

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA

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MON 7A

March 11, 2002

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: DEBORAH LEE, SOUTH COAST DEPUTY DIRECTOR
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BILL PONDER, COASTAL PROGRAM ANALYST, SAN DIEGO AREA OFFICE

SUBJECT: STAFF RECOMMENDATION ON CITY OF OCEANSIDE MAJOR AMENDMENT 1-2001 ((D Downtown District)) (For Commission consideration and possible action at the Meeting of April 8-12, 2002)

SUMMARY OF AMENDMENT REQUEST

The City is requesting the proposed changes to the certified City of Oceanside land use plan and the D Downtown District ordinance to accommodate redevelopment of the blufftop and beach area adjacent to and inland of the Oceanside municipal pier, the adjacent beach and Pier Plaza amphitheater with two, high-rise resort hotel and timeshare developments. The two projects, the Oceanside Beach Resort and the Oceanside Pier Resort, were approved by the City at the same time as the subject LCP amendment, and both permit decisions have been appealed by the Coastal Commission, the Sierra Club, and the Citizens for Beach Preservation. In the submitted LCP amendment, the City has proposed the changes it believes are necessary to the LCP to find the proposed resort developments consistent with the LCP, as amended. The requested changes raise three significant policy questions for the Commission to consider, i.e. closure of the first coastal roadway to vehicular traffic to create a pedestrian promenade, grading of the coastal bluff to accommodate development at beach level and closer to the shoreline, and the extension of private development into public use areas. The City has requested the LCP amendment be scheduled for the April agenda to obtain direction from the Commission on these significant policy questions. Staff is recommending denial of the LCP amendment with no suggested modifications at this time.

The proposed changes to the LCP include policies would allow closure of The Strand, a beach level roadway, to vehicular traffic for the segment extending from one block north of the pier at Civic Center Drive, to two blocks south of the pier just north of Seagaze Drive. The proposed LCP policies would also allow closure to vehicular traffic of Pacific Street, the first coastal roadway on the blufftop paralleling the beach, for the same

segment, and re-routing of the first coastal roadway one block inland to Myers Street. Also proposed is policy language that would allow closure of Pierview Way, the road perpendicular to the shoreline which terminates at the pier, to vehicular traffic from the pier inland to the railroad tracks. All three roadway segments would become pedestrian promenades of 28 feet, 50 feet and 50 feet in width, respectively.

The other significant policy change proposed with the LCP amendment would allow grading of the disturbed bluff located east of the beach parking lot at Seagaze Drive, known as "Betty's" lot, to develop the beach resort. The proposed policy language requires that such development include creation of new useable public open space through construction of a minimum 40,000 sq.ft. deck over "Betty's" parking lot and retention of at least the same number of parking spaces that presently exists (111 spaces).

The grading of the bluff allowed by the policy change would accommodate an open public plaza above the beach level parking garage (131 spaces) and a grand stairway at Mission Ave.; however, as approved by the City, it would also accommodate additional resort parking at beach level extending from the previous bluff location inland to Myers Street (304 spaces), and a second higher level of underground resort parking (179 spaces) and administrative use which would occupy the area inland of a beach-facing fitness center, restaurant, and four meeting rooms to serve the resort. This second level would be located below the public right-of-way and at the same level and inland of the public plaza. As designed, the public plaza would be accessed most directly from the resort facilities, and would be recessed below the pedestrian promenade and elevated above the beach.

Therefore, with the grading of the natural landform permitted by the LCP amendment, the resort development could be constructed at beach level and include two additional levels of "below grade" development not anticipated in approval of the currently certified LCP. Also, the creation of the auto-free, pedestrian zones and resultant loss of 110 on-street public parking spaces in close proximity to the beach and municipal pier was not anticipated in approval of the policies in the currently certified LCP addressing development in the pier/beach area of the D Downtown District.

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending denial of the proposed policy changes for the following reasons:

1. The proposed policies would allow for pedestrian promenades in place of three existing public street segments which would displace a significant amount of on-street parking in the vicinity of the municipal pier, public amphitheater, and adjacent sandy beach, which is the primary beachfront visitor-destination point within the City; however, the existing LCP policies only require that replacement parking be located west of the railroad right-of-way. This would not assure there is an adequate reservoir of affordable public parking, secured and maintained in perpetuity, within walking distance of the pedestrian promenades and the City's pierfront areas;

2. The proposed policy changes do not adequately protect lower cost visitor and recreational facilities within the pier/beach area or enhance public access and recreational opportunities. Instead, the proposed policies would allow for a development pattern that would exclude the public and replace on-street parking and affordable public beach facilities with higher cost commercial recreational facilities and garage parking. The LCP amendment results in reduction in the area available to provide lower cost visitor and recreational facilities and does not contain sufficient public benefits or measures to enhance public access opportunities which would offset the impact to coastal access of closure of these streets to create auto-free zones;
3. Closure of the streets would create significant adverse impact to traffic at the intersection of Coast Blvd. and Mission Ave., two major coastal access routes serving this area; however, the mitigation measures identified in the EIR to address this impact would involve removal of additional on-street parking spaces which is not acceptable to the City or downtown merchants and would represent and additional impact to coastal access. Additionally, the EIR indicates a traffic and parking management plan will be necessary during peak use periods and amphitheater events; however, the submitted LCP amendment does not include a traffic and parking management plan or requirement.
4. The combination of the closure of Pacific Street and grading the bluff allows a potential building envelope that is closer to the shoreline, and increased development potential at beach level. The result is a more intense, massive resort development as viewed from the adjacent public use areas including the beach, amphitheater and the pier. Measures to mitigate the visual impact of the resort development, such as, reduction in building height and/or mass, increased setbacks from the public pedestrian promenade, additional landscape screening, etc., have not been included in the LCP amendment.
5. The public amenity that is proposed to offset the impact of grading the bluffs and closure of the street is the public plaza on the level above the beach parking garage; however, if such grading is accepted, the LCP must include policy language that would improve the public orientation and accessibility of the public plaza and assure its function as a public activity center. Also, the LCP should specifically address the inland connection from the restaurant to the plaza (rather than through the resort) and prohibit the exclusive use for private functions associated with the adjacent meeting rooms.

In summary, the City has been anticipating redevelopment of the D Downtown District which includes Subdistricts 1, 12 and 15 in the vicinity of the municipal pier, adjacent beach and public amphitheater for some time. The Commission approved LCP amendment #1-91 in February 1992 which allowed a substantial increase in building height (up to 140 ft.) to construct high-rise hotels and timeshare units and to assure provision of visitor-serving recreational facilities as priority uses within this nearshore area. Subdistricts 1 and 12 (nine blufftop blocks) are to be developed pursuant to a Master Plan. In that approval, it was anticipated that Pacific Street would be open to the

public and on-street public parking provided. The required Master Plan was to incorporate design standards to offset the impact of the increased building height and maintain the public orientation, openness and view corridors. A 10 ft. setback from Pacific Street and 15 ft. public plazas at corners are required, as well as 30% of the site dedicated to public or semi-public uses for recreational purposes. Subdistrict 15 (three beach level blocks) was not incorporated into the design of the adjacent resort facilities in that LCP amendment and this area was to remain open to the public to provide lower cost public recreational facilities including the amphitheater, parking lot and restrooms that exist today.

Staff believes the proposed policy revisions which address only closure of the streets and creation of the pedestrian promenades, and allow grading of the bluff inland of the beach parking lot, do not adequately address the impacts from the potential resort development, as described above, that could occur as a result of these policy changes. Staff believes the LCP amendment should include a reassessment of the appropriate intensity of use and scale of development, the availability of secured, affordable public parking in the immediate vicinity of its removal, the provision of lower cost visitor and recreational facilities, the provision of offsetting public benefits and the traffic and visual impacts associated with redevelopment in this prime visitor-serving location. The fact that the City found these resort developments consistent with the policies of the certified LCP except for the proposed changes, indicates to staff that more comprehensive policy revisions are required to address the impact of the street closures and grading of the bluff and assure consistency of future redevelopment with the public access and recreation policies and the scenic resource protection policies of the Coastal Act..

Staff recommends that the Commission find the amendment, as submitted, inconsistent with the scenic resource protection, public access and recreation policies of Chapter 3 of the Coastal Act, and recommends denial of the proposed amendment.

The appropriate resolutions and motions begin on Page 8. The findings for denial of the Land Use Plan Amendment as submitted begin on Page 9. The findings for denial of the Implementation Plan Amendment as submitted begin on Page 28.

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 LCP is the Downtown Redevelopment Area, which is 375-acres located in the northwest portion of the City where a Redevelopment Plan was approved in 1975 creating 13 subdistricts. In 1992 the Plan was amended to include 15 subdistricts (LCPA #1-91). The part of Subdistrict 12 west of Pacific Street was placed in Subdistrict 15, with other beachfront areas east of

The Strand to the north and south. The allowable height in Subdistrict 12 was increased to 140-feet if certain development design standards such as view corridor preservation, setbacks at the corners, and other measures are met. This amendment also removed the requirement that one-third of The South Strand area be reserved for visitor commercial uses. To offset this provision, minimum requirements for development of visitor commercial uses were imposed in the pier area subject to approval of a Master Plan for the nine-block area east of Pacific Street, between Civic Center Drive and Seagaze Drive.

In 1992 (LCPA #1-91), redevelopment of the three-blocks of the development site between Myers Street and Pacific Street was approved with timeshare, visitor commercial, and hotel uses, however, no redevelopment has occurred in accordance with this LCP amendment.

In 1997, the Oceanside Community Development Commission solicited development proposals to have a resort hotel, convention and conference facility developed adjacent to the municipal pier. The Community Development Commission selected the Manchester Resorts proposal. The western three-block portion of the Manchester Resorts 1997 proposal included redevelopment of Subdistrict 15 which contains Betty's Lot (public parking), the beachfront amphitheater, and the Beach Community Center to include a mixture of public and private recreation and hotel related uses. The City conducted an election on the proposed lease of Subdistrict 15 for these uses on the November 1998 ballot. The measure was approved by approximately 55 percent of the voters and reads as follows:

PROP V: LEASE OF PARKLAND PROPERTY. Shall the property lying east of the beach and The Strand right-of-way and west of Pacific Street from Seagaze Drive to Civic Center Drive, be leased as an acceptable use of City parkland for a development and redevelopment of facilities and recreation uses related to a resort hotel, and which shall include public parking and a new beachfront amphitheater/pavilion entertainment and events facility.

The City Council approved the project on April 5th, 2000. During its review of the City-approved project on appeal, Coastal Commission staff expressed concerns regarding several issues. The issues centered on the private use of the public parkland, the proposed closure of Pacific Street and Pierview Way to become pedestrian promenades, loss of on-street parking in close proximity to the beach, and the development (grading) of the coastal bluffs. As a result of these concerns, Manchester Resorts elected to redesign the project, and the City has processed the subject LCP amendment.

On October 24, 2001, the City approved the subject LCP amendment and coastal development permits for two projects, the Ocean Beach Resort and the Ocean Pier Resort. The City found these LCP revisions were required to be able to find the proposed developments to be in conformance with the certified LCP, as amended. The City's action on both project was appealed on November 29, 2001 by Coastal Commissioners Wan and Detloff, the Sierra Club and Citizens for Beach Preservation (49-day time limit waived pending review of the LCP amendment). This LCP amendment proposes to change both the land use plan and the implementing ordinances to allow the closure of

Pacific Street, The Strand and Pierview Way to become pedestrian promenades, and to allow development of the bluff east of the existing beach parking lot and creation of a public plaza above public parking.

ADDITIONAL INFORMATION

Further information on the Oceanside LCP amendment No. 1-2001 may be obtained from Bill Ponder, Coastal Planner, at (619) 767-2370.

