons, bays, and harbors," and "...has no value for farming (USDA, 1973b). Furthermore, neither of these soil classifications meet the criteria for prime farmland as outlined in California Department of Conservation Farmland Mapping and Monitoring Program, which is based on the Soil Survey for San Diego County. Therefore, the proposed project would not affect prime farmland.

Section 30244

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

COMMENTS:

The entire site consists of made-made (Md) land and coastal beaches (Cr) according to the Soil Conservation Service (USDA, 1973a). The entire Harbor, including the Harbor Beach area, was surveyed for cultural resources as part of the 1979 Oceanside Small Craft Harbor Precise Plan EIR (City of Oceanside, 1979). The previous EIR for the Harbor Precise Plan found no sensitive archaeological or paleontological resources in the project area. Therefore, the project would be consistent with this policy.

Article 6 Development

Section 30250

- a) *New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land division, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.*

- b) *Where feasible, new hazardous industrial development shall be located away from existing developed areas.*

- c) *Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.*

COMMENTS:

The proposed project is located in Oceanside Harbor District, which is a fully urbanized area in downtown Oceanside. It is developed with existing commercial recreation, residential, transportation, and public land and water-based recreation uses. The proposed project has been planned in accordance with the ability of the City services and infrastructure to accommodate the project. The City Water Department and SDG&E have indicated that capacity exists to meet the additional demand created by the proposed project (See Section 4.15, Utilities). In addition, City Police, Harbor Police, Fire, and Lifeguard Departments have indicated that either no significant impact to public services would occur or that all impacts could be reduced to below a level of significance by providing additional personnel and/or contingency plans (See Section 4.14, Public Services).

Section 30251

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

COMMENTS:

The proposed project incorporates design features that would improve aesthetics along the sandy beach area and expanded parking areas. These include the proposed boardwalk, a landscaped entrance feature at the intersection of Harbor Drive South and Pacific Street, articulated beach sand screening walls, landscaped seating nodes along the boardwalk, picnic areas, and landscaping in and between parking lots and along an extended Pacific Street. These project features would improve the appearance of the beach area, increase access, and provide a more pleasant place visit. In addition, the proposed project would incorporate appropriate landscaping into the design of the Marine Research and Interpretive Center to mitigate potential impacts from the public fishing pier view corridor within the Harbor.

Section 30252

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will

minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.

COMMENTS:

The proposed project is located in an area of the Harbor that is currently developed and served by the existing North County Transit District mass transit system. In addition, the site would be accessible via the new Oceanside to Escondido rail line, an approved public mass transportation system. The site is also adjacent to existing commercial recreation and beach facilities, and thereby, would utilize roadways already serving existing harbor uses. The only new roadway to be developed would be an extension of Pacific Street, which is identified in the Precise Plan as an infrastructure improvement. The extension of Pacific Street includes three shuttle bus pull-outs as well as a bus turn-around at the terminus. These project features would enhance transit service in this area.

The project incorporates a pedestrian boardwalk along the beach area, and a striped bike lane along both sides of Pacific Street. The boardwalk would be designed to link with various picnic areas, shade structures (e.g. cabanas or ramadas), concession buildings, restrooms, and other public beach facilities proposed as part of the beach improvements. This project feature would increase access to the beach area by providing a continuous pedestrian linkage where none currently exists, and improve the appearance of the beach area.

The project would also increase the supply of beach parking and boat launch parking directly adjacent to these existing public uses. These uses currently suffer from inadequate parking during peak summer weekends. The new beach parking would be arranged in a linear fashion and provide access to the boardwalk and sandy beach area at various locations. When parking shortages occur during peak summer weekends (e.g. Fourth of July, Labor Day) the proposed project would incorporate the use of a shuttle system to transport users from remote parking areas to uses within Harbor Beach. This increase in parking area would augment existing shoreline access and recreational facilities in the project area, and prevent the overload of limited recreational support facilities in the Harbor Beach area.