PART I. OVERVIEW

LCP HISTORY

The City of Oceanside first submitted its 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. This is the second major amendment to the Redevelopment Plan area. The last major LCP amendment which addressed this area of Oceanside was LCPA #1-91 approved by the Commission in February 1992. That LCP amendment included the current D Downtown District ordinance which established Subdistricts 1, 12 and 15 comprising the 12-block area located one block north and two blocks south of the pier and extending from The Strand four blocks inland to Cleveland Street (west of the railroad right-of-way). Pacific Street is the first through coastal roadway in this area which currently provides both vehicular and pedestrian lateral access along the blufftop via the street and linear park adjacent to the street. Pacific Street is elevated above the community center, beach amphitheater and public parking lot which are located at beach level on the public parkland inland of The Strand. Vertical access to the pier and beach level public facilities is provided via ramps and stairways at Pierview Way and a stairway at Mission Avenue. As amended, the certified LCP requires the City to prepare a master plan for the three blocks constituting Subdistrict 12 and the six blocks of Subdistrict 1 in the City's Downtown District. The purpose of the master plan requirement is to insure that eventual development of the entire nine-block area includes a minimum of 240 hotel rooms and 81,800 sq.ft. of visitor-serving commercial uses as specified in the certified LCP.

B. 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.

C. 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.

MOTION I: *I move that the Commission certify Land Use Plan Amendment #1-01 as submitted by the City of Oceanside.*

STAFF RECOMMENDATION TO DENY:

Staff recommends a **NO** vote. Failure of this motion will result in denial of the amendment as submitted and adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO DENY:

The Commission hereby denies certification of the Land Use Plan Amendment #1-01 as submitted by the City of Oceanside and adopts the findings set forth below on the grounds that the amendment does not conform with the policies of Chapter 3 of the Coastal Act. Certification of the Land Use Plan amendment would not comply with the California Environmental Quality Act because there are feasible alternatives or mitigation

measures which could substantially lessen any significant adverse impact which the Land Use Plan Amendment may have on the environment.

MOTION II: *I move that the Commission reject the Implementation Plan Amendment for the City of Oceanside as submitted.*

STAFF RECOMMENDATION OF REJECTION:

Staff recommends a YES vote. Passage of this motion will result in rejection of Implementation Plan Amendment and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO DENY CERTIFICATION OF THE IMPLEMENTATION PLAN AMENDMENT AS SUBMITTED:

The Commission hereby denies certification of the Implementation Plan Amendment submitted for the City of Oceanside and adopts the findings set forth below on grounds that the Implementation Program Amendment as submitted does not conform with, and is inadequate to carry out, the provisions of the certified Land Use Plan. Certification of the Implementation Plan Amendment would not meet the requirements of the California Environmental Quality Act as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the Implementation Plan Amendment as submitted

PART III. FINDINGS FOR DENIAL OF CERTIFICATION OF THE OCEANSIDE LCP LAND USE PLAN AMENDMENT, AS SUBMITTED

A. AMENDMENT DESCRIPTION

The proposed amendment to the certified Oceanside Local Coastal Program (LCP) involves changes to both the land use plan (LUP) and the implementation plan (IP). Changes to the LUP include adding text language to the Coastal Access section to address closure of The Strand, Pierview Way and Pacific Street to vehicular traffic. Pacific Street is the first coastal roadway paralleling the shoreline on the blufftop above beach level and The Strand is the roadway located at beach level. The proposed text addition is as follows:

COASTAL ACCESS

1. The Strand promenade shall be enhanced and shall be reserved as an auto-free zone (with a minimum 28 feet width) between the Pier and the northernmost entrance to Betty's lot. Pedestrians, bicycles, roller blades, skate boarding and other pedestrian/visitor uses shall be allowed. All public safety and beach maintenance vehicles necessary to support the Pier and beach area shall be accommodated within The Strand.

2. Pierview Way between the Pier and the railroad tracks may become a public pedestrian promenade (an auto-free zone with a minimum 50 feet width) and shall link to a pedestrian and bicycle underpass to the east below the railroad tracks so as to provide a continuous and direct pedestrian link from upland (downtown) areas to the Pier and beach area. The promenade shall be enhanced with decorative sidewalk pavers, landscape features, sidewalk furniture and other amenities customarily found in public promenades. All such physical features shall be so designed to ensure that public safety vehicles can access and drive through the promenade, as necessary.
3. Pacific Street may be re-routed to connect with a two-way Myers Street between Seagaze and Civic Center Drive (3 blocks) in which case it shall serve as the first continuous public roadway along the City's coastline for all forms of vehicles, pedestrians and bicycle traffic and shall redelineate the zone of appeal jurisdiction for coastal development permits. If this rerouting occurs, a public pedestrian promenade shall be provided within Pacific Street replacing the existing street pavement from Seagaze Drive north to Civic Center Drive and the promenade shall be a minimum of 50 feet in width. The promenade shall be enhanced with decorative sidewalk pavers, landscape features, sidewalk furniture and other amenities customarily found in public promenades. All such physical features shall be so designed to ensure that public safety vehicles can access and drive through the promenade, as necessary. In addition, the principles and policies contained within the Downtown Oceanside Way-Finding Concept Study (September 2001) which is included as Appendix K in the final Supplemental Environmental Impact Report for the Oceanside Beach Resort shall be followed and used to implement an enhanced pedestrian experience if the Pacific Street promenade is constructed as proposed.
4. Visitor serving uses such as restaurants, retail and visitor serving accommodations proposed on the private lands adjacent to the Pacific Street and Pier View Way promenades shall be required and shall be designed so as to have access points into these businesses for the general public along these promenades.

Additionally, the City has proposed additional text in the following section of the LUP to allow development of the coastal bluff immediately inland of the existing beach parking lot known as "Betty's" lot. The language is proposed to be added to the section of the LUP which prohibits such grading, and would allow development of this particular bluff with creation of a new 40,000 sq.ft. public plaza above public parking to replace the existing beach parking lot, and submittal of a geology report indicating the bluff is isolated, disturbed and no longer provides a sand source. The proposed language is as follows:

**WATER AND MARINE RESOURCES; DIKING, DREDGING, FILLING, AND
SHORELINE STRUCTURES; AND HAZARD AREAS**

5. New development along the City's coastal bluffs and hillsides should assure stability and protection of natural landforms, and neither create nor contribute

significantly to erosion of geologic instability, or in any way require the construction of protective devices that would substantially alter natural landforms.

Substantially disturbed and isolated coastal bluffs (eroded cut slopes) immediately east of Betty's lot that no longer provide sand replenishment resources for the beach may be developed. Such development must include creation of new useable public open space through construction of a minimum 40,000 sq.ft. deck over "Betty's" parking lot and must retain at least the same or a greater number of parking spaces than presently exists (111 spaces). Prior to development a report shall be prepared by a licensed geologist or engineer specializing in coastal bluff development. The report shall make a determination that the coastal bluff is substantially disturbed and isolated and that it no longer provides a sand replenishment source. The report shall be included as part of the regular coastal permit review.

The proposed LCP amendment has been approved by the City to accommodate the construction of two projects, the Oceanside Beach Resort to be developed by Manchester Resorts, and the Oceanside Pier Resort to be developed by Winners Circle Resorts. The City has approved the proposed revisions to the LCP with the belief that these are the only changes necessary to the LCP to find the two resort developments consistent with the certified LCP, as amended. Although the two resort projects are not being reviewed by the Commission as part of the proposed LCP amendment, the fact that the City believes the proposed LCP amendment enables these resort developments, as approved by the City, is relevant information for consideration by the Commission. Therefore, a description of the resort development approved by the City will follow. These findings should not be construed to imply that the Commission agrees with the City's determination that the proposed amendment to the certified LCP is sufficient to make the proposed resort developments consistent with all applicable LCP requirements.

Oceanside Beach Resort

The proposed Oceanside Beach Resort site consists of a four-block area bounded by Pierview Way to the north, Seagaze Drive to the south, The Strand roadway to the west and Myers Street to the east. Two-blocks are blufftop lots inland of Pacific Street and of these lots, the northern block is vacant and the southernmost block has five residences, one of which is currently being used as an office. The project site also includes two City-owned blocks seaward of Pacific Street and south of the Oceanside Pier where modifications to existing public improvements are proposed as part of the approved development. This portion of the site includes The Strand, a public roadway adjacent to the beach and Pacific Ocean, the beachfront amphitheater, public restrooms (Bathhouse), lifeguard headquarters (under the pier), a police substation, Betty's Beach public parking lot, a fast-food restaurant, the Oceanside Pier, and stairways to the beach. South of the site along Pacific Street are single-family residences interspersed with multifamily residential development, and The Strand Park. The project site is immediately adjacent to the south of the (proposed) Oceanside Pier Resort.

The proposed Oceanside Beach Resort includes a 400 room hotel (2-towers at 140 feet high) with 545,509 sq.ft. guest accommodations; 12,200 sq.ft. retail shops; 6,400 sq.ft. restaurants; 9,400 sq.ft. meeting rooms; and 19,500 sq.ft. ballrooms; a public promenade and two levels of subterranean parking with 483 parking spaces on 4.63 acres. Grading is 175,000 cubic yards of export to remove the coastal bluff in a two block area.

The proposed development would create an auto-free zone on Pacific Street between Seagaze Drive and Pierview Way, about 750 lineal feet. Pacific Street traffic would be re-routed to Myers Street in this segment. The vacated section of Pacific Street is proposed as a 50-foot wide pedestrian promenade that will provide access to the Oceanside Pier, beach, and the resort. A 250-foot lineal segment of Pier View Way would also be closed to vehicular traffic between the railroad tracks and Pacific Street and would also be a minimum of 50-feet wide. Development of the site will displace an estimated 110 on-street parking spaces. These spaces will be replaced by constructing a surface parking lot west of the railroad tracks near the Oceanside Transit Center. The replacement parking is located three blocks inland of Pacific Street and starting at four blocks south of the pier and extending for three blocks. Access to the hotel complex would be from Myers Street. Setback of the resort from the inland extent of Pacific Street is 0 feet.

The Strand public roadway, between Seagaze Drive and Pierview Way, is also proposed to be closed to all vehicles except police, fire, lifeguard, beach maintenance, and other emergency vehicles. Pedestrian and bicycle access would be provided. This segment of The Strand has already been closed to vehicular traffic for the past 7 years without benefit of an LCP amendment or coastal development permit approved by the City or the Commission.

A number of modifications to public owned facilities located at beach level on the two-blocks south of the pier are proposed with the project. They include: reconfiguring of Betty's lot into a parking structure with 131 spaces and a new 40,000 sq.ft. public open space deck; a terrace and fountain feature between Betty's Lot and the existing amphitheater; a new grand staircase at the western terminus of Mission Avenue; a public elevator on the north side of the pier along the Pacific Street Promenade, which will connect the upper pier area to the lower Strand area; renovation of the bandshell; a water feature within the floor area of the amphitheater that can be removed during special events held at the amphitheater; and renovation of the existing bathroom facilities (bathhouse) adjacent to the amphitheater. No improvements are proposed on the pier, the area under the pier, or the Beach Community Center located to the north of the Oceanside pier. A two- to three-foot-high sand migration wall is proposed along the west side of The Strand roadway to prevent sand from blowing onto The Strand.

Oceanside Pier Resort

The project site for the Oceanside Pier Resort encompasses a one-block blufftop area in Oceanside that is bounded by Pierview Way to the south, Civic Center Way to the north, Pacific Street to the west and Myers Street to the east. The site is mostly vacant, with occasional date palm trees, disturbed ground cover, and ornamental landscape vegetation.

To the north of the site is the San Miguel condominiums. To the east of the site is vacant land with some parking and a small park area bisected by the San Diego Northern Railroad tracks and right-of-way. South of the site is the proposed Oceanside Beach Resort, a proposed 400-room hotel in two 140-foot high structures.

The proposed Oceanside Pier Resort includes 150-timeshare units with 170, 815 sq.ft guest accommodations; 1,585 retail shops and 4,100 sq.ft. restaurants, a public promenade, and one level parking structure with 195 parking spaces on a 2.38 acre coastal blufftop site. The timeshare complex is arranged in a 6-story (60-foot high) -2-tower configuration over one level of subterranean parking. Grading is 45,000 cubic yards of export. Access to the complex is from Myers Street. The portion of Pacific Street located seaward of the resort would become a 50 ft. wide pedestrian promenade. Setback of the resort from the inland extent of the Pacific Street right-of-way is X feet.

Pedestrian-oriented visitor commercial uses will be located primarily along the Pierview Village public promenade (5,685 sq.ft.). Pedestrian beach access at Civic Center Drive will not be altered and will continue to be available. No improvements are proposed on the pier, the area under the pier, or the Beach Community Center.

B. CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The Commission finds, pursuant to Section 30512.2(b) 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 with regards to preservation of scenic resources and protection of public access and recreational opportunities.

B. NONCONFORMITY WITH CHAPTER 3 POLICIES

1. Land Use/Intensity of Development

The certified LCP calls for preparation of a master plan for the nine-block area comprised of Subdistricts 1 and 12 inland of Pacific Street. The purpose of the master plan is to assure a minimum amount of visitor-serving commercial facilities and tourist and visitor-oriented hotels are provided.

Subdistrict 12 is the three blocks immediately inland of Pacific Street and Subdistrict 15. The LCP states the objective of Subdistrict 12 is "to provide a special tourist/visitor oriented subdistrict that relates to the pier, ocean, beach, marina and freeway."

Subdistrict 1 is a six-block area immediately inland of Subdistrict 12. The LCP states the objective of this subdistrict is "to provide a commercial/retail and office complex offering a wide variety of goods and services to both the community at large and to tourists and visitors. Residential uses are encouraged when and where appropriate."

The LCP also designates the three blocks in Subdistrict 12 and the three blocks in Subdistrict 15 that are proposed for redevelopment in the resort projects approved by the City, as "Coastal Dependent, Recreation and Visitor-Serving Commercial". The LCP describes this land use category as follows:

This land use category encompasses specialized commercial uses that are directly dependent, supportive or related to the coast. Such uses provide services or goods for coastal industries or recreationists, and include boat slips, supplies, and service; diving, commercial fishing, and sport fishing establishments; restaurants, snack bars and convenience markets; gift sundries, and novelty shops, transient accommodations, such as hotels, motels, tourist cottages, campgrounds and recreational vehicle parks; and recreational equipment rentals.

Additionally, the LCP includes the following policies applicable to the nine-block Master Plan area.

- a. Tourist and visitor oriented hotels are to be constructed in 2 phases with 120-250 units per phase.
- b. Visitor serving commercial facilities shall be provided at a minimum of 81, 800 sq.ft.
- c. Development in Subdistrict 12, the three blocks bounded by Pacific Street, Myers Street, Seagaze Drive and Civic Center Drive shall be required to be master-planned to insure a minimum intensity of visitor serving commercial facilities to include at least:

1. 92 hotel rooms, and
 2. 33,600 sq.ft. of visitor serving commercial space
- d. Development in a portion of Subdistrict 1, the six blocks adjacent to the AT&SF Railroad right-of-way bounded by Myers Street, Cleveland Street, Seagaze Drive and Civic Center Drive shall be reserved to provide for the remainder of the 120-250 hotel rooms and 81,800 sq.ft. of visitor-serving commercial facilities not provided for in Subdistrict 12.

Additionally, the LCP includes development criteria applicable to this area which addresses height limits, setbacks, view preservation, public use requirements and maximum density and intensity in order to provide for both public access and commercial recreational and visitor-serving facilities within this nine-block area. The purpose of the LCP policy language and master plan requirement was to assure that the area would be redeveloped with hotel and commercial development consistent with the public access and recreation policies of the Coastal Act and to not allow the area to be redeveloped with lesser priority development, such as residential and/or office use.

With the subject LCP amendment, the City has approved two resort developments which would provide 400 hotel units, 159 timeshare units, and 24,285 sq.ft. of visitor serving commercial development, collectively. This amount of commercial development would exceed that required by the Master Plan; however, the master plan does allow for build-out of all the required commercial development within Subdistrict 12, if possible, rather than also utilizing Subdistrict 1.

Additionally, the greater amount of commercial development on these sites may be possible because the City included the right-of-way of Pacific Street as the site area to which the master plan development standards were applied. Those standards are established in D Downtown District Ordinance section (N) (2) which include, but are not limited to, a maximum 60% site coverage requirement; additional setbacks at street corners to create plazas; a pedestrian promenade adjacent to development on Pacific Street; a minimum 30% of the entire master plan area for public or semi-public uses for recreational purposes, with paving for streets, driveways and parking areas not counted toward this requirement; and, view corridor preservation with only minimal encroachments into existing right-of-ways for landscaping, food/sundries, kiosks and street furniture. Other applicable standards address maximum intensity of development through FAR regulation and maximum height limits which apply to a specific percentage of development.

By including Pacific Street in the site area, the street itself was counted as meeting the 30% public use requirement (contrary to the policy), and the plaza and building setbacks were measured from the seaward extent of the right-of-way. Therefore, the approved resort development covers the entire three block area without setbacks, and with all the public amenities envisioned by the ordinance provided off-site within the adjacent street right-of-ways which are proposed as pedestrian promenades. Although the standards indicate that only minimal encroachment into the right-of-ways is allowed for landscaping, food/sundries, kiosks and street furniture, as approved by the City, the 50 ft.

wide pedestrian promenades are the only blufftop areas remaining where such amenities could be provided.

At the time the Commission approved the certified LCP language, the possibility of the street being included within the project site was not contemplated, and the required setbacks, corner plazas and public use requirement were to be provided on the portion of the development site inland of the street right-of-way. These requirements are designed to encourage public access and protect public views throughout this critical upland area immediately adjacent to the municipal pier, beach amphitheater, community center and wide sandy beach which is a prime visitor-serving destination within the City of Oceanside. Although the Commission is not reviewing the projects as approved by the City at this time, the fact that the City believes such development pattern and intensity is consistent with the certified LCP, if Pacific Ave. becomes a pedestrian promenade and the bluff is allowed to be graded, suggests that other more comprehensive changes are required to the development standards applicable to this area. Necessary changes should, at a minimum, retain required setbacks, clarify the site boundaries to which the standards apply and reassess the appropriate siting and development intensity for the area.

Additionally, Subdistrict 15 is not included in the master plan area identified in the currently certified LCP. The certified LCP states the objective of the Subdistrict 15 is "to provide for public facilities, public parks, open spaces, and other public oriented uses." Subdistrict 15 includes the entire Strand and beach area between Wisconsin Street to the south and the harbor on the north and allows commercial parking facilities and eating and drinking facilities. Retail sales are currently allowed only if related to the operation of a pier baitshop and kiosks, and then only with Community Development Commission approval. The extent to which the private development potential of Subdistrict 15 is affected by the proposed changes to the LCP which would allow grading the bluff and closure of The Strand and Pacific Streets to become pedestrian promenades is of concern to the Commission and is addressed in the following finding.

2. Lower-Cost Visitor and Recreational Facilities.

Section 30213 of the Coastal Act states:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. 30213 of the Coastal Act states, in part, that "lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred..."

Section 30221 states:

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 states:

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

Currently, there is a variety of low or no cost visitor-serving amenities provided within Subdistrict 15 (bandshell, lower cost restaurant) and the municipal pier which are highly accessible to all members of the public. The beach amphitheater next to the pier provides a unique opportunity for community-oriented events to be held in an oceanfront setting, as does the community center located at beach level north of the pier.

There is currently unobstructed public access and views of the ocean, pier and shoreline offered from Pacific Street in this area because it is on the blufftop above beach level. Additionally, Mission Ave. is a prime visitor-serving roadway providing direct access from I-5 to the beach and currently one of the few streets providing vehicular access across the railroad tracks. The LCP language would allow closure of the segment of Pacific Street from Civic Center Drive to Seagaze Drive, and closure of Pierview Way from Pacific Street to the railroad tracks. These upland public access routes would be replaced by pedestrian promenades. Mission Ave. west of Myers Street would remain open to vehicular traffic as access to the resort hotel and its commercial and resort-oriented facilities only, and would terminate at the porte cochere/entry court for the resort inland of the Pacific Street pedestrian promenade.

The Oceanside Beach Resort project includes a grand stairway, which would be located across the 50 ft. wide promenade from the resort's entry court at Mission Ave. The grand stairway can be constructed in the proposed design only if grading of the bluff is permitted, thus, this design would be enabled by approval of the subject LCP amendment. The stairway, as approved by the City, includes two staircases with interior fountain, and extends down to beach level (+12 Ft) via two stairways off the pedestrian promenade (+43 ft.). There are landings shown at elevation +16 ft. and +27 feet. The stairway, as approved by the City, would occupy approximately 80 lineal feet of beach front in the area immediately north of the potential parking garage and elevated public plaza.

The proposed public plaza is approximately 40,000 sq.ft. and is to be located one level above a beach parking garage at elevation +27 ft. There is no connection shown from the stairway directly to the public plaza. Access to the plaza is from two separate staircases leading down from the Pacific Street pedestrian promenade towards the center of the plaza; and access is also provided from the beach at two separate staircases on the northwest and southwest corners of the plaza. Additionally, there are doorways shown to the resort meeting rooms adjacent to and inland of the plaza; however, this area of the resort would not be open to the public. The City has also indicated public access to the plaza will have to be redesigned to accommodate handicap access requirements.

The Commission recognizes the passage of the ballot measure that would allow lease of the City parkland comprising Subdistrict 15 for "development and redevelopment of facilities and recreation uses related to a resort hotel, and which shall include public parking and a new beachfront amphitheater/pavilion entertainment and events facility."

However, the Commission notes if facilities associated with a private resort are located on land currently owned and used by the public, such facilities should be appropriate and available to the general public as well as guests of the resort. The conversion of oceanfront public parkland for resort use would be inconsistent with the certified LCP which allows a variety of uses in Subdistrict 15, but mostly public facilities, parks, open space and commercial establishments related to fishing and kiosks. All facilities in Subdistrict 15 should serve the general public.

Further, grading of the bluff to accommodate greater development potential on the block containing the existing Mission Ave. access stairway and "Betty's" lot within Subdistrict 15 could only be permitted if there is a clear and enhanced benefit to public access and recreational opportunities associated with such a significant change in policy. The Commission finds the proposed language which requires creation of a public plaza above public parking does not contain sufficient detail as to how the public use area would function, and the accessibility to the public of the plaza from the beach, pedestrian promenade and the adjacent public access stairway. Additionally, the inland connection to the restaurant from the plaza (rather than through the resort) and the potential for exclusive use for private functions associated with the resort meeting rooms should be specifically addressed in LCP policies. Only through policies which enhance public access and which maintain Subdistrict 15 open and available to the general public to the same or to a greater extent as through the existing facilities, could the Commission support such a policy revision to the certified LCP.

The proposed LCP amendment, as submitted, would enable the construction of a large, high-end hotel and timeshare complex that will not be affordable to the majority of the general population. These structures will occupy areas that could be developed to accommodate the general public with such commercial or public recreational uses as restaurants, retail shops, and open space. Alternatively, the Commission finds approval of the amendment, as submitted, would allow this location to be developed in a manner that is exclusive of the general public and would discourage public access and recreational use of this prime visitor-serving location. Although the amendment contains policy language that encourages visitor-serving uses adjacent to the promenades, the proposed policy changes have the potential to diminish the area available adjacent to the beach and within the adjacent upland to provide such lower cost visitor and recreational facilities which support coastal recreational uses, inconsistent with Section 30213, 30221 and 30223. Additionally, the LCP amendment does not contain specific policy direction or offsetting public benefits to assure public coastal access and recreational opportunities will be maximized and enhanced rather than diminished. Therefore, the Commission finds the LCP amendment, as submitted, must be denied as it does not meet the requirements of the public access and recreation policies of the Coastal Act.

3. Public Access/Pedestrian Orientation

Section 30210 of the Coastal Act states:

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.

As noted above, numerous Coastal Act policies pertain to the provision of public recreational opportunities and adequate public access to the shoreline. Section 30252 also requires the location and amount of new development should maintain and enhance public access to the coast by facilitating the provision or extension of transit service, by providing non-automobile circulation within the development, and by providing adequate parking facilities or substitute means of serving the development with public transportation. When development does not provide adequate parking facilities, or alternative means of non-automobile access, the general public can be precluded from accessing the shoreline.