New development shall:

1. *Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
2. *Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*
3. *Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.*
4. *Minimize energy consumption and vehicle miles traveled.*
5. *Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.*

COMMENTS:

1. The proposed project would be designed to meet current seismic safety, flood and fire and other building code regulations. This would require the proposed Marine Research and Interpretive Center to incorporate design measures (e.g., a stone column foundation) to withstand potential liquefaction. The stone columns would be constructed by placing crushed rock in the zone of soil that is subject to liquefaction or settlement through the vibro replacement method.
2. The Marine Research and Interpretive Center would be located in an area that requires erosion protection from winter storms. Although the facility is a coastal dependent use, and Section 30235 specifically allows construction of erosion protection devices such as revetments and seawalls "to serve coastal-dependent uses," the design of the facility would incorporate features that avoid taking the least effort approach at providing erosion control. The beach stability/flood hazard analysis (Section 4.1) recommends several design strategies to provide erosion protection for the Marine Research and Interpretive Center that would minimize impediments to public access and disruption of shoreline processes. These include: 1) raising the site approximately six-feet and constructing a "hidden" riprap revetment; 2) developing a cutoff sea wall located coincident with the boardwalk sand screen wall; and 3) constructing the facility on a raised piling foundation. The final design and method of erosion protection for the Marine Research and Interpretive Center would be worked out during final engineering.

In addition the proposed project incorporates the following design features to minimize erosion and surficial instabilities associated with underlying soil formations:

- a) Development of a sand screen wall along the proposed boardwalk to minimize wind-blow sand from leaving the beach area and entering the boardwalk, picnic areas, parking lots, and other public-related beach uses.
 - b) The location of the pedestrian boardwalk and beach parking to buffer the boat launch ramps from potential run-up from winter storms.
3. The proposed project would not result in substantial air emissions or in the deterioration of ambient air quality. Construction dust generation shall be reduced through regular watering required by the San Diego Air Pollution Control District, if necessary. The development would be required to meet all applicable San Diego Air Pollution Control District regulations.
 4. The proposed project would not result in the use of substantial amounts of fuel or energy, nor would it result in a substantial increase in demand upon existing sources of energy. In addition, during peak summer weekends and holidays, shuttle system would operate to transport people to the Harbor Beach area from remote parking locations.
 5. The proposed project is the expansion of existing uses within the Harbor Beach area. The proposed project would provide additional facilities to meet existing and future demand levels, and would enhance the existing character of the surrounding area. The proposed project includes design features to ensure that it is visually compatible with existing waterfront commercial, public, recreational and retail areas within the Harbor.

Section 30254: Public Works Facilities

New or expanded public works facilities shall be designed and limited to accommodate needs generated by development of uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

COMMENTS:

The only new public works facilities associated with the proposed project would be infrastructure improvements in the Harbor area to accommodate project-related demand. These include additional boat launch and beach parking, extension of Pacific Street as provided in the approved Harbor Precise Plan, and trenching for utilities under Pacific Street for the marine research facility, restrooms and concession buildings. The service providers (e.g. SDG&E, City of Oceanside) have indicated that the proposed project would not significantly impact public utilities in the project area. Therefore, the proposed project would not preclude development of other priority coastal uses.

Section 30255: Protection Of Coastal-Dependent Developments

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

COMMENTS:

The proposed project would not displace any coastal dependent uses in the Harbor Beach area. These uses include the existing boat launch ramp, the U. S Coast Guard Station, and the various docks located on the Harbor side of the project site. The proposed project maintains all of these established coastal dependent uses, and expands the capacity of the boat launch facility. In addition, the proposed project would develop a new coastal dependent use in the area where Parking Lot 12 exists. As described in the comments for Sections 30222.5 and 30235, the proposed Marine Research and Interpretive Center is considered coastal dependent because it requires an oceanfront site to provide a constant supply of seawater to support the growing of endangered seabass and other marine species, including invertebrates, and access to docks that would moor research boats used to transport research specimens to the facility and for educational tours.