The first new section of the amendment to the Coastal Access section of the LUP would allow closure of the segment of The Strand from one block north of the pier to two blocks south of the pier to vehicular traffic. The Strand would be enhanced as a 28 ft. wide pedestrian promenade in the same location as the current roadway. Safety and beach maintenance vehicles would be permitted along with pedestrians, bicycles, roller blades and skate boards. This proposed use is consistent with how The Strand has operated the last 7 years. The City closed this portion of The Strand to vehicles in 1995 and was told by Commission staff the closure requires an LCP amendment and a coastal development permit. The closure of this segment of The Strand has had a positive impact on public access and is consistent with the existing pedestrian orientation of the facilities located on the beach and the pier. Beach level public parking exists at "Betty's" lot (111 surface spaces) south of the pier and a small surface lot north of the pier which will remain.

The Strand is accessed by Surfrider Way and Seagaze Drive in the project area. It is one-way northbound north of Surfrider Way and one-way southbound of Seagaze Drive. It is two-way between these streets and the closed areas, providing access to parking lots. Parking is prohibited along The Strand. The speed limit is posted at 15 mph.

The Strand restriction of vehicular traffic from Betty's Lot entrance to Civic Center Drive was studied in a separate traffic report. Vehicular traffic is currently prohibited year-round from the Oceanside Pier south to the entrance of the Betty's lot and from 10:00 p.m. to 6:00 a.m. daily north of the exit to the pier parking lot to Surfrider Way. The beach resort development would provide a pedestrian promenade along the portion of The Strand from the proposed Betty's Lot entrance to Civic Center Drive, with access only to emergency, lifeguard, and service vehicles. The traffic report concluded that under current and future conditions pedestrian safety is improved in the vicinity of the pier and no significant impacts on adjacent streets or intersections were identified from

this closure.

The second component proposed to be added to the Coastal Access section of the land use plan would allow Pierview Way to become a pedestrian promenade between Pacific Street inland to the railroad tracks. Currently, this street segment provides on-street parking, links Pacific Street to Myers Street and terminates at the railroad tracks. A pedestrian and bicycle underpass is currently under construction to provide a continuous and direct pedestrian link from the upland (downtown) areas to the pier and beach area. Pierview Way terminates into the pier, and the proposed amendment indicates visitor-serving uses such as restaurants, retail and visitor serving accommodations proposed on the private lands adjacent to the Pierview Way promenade shall be required and shall be designed to have access points into these businesses for the general public. Therefore, the intent of the LCP amendment is to provide for public activating uses along the pedestrian promenade and landscape features, street furniture, etc. within the right-of-way. The closure of this segment to vehicular access does not represent a significant conflict with the public access and recreation policies of the Coastal Act, if the displaced on-street parking is replaced in close proximity and within walking distance of the pedestrian promenade.

The third component proposed to be added to the Coastal Access section would allow the closure of the segment of Pacific Street to through traffic from Civic Center Drive (one block north of the pier) to Seagaze Drive (two blocks south of the pier) and re-routing of this first coastal roadway inland one block to Myers Street. Pacific Street currently provides the vehicular access connection between Seagaze Drive and Surfrider Way which is not provided via The Strand. Even when The Strand was open to vehicles, it was not a two-way thoroughfare and not the designated first public roadway.

The City is proposing a significant revision to the traffic circulation pattern in the nearshore area and has completed a Downtown Oceanside Wayfinding Study as Appendix K to the final supplemental EIR (October 2001) which identifies a comprehensive framework for pedestrian and bicycle circulation in downtown Oceanside. This study is referenced in the submitted LCP policy language to be followed and used to implement an enhanced pedestrian experience if the Pacific Street promenade is constructed as proposed.

The City of Oceanside, unlike a number of beach communities, has an abundance of parking facilities within walking distance of the shoreline. The Wayfinding study identifies the location of all the existing parking lots which serve several major activity centers in the downtown and nearshore areas including, the beach, the beach community center, the pier plaza amphitheater, Tyson Street park, Strand Beach park, The Strand, Oceanside pier, Coast Highway retail area, Historical Block, Oceanside Civic Center, Oceanside Library, Oceanside Museum, Oceanside Transit Center, Regal Cinema, and the Surf Museum. According to the study, no location within the Downtown is more than six-tenths of a mile, or about a seven to nine minute walk, from the nearest bluff access point. Additionally, no location within the Downtown is more than one-half mile, or about a six to eight minute walk, from the nearest railroad crossing point. Only three

east-west routes in the study area traverse the railroad tracks, i.e. Surfrider Way, Mission Ave. and Wisconsin Ave.

Further, the Oceanside Transit Center is located four blocks south and four blocks east of the pier and is planned to eventually serve North County Transit, Metrolink, Coaster, light rail, Greyhound, Amtrak, and expanded local transit including the Fast Forward program. Due to the location of the transit center, the amount of available parking and the proximity of the major visitor and civic attractions to the shoreline, the City has the opportunity to create a viable pedestrian-oriented, public activity center in the vicinity of the beach and pier. The Wayfinding study has been submitted as part of the LCP and would be used to identify pedestrian trails and support facilities necessary to implement the goals of the study in the City's review of future development proposals within the study area. Such pedestrian-orientation and reduced reliance on the automobile is consistent with Section 30252 of the Coastal Act.

However, the revised traffic circulation pattern and pedestrian promenade system envisioned in the proposed LCP amendment would result in the loss of 110 on-street parking spaces which are currently located within one-block of the pier and beach access points. Also lost would be the ability for those members of the public not able to walk freely or for long distances to drive in close proximity to the shoreline and experience the vast views of the ocean, pier and sandy beach from the intersection of Pacific Street and Pierview Way. Although the LCP contains policies which assures development seaward of the bluff cannot extend above the level of Pacific Street, unobstructed views of the shoreline are not available in all locations along Pacific Street to the north and south. Additionally, the pier area is currently the primary visitor-serving commercial node at the beach. A restaurant is provided at the end of the pier, and a snack shop is located at the base of the pier. During the summer months, beach rental stands/kiosks are permitted along The Strand and in the vicinity of the amphitheater. Temporary events, such as volleyball tournaments and surfing contests are regularly held within Subdistrict 15 within the beach area north and south of the pier. Thus, the existing on-street parking reservoir in the nearshore area which would be displaced, is in peak demand particularly during the summer beach season. Further, the existing beach parking lots which are closest to this location are first utilized and in greatest demand.

The current LCP policy anticipates the loss of some on-street parking and indicates such parking must be relocated west of the railroad tracks. However, approximately 110 on-street parking spaces are lost in the project area and replacement parking is proposed approx. 6-8 blocks away from the project area, rather than in proximity to the impact. There are several other existing parking lots one block inland of the railroad tracks at Pierview Way and Mission Ave. that would be more suitable as replacement parking for that lost through the pedestrian promenades; however, the LCP policy requires installation of new parking to augment the existing supply, and, as stated, there is currently demand for all the existing parking in close proximity to the pier. The Wayfinding study has the following recommendations regarding parking.

"Update the parking plan for Downtown. Parking is an origin, or generator of pedestrian activity. As development occurs, sites currently used for beach-going

parking are likely to be replaced by other uses. Replacement parking will be necessary in order to maintain public access, and should be integrated into the wayfinding framework. Notwithstanding a financial analysis, replacement parking may be provided as part of individual development projects or may be focused at selected city-owned parking structure sites. As stated in section 6.1.1, the location of driveways should be carefully integrated with the wayfinding framework in order to maintain the emphasis on pedestrian-oriented trails. “

This language indicates there is no guarantee that the parking lots currently providing beach parking will be maintained as such. Additionally, this Wayfinding study is assuming the closure of Pacific Street and Pierview Way and development of the Oceanside Beach Resort and Oceanside Pier Resort as approved by the City. While the study provides an excellent analysis of the existing parking and the ideal pedestrian access routes to enhance the pedestrian orientation of the downtown and nearshore areas, it is not mandatory or binding on any future redevelopment within the study area. The study uses words such as “should” or “may” rather than “shall”, and “encourages” rather than “requires” when referring to what the Commission finds to be necessary offsetting measures or benefits to assure conformance with the Coastal Act.

Necessary support facilities, such as strategically placed parking, to implement a viable pedestrian circulation system is particularly critical for its success and consistency with the Coastal Act. The LCP amendment, as submitted, lacks a specific commitment to a minimum number of public parking spaces to be secured at all times to replace those lost through the subject redevelopment proposals, as well as to serve the ongoing and ever-increasing demand for public recreational facilities. Other offsetting measures which must be more thoroughly explored and the mechanisms identified for their implementation include, but are not limited to, a beach access shuttle from parking lots and the transit center; a parking and traffic management plan for events and peak use periods; beach drop-off locations; transit service on the weekends; and provision of public parking in the underground garage with commensurate reduction in intensity of use. Without a greater commitment to implementation of these kinds of offsetting measures to mitigate the impact of the pedestrian promenades on general public access to the shoreline, the Commission cannot find the LCP amendment, as submitted, maximizes public access for all persons consistent with Section 30210 of the Coastal Act.

4. Scenic Resource Preservation/Landform Alteration

Section 30251 is applicable to the proposed LCP amendment and states “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. “ The proposed LCP amendment, as submitted, would allow for grading of the natural landform inland of the beach parking lot and creation of a 40,000 sq.ft. public plaza above public parking.

Certified LCP land use plan policies state:

1. In areas of significant natural aesthetic value, new developments shall be subordinate to the natural environment.
2. All new development shall be designed in a manner that minimizes disruption of natural landforms and significant vegetation.
3. The City shall maintain existing view corridors through public right-of-way.
4. The City shall encourage development of viewing areas at the Pacific Street Linear Park....

The proposed LCP amendment would allow grading and/or elimination of the coastal bluff landform which separates Subdistrict 15 (public parkland) from Subdistrict 12 and Pacific Street which are located on the bluff above the beach. This grading would completely remove the bluff and a portion of the existing Pacific Street Linear Park which is a public improvement sponsored by the Coastal Conservancy. As graded, the elevation of the project would go down to as low as the +12 ft. NGVD elevation which is the elevation of the beach seaward of Pacific Street. Currently, the elevation of Pacific Street is at approximately +43 ft. NGVD. Thus, the LCP amendment is required because such landform alteration is inconsistent with the current certified LCP which requires new developments to be subordinate to the natural environment and minimize landform alteration.

A report prepared for the subject LCP amendment by Walt Crampton titled "Status of Pacific Street Slope The Pier Plaza and Oceanside Beach Resort, Oceanside, California" dated 6/5/01 states, in part:

"The project site is located along a 40+ foot high coastal bluff at the westerly margin of the coastal terrace. The terrace is a gently southwesterly-sloping wave-cut surface approximately one-mile wide upon which non-marine and nearshore marine sediments were deposited during the Pleistocene epoch. The coastal bluff terrace deposits are in turn underlain by middle Miocene and Eocene marine sedimentary rocks.

Along this section of coastline, the face of the bluff varies in inclination, with much of the upper part near vertical, and the lower part typically inclined at 40 to 60 degrees (Figure 1). A wide area between the bluff and the ocean was set aside for residential and commercial development, and a street, Paseo Del Mar (today "The Strand"), was constructed approximately 125 to 170 feet west of the bluff in circa 1905. This action effectively removed this section of bluff from marine processes, effectively severing the pre-anthropoc coastal geomorphic processes."

The Commission concurs the bluff is disturbed in the location targeted by the LCP amendment through development of the adjacent streets and amphitheater; however, it is still a natural landform providing an elevational difference between the blufftop and beach level. Further, although the City's LCP allows for development seaward of the bluff due to the pattern of development established prior to the Coastal Act, it does not allow grading of the adjacent bluff to accommodate such development. The proposed LCP amendment is a departure from current policy and the City has designed the

language to be potentially applicable only to the bluff inland of "Betty's" lot to avoid the possibility of the LCP amendment establishing a precedent for wholesale removal of the coastal bluff inland of Oceanside's shoreline.

However, the combination of the closure of Pacific Street and grading of the coastal bluff allows a potential building envelope within Subdistrict 12 which is closer to the shoreline and starting at beach level. Additionally, the grading of the bluff provides an increased development potential for Subdistrict 15 at beach level. The grading of the bluff allowed by the policy change would accommodate an open public plaza above the beach level parking garage (131 spaces) and construction of the grand stairway ; however, as approved by the City, it would also accommodate additional resort parking at beach level extending from the previous bluff location inland to Myers Street (304 spaces), and a second higher level of underground resort parking (179 spaces) and administrative use which would occupy the area inland of a beach-facing fitness center, restaurant, and four meeting rooms to serve the resort. This second level would be located below the public right-of-way and at the same level and inland of the public plaza. As designed, the public plaza would be accessed most directly from the resort facilities, and would be recessed below the pedestrian promenade and elevated above the beach.

Therefore, with the grading of the natural landform permitted by the LCP amendment, the resort development could be constructed at beach level and include two additional levels of "below grade" development not anticipated in approval of the currently certified LCP. The result is a more intense, massive resort development as viewed from the adjacent public use areas including the beach, amphitheater and the pier. Measures to mitigate the visual impact of the resort development, such as, reduction in building height and/or mass, increased setbacks from the public pedestrian promenade, additional landscape screening, etc., have not been included in the LCP amendment. Instead, the City has interpreted the language to allow the setbacks previously required from the inland extent of the Pacific Street right-of-way, to be measured from the seaward extent of the right-of-way (existing lineal park at the current bluff edge).

In general, the City of Oceanside's certified LCP allows a scale of development that is higher and more intense than any development that exists elsewhere in the City. The certified LCP allows construction of two 140-foot high hotel towers and two 65-foot high timeshare towers. The Commission acknowledges the proposed towers are sited in a manner to have the least impact on views from streets (view corridors) that provide views to the ocean. As mitigation for impacts to public views, the certified LCP includes language which requires development in the nine block Master Plan Area to be sited and designed to maintain public view corridors through and adjacent to the project.

Additionally, in its action on LCPA #1-91, the Commission certified language which allowed for additional height on a case-by-case basis for mixed-use development within Subdistricts 1 and 12 only if certain standards and regulations are incorporated which are designed to assure "superior design results". Those standards are established in D Downtown District Ordinance section (N) (2) which include, but are not limited to, a maximum 60% site coverage requirement; additional setbacks at the corner of the center block a minimum dimension of 15 ft. to create plazas; a pedestrian promenade along

Pacific Street; a minimum 30% of the entire master plan area for public or semi-public uses for recreational purposes, with paving for streets, driveways and parking areas not counted toward this requirement; and, view corridor preservation with only minimal encroachments into existing right-of-ways for landscaping, food/sundries, kiosks and street furniture. Other applicable standards address maximum intensity of development through FAR regulation and maximum height limits which apply to a specific percentage of development.

As stated previously, the City has included the Pacific Street promenade as part of the site area when calculating the site coverage, FAR and public use requirements. However, the LCP requires that such public uses be developed within the site plan and outside the Pacific Street and other public right-of-ways. Additionally, a 10 ft. setback and 15 ft. corner plazas are required by the LCP. Since the setback and plaza requirement is being measured from the seaward extent of the right-of-way, the City has found the setback is met by the 50 foot wide promenade. The grading of the bluff will allow two additional levels of development below the existing bluff grade and under public right-of-way, extending to the pre-existing bluff edge. The proposed high-rise development above bluff level will be setback only 50 feet to accommodate the pedestrian promenade.

Therefore, the Commission finds the appearance of the 12-story, high-rise development as viewed from the pier, beach and adjacent public use areas will be as if it is constructed at beach level and thus, 14 stories in height. Currently, the bluff provides a vegetative break in the development pattern which would be eliminated. This pattern of development is not what was anticipated in approval of LCP amendment #1-91 which allowed the potential for high-rise resort development in this shoreline location only with offsetting measures such as increased setbacks and corner plazas. Should the grading of the bluff and closure of the streets be permitted, the City should reconsider the scale and bulk of development in Subdistrict 12 to offset the encroachment into areas otherwise available for more open public activating uses. As submitted, the Commission finds the proposed LCP amendment does not include sufficient policy direction to guide the scale, bulk and proximity of the adjacent resort development to public use areas to find consistency with Section 30251 and, as stated previously, the public access and recreation policies of the Coastal Act.

5. Traffic and Circulation.

Regarding traffic, as part of the environmental review for the proposed LCP amendment, a traffic analysis was prepared to determine and evaluate the traffic impacts on the local circulation system associated with the closure of the three coastal access routes and construction of the resort improvements. The SEIR identifies significant impacts to traffic and circulation for a number of signalized and unsignalized intersections and street segments, including prime and secondary arterials in the project area. These impacts would increase intersection delays and decrease level of service in excess of thresholds allowed by the City of Oceanside which has jurisdiction over the streets and intersections. Significant and unmitigated impacts on direct and cumulative traffic and parking would occur due to adverse levels of service at the Mission Avenue/Coast Highway intersection and on the street segment of Coast Highway from Surfrider Way to Michigan Avenue.

These impacts could be mitigated by intersection improvements at the Mission Avenue/Coast Highway intersection and the Seagaze Drive/Coast Highway intersection, by eliminating on-street parking at these locations. However, the City found that eliminating these spaces will greatly impact existing businesses by eliminating public parking. It approved the project and associated unmitigated traffic congestion without the replacement parking mitigation measure as an "Overriding Consideration" under CEQA.

According to the traffic report, impacts at intersections and arterials are determined "significant" if the addition of "development" traffic causes a decrease in LOS to worse than LOS D (LOS E or F). The Mission Avenue/Coast Highway intersection is calculated to worsen from existing LOS C to LOS E for both weekdays and Saturday with the potential resort development and associated street closures. Implementation of the mitigation measures proposed by the traffic consultant would improve both weekday and Saturday operations to an acceptable LOS D at this intersection. The mitigation measures include adding and restriping approaches to create turn and through lanes and removing curbside parking on both sides of Mission Avenue at Coast Highway. The report also recommends that curbside parking on both sides of Coast Highway at Seagaze Drive be removed (and adding lanes etc.). As approved by the City, without the requirement to remove the curbside parking, the project would result in an unacceptable LOS E.

Therefore, the City found that the approved project with the street closures would have adverse traffic/circulation impacts unless mitigated. However, the City also found the mitigation, if implemented, would impact coastal access opportunities by eliminating additional on-street parking. The City chose to not eliminate the parking spaces; however, by that choice the circulation impacts on these critical nearshore street segments remain unmitigated. As such, the Commission finds the amendment cannot be found consistent with Section 30252 of the Coastal Act which requires that new development should maintain and enhance public access to the coast.

Additionally, significant impacts to access were identified in the project area during peak summer periods when the amphitheater is full (approx. 2,500 people). At such times stacking and related congestion may occur in the project area as vehicles wait in limited space to enter and leave the area. Mitigation measures identified to reduce the impact to below a level of significance include providing turn and through lanes at a number of streets and intersections and implementation of a traffic management plan. The details and goals of the traffic management plan is outlined in the SEIR. However, the LCP amendment, as submitted, does not include requirements for a traffic management plan as part of any future development approval. The Commission finds additional policy language is needed in the certified LCP to identify the elements of a required traffic and parking management plan for any redevelopment of the subject six-block pier area (bounded by The Strand, Myers Street, Seagaze and Civic Center Drive).

6. Lower Cost Accommodations

The proposed hotel represents a high-cost visitor facility prohibitively expensive to a large segment of the general public. As such, it is important the project be designed to

attract the general public to the proposed restaurants, retail areas and plazas. When exclusive visitor accommodations are located on the shorefront, they occupy area otherwise available for lower cost visitor and recreational facilities. In this particular case, the LCP contains specific policy statements addressing the protection of existing lower cost visitor and recreational facilities in the City.

Policy 26 of the Oceanside LUP requires the City to protect a mix of 375 lower cost hotel and motel units and 220 recreational vehicle camping sites within the coastal zone, 20% in shorefront locations. No demolition of units are allowed which would result in the inventory to drop below 20%; the City shall report the inventory of affordable hotel/motel units to the Commission on an annual basis. To address whether or not sufficient lower cost overnight accommodations are already provided for in the project area, City staff has provided a recent inventory of low to moderate cost accommodations in Oceanside's downtown area.

The inventory provides a list of the largest summer rental units that are available within the coastal zone. These 489 hotel/motel units have a average daily rate of \$51 and an average maximum rate of \$82. The availability of the units varies but they are typically fully booked during the peak months of the summer season. According to the City there are 221 timeshare units within the coastal zone with an average daily rate of \$? and an average maximum rate of \$?. Again, the availability of the units varies but they are typically fully booked during the peak months of the summer season. The City indicates the lower cost units that were targeted for protection by the LCP policy continue to exist today. Also, although not technically shorefront, all of the identified hote/motel units are at Coast Blvd. or seaward and are, thus, in nearshore areas. The summary is as follows:

Existing Lower Cost Hotel/Motel Units

Name	Location	Number of Units	Winter	Summer
Beachwood Motel	210 Surfrider Way	28	\$45-\$55	\$50-\$60
Coast Inn	921 North Coast Highway	27	\$45	\$55
Days Inn at the Coast	1501 Carmelo Drive	80	\$55-\$75	\$75-\$125
Dolphin Hotel	133 South Coast Highway	25	\$35-\$58	\$35-\$58
Guest House Inn	1103 North Coast Highway	80	\$55-\$75	\$64-\$94
Hill Top Motel	1607 South Coast Highway	13	\$35	\$45
Motel 9	822 North Coast Highway	44	\$49-\$99	\$49-\$99
Ocean Breeze Inn	2020 South Coast Highway	11	\$45-\$55	\$55-\$65
Oceanside Inn & Suites	1820 South Coast Highway	21	\$45	\$59
Oceanside Travelodge	1401 North Coast Highway	28	\$47-\$77	\$57-\$97
Pacific Inn	901 North Coast Highway	59	\$50-\$65	\$50-\$65
Inn of Oceanside	900 North Coast Highway	106 (under const.)	N/A	
Oceanside Marina Inn	2008 Harbor Drive North	52	\$205-235	\$205-\$235
Marina Del Mar	1202 North Pacific Street	42	\$89-\$153	\$196-\$371
Roberts Cottages	704 North The Strand	24	\$412(wk)	\$660(wk)

Total	640
Minimum Required By LCP	375

Shorefront Lower Cost Hotel/Motel Units

<u>Name</u>	<u>Location</u>	<u>Number of Units</u>
Oceanside	2008 Harbor Drive North	52
Marina Del Mar	1202 North Pacific Street	42
Roberts Cottages	704 North The Strand	24
Total		118
Minimum Required By LCP		75

Recreational Vehicle/Camping Sites

<u>Name</u>	<u>Location</u>	<u>Number of Spaces</u>
Casitas Poquitos	1510 South Coast Highway	134
Paradise By the Sea	1537 South Coast Highway	102
Total		236
Minimum Required By LCP		220

According to the City, this information indicates that ample lower-cost visitor-serving opportunities exist in the City. Based on the above analysis, it appears lower cost visitor accommodations are adequately provided for in the City which would offset the exclusive nature of the proposed resorts.

PART IV. FINDINGS FOR REJECTION OF THE OCEANSIDE IMPLEMENTATION PLAN AMENDMENT, AS SUBMITTED

A. AMENDMENT DESCRIPTION

The LCP amendment proposes to modify existing zoning regulations contained in the D District Ordinance, which is part of the City's Zoning Ordinance and an implementing ordinance of the LCP. As background, in 1975, the City of Oceanside adopted a Redevelopment Plan for revitalization of 375-acres located in the northwest portion of the City, including the subject site.

In LCPA #1-91, the Redevelopment Plan was amended to include 15 subdistricts. The part of Subdistrict 12 west of Pacific Street was placed in Subdistrict 15, with other beachfront areas east of The Strand to the north and south. The allowable height in Subdistrict 12 was increased to 140-feet if certain development design standards such as view corridor preservation, setbacks at the corners, and other measures are met. This amendment also removed the requirement that one-third of The South Strand area be reserved for visitor commercial uses. To offset this provision, minimum requirements for development of visitor commercial uses were imposed in the pier area subject to approval of a Master Plan for the nine-block area east of Pacific Street, between Civic Center Drive and Seagaze Drive.

The currently proposed changes to the D District Ordinance are as follows:

5. N2 iii A pedestrian promenade shall be required ~~adjacent to development~~ in place of the existing street pavement on Pacific Street in conjunction with any adjacent new development between Seagaze Drive and Civic Center Drive. The new promenade shall be a minimum of 50 feet wide and shall contain all the components and features included in the City's LCP Coastal Access Policy amendments 3 and 4 noted above.

The references to amendments 3 and 4 are the proposed changes to the land use plan that would allow conversion of The Strand, a segment of Pacific Street and a segment of Pierview Way to pedestrian promenades. The land use plan policies for the Pacific Street promenade allow for safety vehicle access and indicate the promenades will be enhanced with decorative sidewalk pavers, landscape features, sidewalk furniture and other amenities customarily found in public promenades. In addition, the policies indicate the principles and policies contained within the Downtown Oceanside Wayfinding Concept Study (September 2001) shall be followed and used to implement an enhanced pedestrian experience if the Pacific Street promenade is constructed as proposed.

B. FINDINGS FOR REJECTION

1. Purpose and Intent of the Ordinance.

The specific purpose of the "D" Downtown District is to promote the long-term viability and redevelopment of the downtown area. In addition, the ordinance seeks to maintain and promote an appropriate mix of uses while establishing necessary land use controls and development criteria. The "D" Downtown District establishes special land use subdistricts with individual objectives.

The proposed amendment to the ordinance provides that a minimum 50 feet wide pedestrian promenade shall be required on Pacific Street in conjunction with any adjacent new development in the project area and shall contain public access and visitor serving provisions identified in the City's Coastal Access Policy amendments.

2. Major Provisions of the Ordinance. The implementation plan amendment proposes to modify zoning regulations contained in the "D" Downtown District Ordinance to conform to the proposed land use plan changes that would allow closure of Pacific Street to vehicular traffic and its realignment as the "first coastal roadway" to inland of the proposed resort. The subject amendment also includes making the Pacific Street right-of-way, "pedestrian only" and references a plan (Way Finding Study) that recommends public access improvements with a pedestrian orientation to offset the loss of vehicular access in the project area. The plan addresses access opportunities and constraints in the project area including parking and circulation and recommends a parking management plan and shuttle system for peak season uses.

3. Adequacy of Ordinance to Implement the Certified LUP. The standard of review for LCP implementation submittals or amendments is their consistency with and ability to carry out the provisions of the certified LUP. In the case of the subject LCP amendment, the City's "D" Downtown District Ordinance serves as the implementation program for the City's Redevelopment Area.

The proposed amendment would enable Pacific Street to be converted from vehicular access to pedestrian access. A minimum 50 feet wide public pedestrian promenade is proposed within the right of way of Pacific Street from Seagaze Drive north to Civic Center Drive. This amendment simply implements the LUP amendment which would authorize closure of Pacific Street. The amendment to the LUP was necessary because the current LUP provides that Pacific Street is open to cars. Because, as explained above, the Commission has denied certification to the LUP amendment, the proposed amendment to the Implementation Plan is inconsistent with the certified LUP. The Implementation Plan amendment must therefore be denied.

The LCP amendment, if resubmitted, should include a reassessment of the appropriate intensity of use and scale of development, the availability of secured, affordable public parking, the provision of lower cost visitor and recreational facilities, and the traffic and visual impacts associated with redevelopment in this prime visitor-serving location. More comprehensive policy revisions are required to address the impact of the street closures and assure consistency of future development with the public access and recreation policies of the Coastal Act.

PART V. 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.

As described above, the proposed amendment does have the potential to result in damage to scenic resources and public access and recreation in the form of individual and cumulative impacts. The proposed amendment was the subject of an Environmental Impact Report under CEQA. The EIR was subject to public review and hearing and was adopted. However, the Commission has found that the landform alteration and public access provisions of the proposed amendment cannot be found in conformance with Chapter 3 policies of the Coastal Act and that these elements of the proposed amendment will result in significant adverse impacts to the environment of the coastal zone. There are feasible alternatives or mitigation measures available which would substantially lessen any significant adverse impact which the amendment might have on the environment. Therefore, the Commission finds that the LCP amendment is not the least environmentally-damaging feasible alternative and cannot be found consistent with the requirements of the Coastal Act to conform to CEQA.

The City's "D" Downtown District revisions, as submitted, raise the potential for significant adverse impacts to visitor-serving and public access opportunities in the coastal zone. As submitted, the ordinance could decrease opportunities to secure visitor-serving opportunities for such uses along the City's shoreline within the Redevelopment Area. Therefore, the Commission finds that the proposed changes, as modified, cannot be made and that significant, unmitigable environmental impacts within the meaning of CEQA will result from the approval of the proposed amendment.

(G:\San Diego\Reports\LCP's\Oceanside\OCN LCPA 1-01 D Dntwn District.doc)

RESOLUTION NO. 01-R585-1

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
OCEANSIDE RECOMMENDING APPROVAL OF A LOCAL
COASTAL PROGRAM AMENDMENT

(Manchester Resorts and Winner's Circle Resorts Int. – Applicants)

WHEREAS, an application for a Local Coastal Program Amendment (LCPA-200-01) has been filed to amend the Local Coastal Program including the Downtown "D" District. The specific text language of the Amendment (LCPA-200-01), attached as Exhibit "A" to this Resolution, will replace the existing text and become part of the new implementation document of the Local Coastal Plan;


WHEREAS, on October 5th, 2001, the Redevelopment Design Review Committee (RDRC) of the City of Oceanside did review and recommended approval of the Local Coastal Program Amendment (LCPA-200-01);

WHEREAS, on October 8th, 2001, the Project Area Committee (PAC) of the City of Oceanside did review and recommended approval of the Local Coastal Program Amendment (LCPA-200-01);

WHEREAS, on October 24th, 2001, the Redevelopment Advisory Committee (RAC) of the City of Oceanside did review and recommended approval of the Local Coastal Program Amendment (LCPA-200-01);

WHEREAS, on October 24, 2001, a duly advertised public hearing before a joint meeting of the City Council and Community Development Commission of the City of Oceanside was held to consider the Local Coastal Program Amendment (LCPA-200-01) and the recommendation of the Redevelopment Design Review Committee (RDRC), Project Area Committee (PAC) and Redevelopment Advisory Committee (RAC). During this hearing, the City Council heard and considered written evidence and oral testimony by all interested parties on the Amendment (LCPA-200-01);

WHEREAS, based upon such evidence, testimony, and staff reports, the City Council does hereby resolve as follows:

EXHIBIT NO. 1
APPLICATION NO. Oceanside LCPA No. 1-2001
Council Resolution
 California Coastal Commission

1 1. The granting of the Local Coastal Program Amendment (LCPA-200-01) is
2 consistent with the purposes of the Coastal Act of 1976.

3 WHEREAS, a Final Supplemental Environmental Impact Report was prepared by the
4 Resource Officer of the City of Oceanside for this application pursuant to the California
5 Environmental Quality Act 1970 and the State Guidelines implementing the Act;

6 WHEREAS, the Final Supplemental Environmental Impact Report ("FSEIR") was also
7 reviewed and certified by the City Council and Community Development Commission prior to
8 taking any action on the Local Coastal Program Amendment (LCPA-200-01).

9 NOW, THEREFORE, the City Council of the City of Oceanside DOES RESOLVE as
10 follows:

11 1. The Local Coastal Program Amendment (LCPA-200-01) as described in Exhibit
12 "A" attached hereto is hereby approved.

13 2. The Final Supplemental Environmental Impact Report has been reviewed and
14 certified by the City Council prior to approval of the Local Coastal Program Amendment
15 (LCPA-200-01).

16 3. Notice is hereby given that the time within which judicial review must be sought
17 on this decision is governed by CCP Section 1094.6.

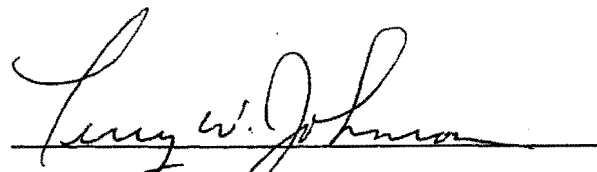
18 PASSED AND ADOPTED by the City Council of the City of Oceanside, California,
19 this 24th day of October, 2001, by the following vote:

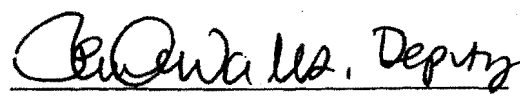
20 AYES: HARDING, FELLER, MCCAULEY

21 NAYS: SANCHEZ

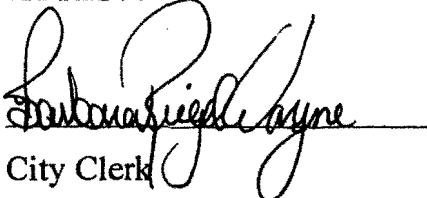
22 ABSENT: JOHNSON

23 ABSTAIN: NONE

24
25 
26 MAYOR OF THE CITY OF OCEANSIDE
27 APPROVED AS TO FORM:

28 
29 City Attorney

30 ATTEST:

31 
32 City Clerk

10/24/01

LOCAL COASTAL PROGRAM (LCP) POLICY AMENDMENTS FOR THE OCEANSIDE BEACH RESORT

The following are proposed policy amendments to the Local Coastal Program-Land Use Plan (LUP) for the Oceanside Beach Resort project. Proposed modifications to the LUP are identified in an underline and ~~strikeout~~ format. Upon approval of the final policy, they will be integrated into the relevant section headings of the LCP document.

COASTAL ACCESS

1. The Strand promenade shall be enhanced and shall be reserved as an auto-free zone (with a minimum 28 feet width) between the Pier and the northernmost entrance to Betty's lot. Pedestrians, bicycles, roller blades, skate boarding and other pedestrian/visitor uses shall be allowed. All public safety and beach maintenance vehicles necessary to support the Pier and beach area shall be accommodated within The Strand.
2. Pierview Way between the Pier and the railroad tracks may become a public pedestrian promenade (an auto-free zone with a minimum 50 feet width) and shall link to a pedestrian and bicycle underpass to the east below the railroad tracks so as to provide a continuous and direct pedestrian link from upland (downtown) areas to the Pier and beach area. The promenade shall be enhanced with decorative sidewalk pavers, landscape features, sidewalk furniture and other amenities customarily found in public promenades. All such physical features shall be so designed to ensure that public safety vehicles can access and drive through the promenade, as necessary.
3. Pacific Street may be re-routed to connect with a two-way Myers Street between Seagaze and Civic Center Drive (3 blocks) in which case it shall serve as the first continuous public roadway along the City's coastline for all forms of vehicles, pedestrians and bicycle traffic and shall redelineate the zone of appeal jurisdiction for coastal development permits. If this rerouting occurs, a public pedestrian promenade shall be provided within Pacific Street replacing the existing street pavement from Seagaze Drive north to Civic Center Drive and the promenade shall be a minimum of 50 feet in width. The promenade shall be enhanced with decorative sidewalk pavers, landscape features, sidewalk furniture and other amenities customarily found in public promenades. All such physical features shall be so designed to ensure that public safety vehicles can access and drive through the promenade, as necessary. In addition, the principles and policies contained within the Downtown Oceanside Way-Finding Concept Study (September 2001) which is included as Appendix K in the final Supplemental Environmental Impact Report for the Oceanside

Beach Resort shall be followed and used to implement an enhanced pedestrian experience if the Pacific Street promenade is constructed as proposed.

4. Visitor serving uses such as restaurants, retail and visitor serving accommodations proposed on the private lands adjacent to the Pacific Street and Pier View Way promenades shall be required and shall be designed so as to have access points into these businesses for the general public along these promenades.

WATER AND MARINE RESOURCES; DIKING, DREDGING, FILLING, AND SHORELINE STRUCTURES; AND HAZARD AREAS

5. New development along the City's coastal bluffs and hillsides should assure stability and protection of natural landforms, and neither create nor contribute significantly to erosion of geologic instability, or in any way require the construction of protective devices that would substantially alter natural landforms.

Substantially disturbed and isolated coastal bluffs (eroded cut slopes) immediately east of Betty's Lot that no longer provide sand replenishment resources for the beach may be developed. Such development must include creation of new useable public open space through construction of a minimum 40,000 square feet deck over "Betty's" parking lot and must retain at least the same or a greater number of parking spaces than presently exists (111 spaces). Prior to development a report shall be prepared by a licensed geologist or engineer specializing in coastal bluff development. The report shall make a determination that the coastal bluff is substantially disturbed and isolated and that it no longer provides a sand replenishment source. The report shall be included as part of the regular coastal permit review.

D District Zone Text LCP Amendment

The following presents a new text amendment to the D District Zoning Ordinance of the City's adopted Local Coastal Program (LCP). Proposed modifications are shown in an underline and ~~strikeout~~ format.

6. N2 iii A pedestrian promenade shall be required ~~adjacent to development~~ in place of the existing street pavement on Pacific Street in conjunction with any adjacent new development between Seagaze Drive and Civic Center Drive. The new promenade shall be a minimum of 50 feet wide and shall contain all the components and features included in the City's LCP Coastal Access Policy amendments 3 and 4 noted above.

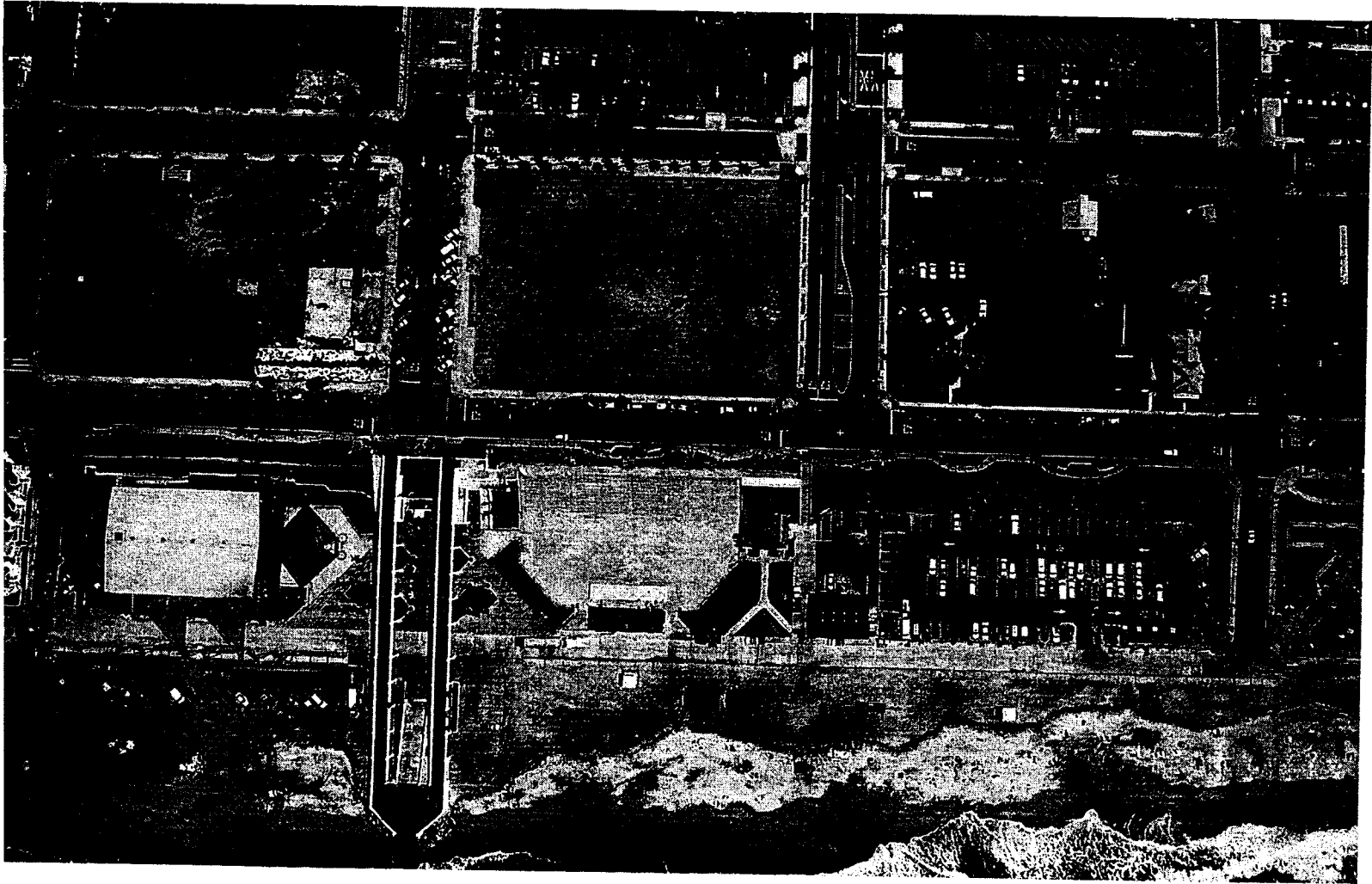



EXHIBIT NO. 2
APPLICATION NO. Oceanside LCPA No.1-2001
Aerial Photo
 California Coastal Commission

Master Plan Boundary

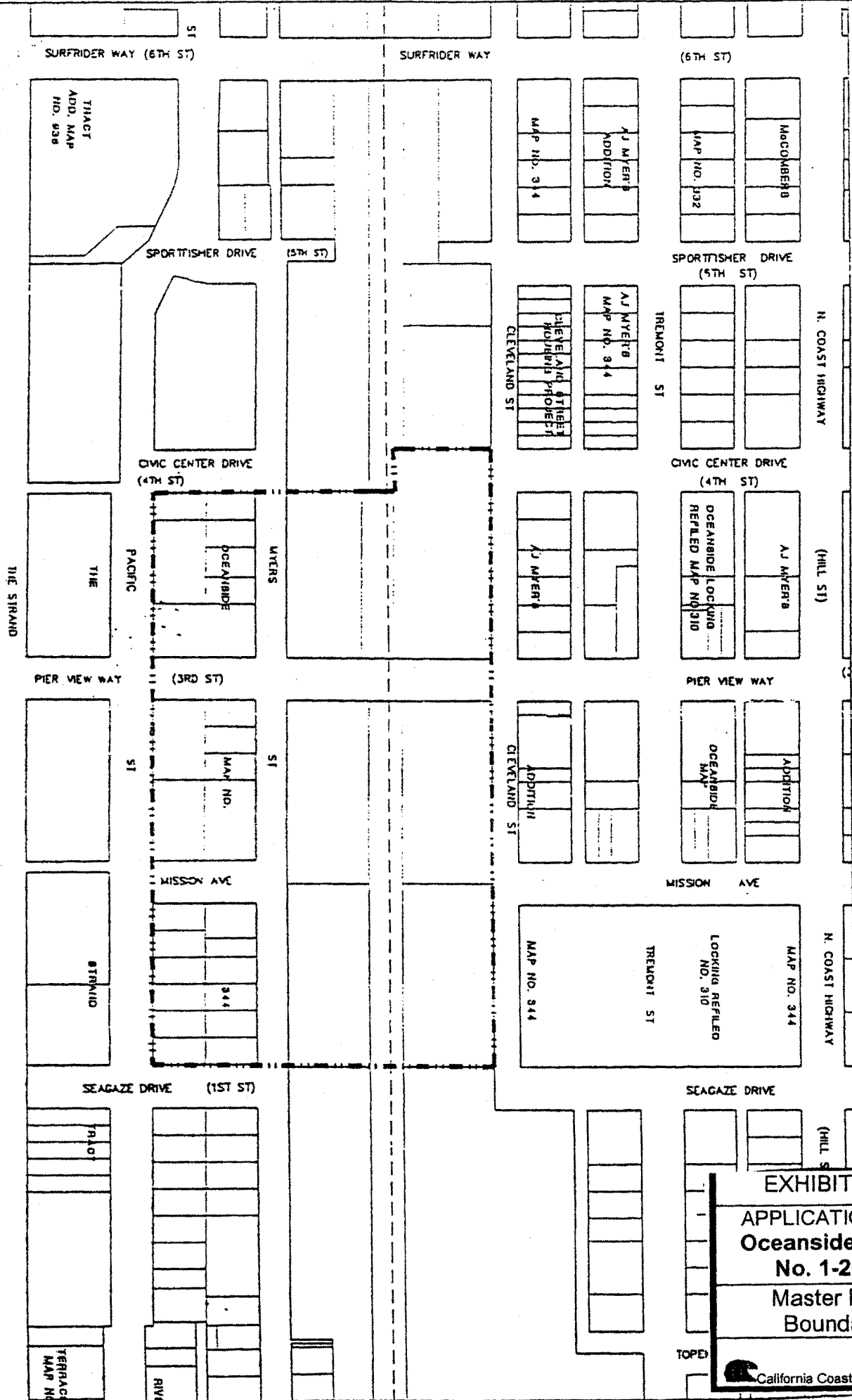


EXHIBIT NO. 3

APPLICATION NO.
Oceanside LCPA
No. 1-2001

Master Plan
Boundary

California Coastal Commission

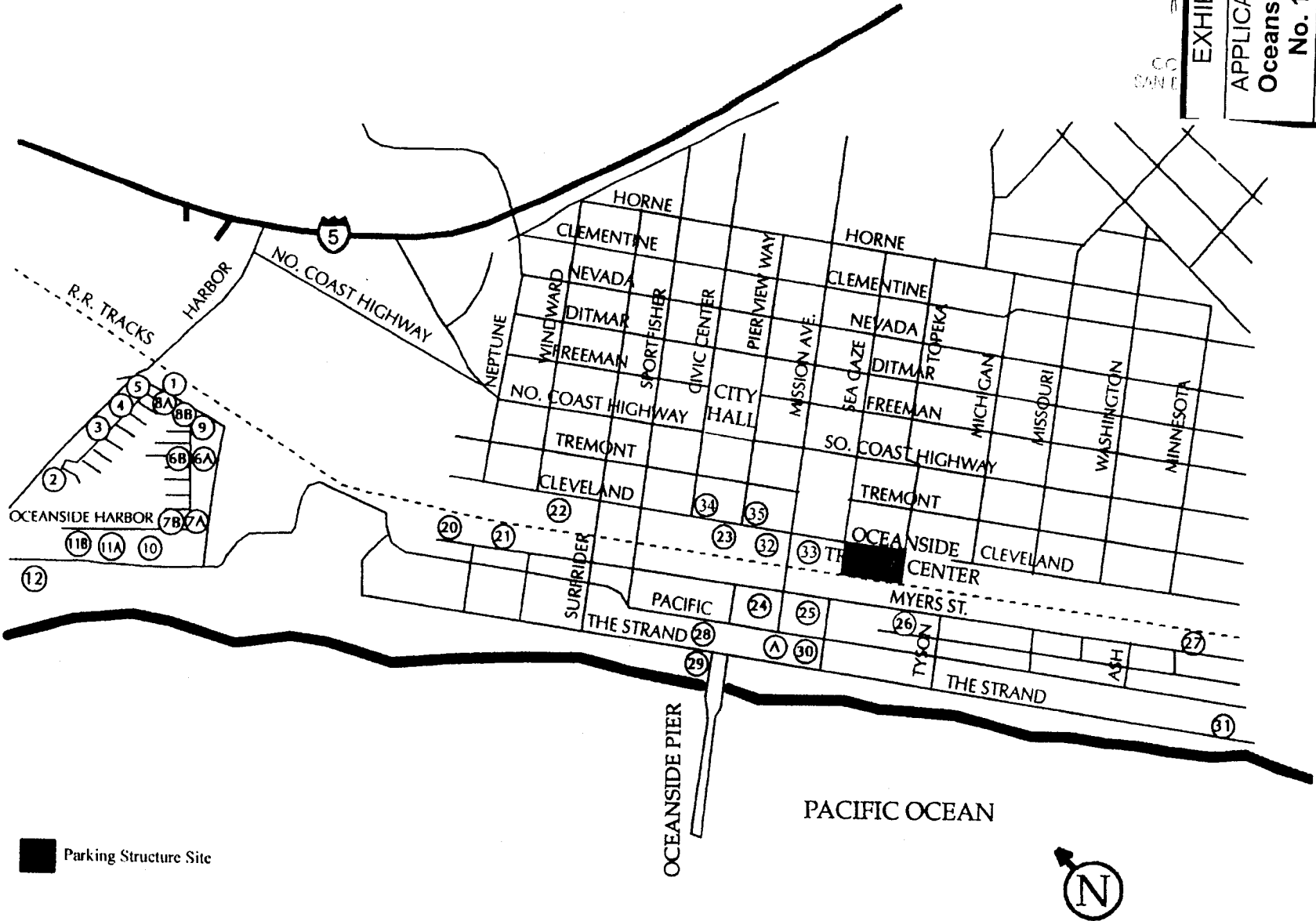
Downtown Public Parking

EXHIBIT NO. 4

APPLICATION NO.
Oceanside LCPA
No. 1-2001

Downtown Public
Parking

1 OF 2
California Coastal Commission



■ Parking Structure Site

DOWNTOWN PARKING LOTS

MAR 19 2007

<u>Lot</u>	<u># of Spaces</u>
Lot 20	
Pacific and Breakwater	119
Lot 21	
Pacific and Neptune	154
Lot 22	
Behind Pappy's Market	24
Lot 23	
Cleveland and Civic Center	183
Lot 24	
Myers and Pier View Way	101
Lot 25	
Myers and Mission	61
Lot 26	
Myers and Seagaze	268
Lot 27	
Behind Wisconsin's Market	49
Lot 29	
North Pier	49
Lot 30	
Betty's Lot	112
Lot 31	
Wisconsin and The Strand	36
Lot 32	
Mission (Northside) and Cleveland	147
Lot 33	
Cleveland and Seagaze (Southside)	177
Lot 34	
Tremont and Civic Center	50
Lot 35	
Tremont and Pier View	30
Civic Center Garage	292
<u>Total</u>	1,852

Downtown Oceanside Way-Finding Concept

Pedestrian Trails

- District Edge Trail
- Mission Avenue Trail
- Pier View Way Trail
- Neighborhood Trail
- North-South Trail

Pedestrian Activity Centers

- Beach Related Activity Centers
- Other Activity Centers

Entryways

- Local Scale Feature
- District Scale Feature

Crosswalks

- At Grade
- Undercrossing

Vertical Access

- Ramp
- Stairs
- Proposed Elevator

Proposed Development Projects

- Oceanside Pier Resort
- Oceanside Resort Hotel

Parking

- Free Parking Lot
- Pay Parking Lot
- Proposed Parking Structure
- Proposed Parking Lot

Way-Finding Related Public Space

Parks

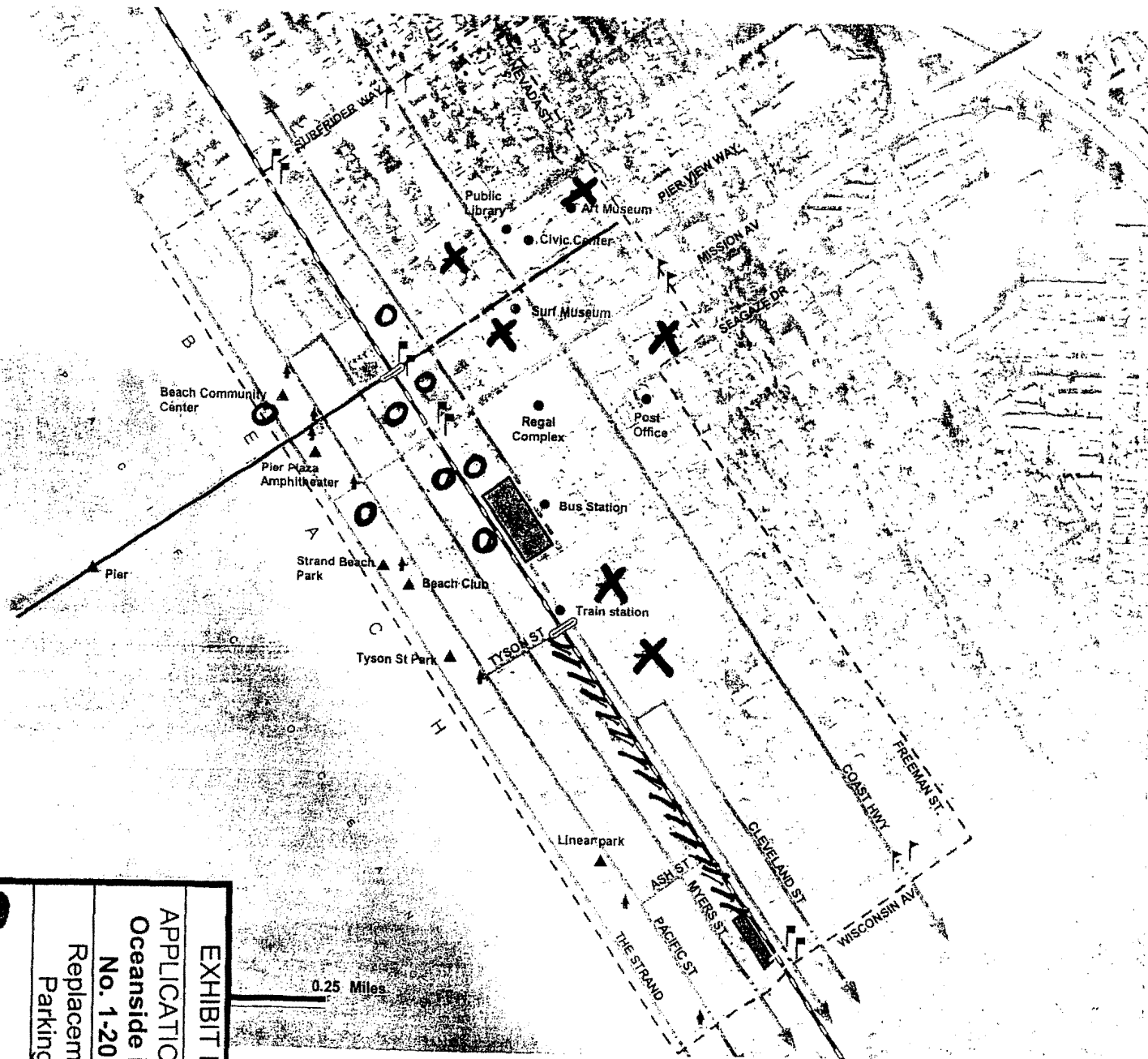
- Study Area Boundary
- Railroad

**FIGURE 6:
WAY-FINDING
FRAMEWORK DIAGRAM**

Futterman & Associates, Inc.
September 2001

////// Replacement Parking

California Coastal Commission	EXHIBIT NO. 5
	APPLICATION NO.
	Oceanside LCPA
	No. 1-2001
Replacement Parking	



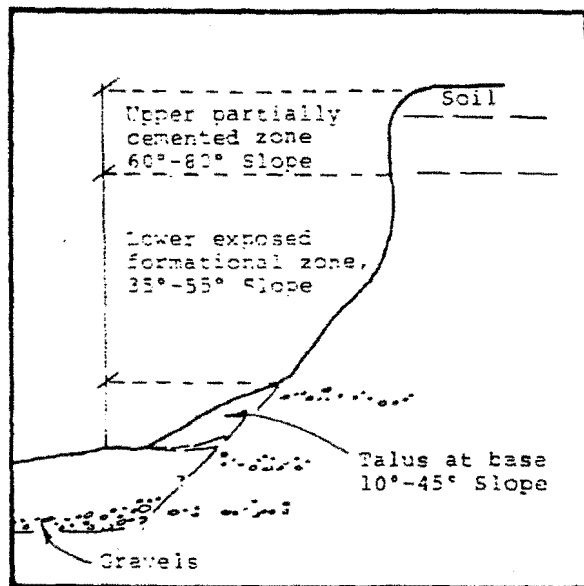


Figure 2 Typical Bluff Profile

Source: Artim 1981

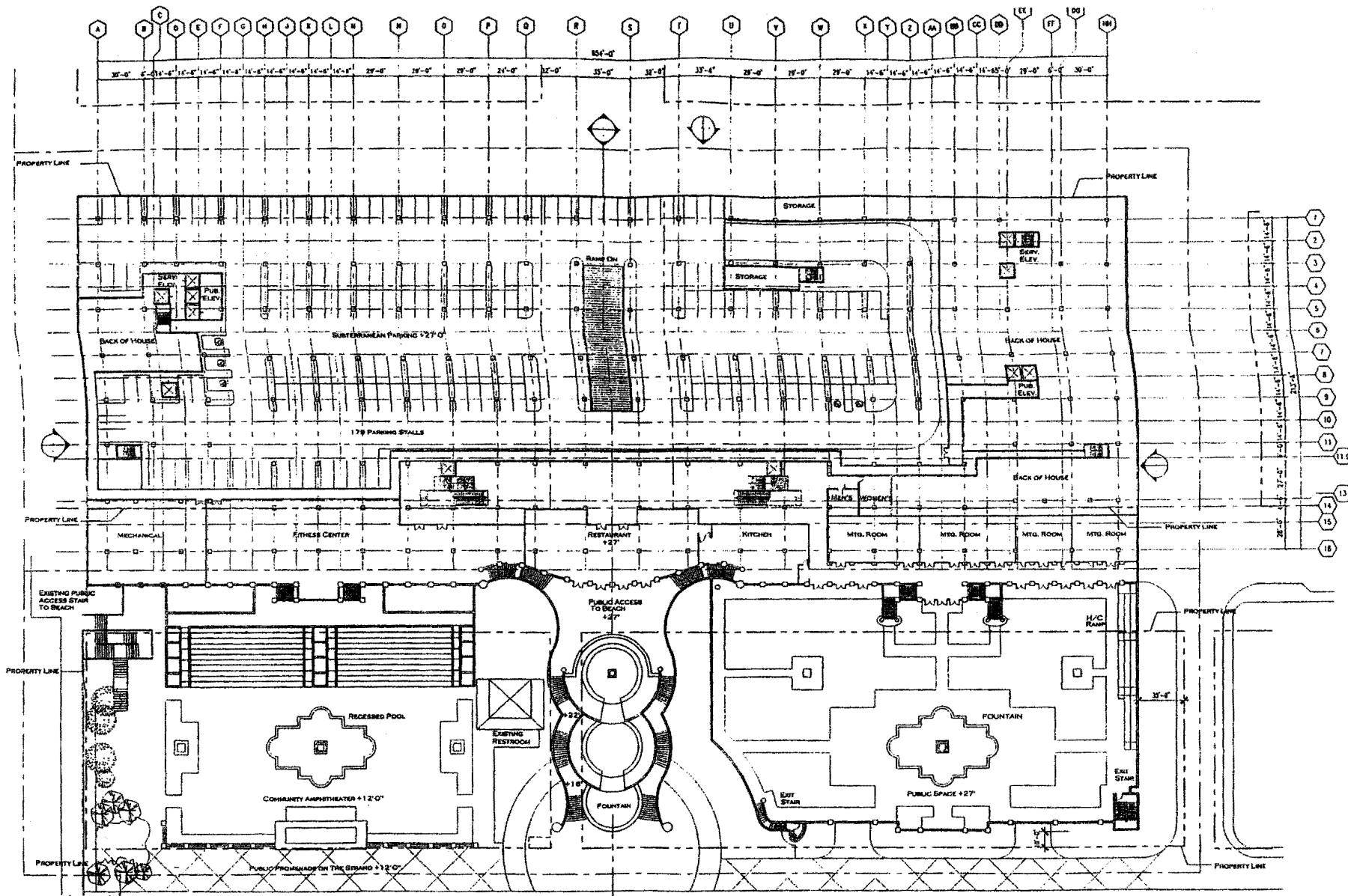
FIGURE 1



Figure 3 Geological conditions along a typical bluff segment viewed looking north from the proposed Tyson Street extension. Note the uniformity of the geologic units, slope inclinations and the general slope configuration.

Source: Artim 1981

EXHIBIT NO. 6
APPLICATION NO.
Oceanside LCPA
No.1-2001
Bluff Study by Group
Delta Consultants
Figure 1
California Coastal Commission



BACK OF HOUSE & PARKING PLAN +27'-0"

OCEANSIDE BEACH RESORT

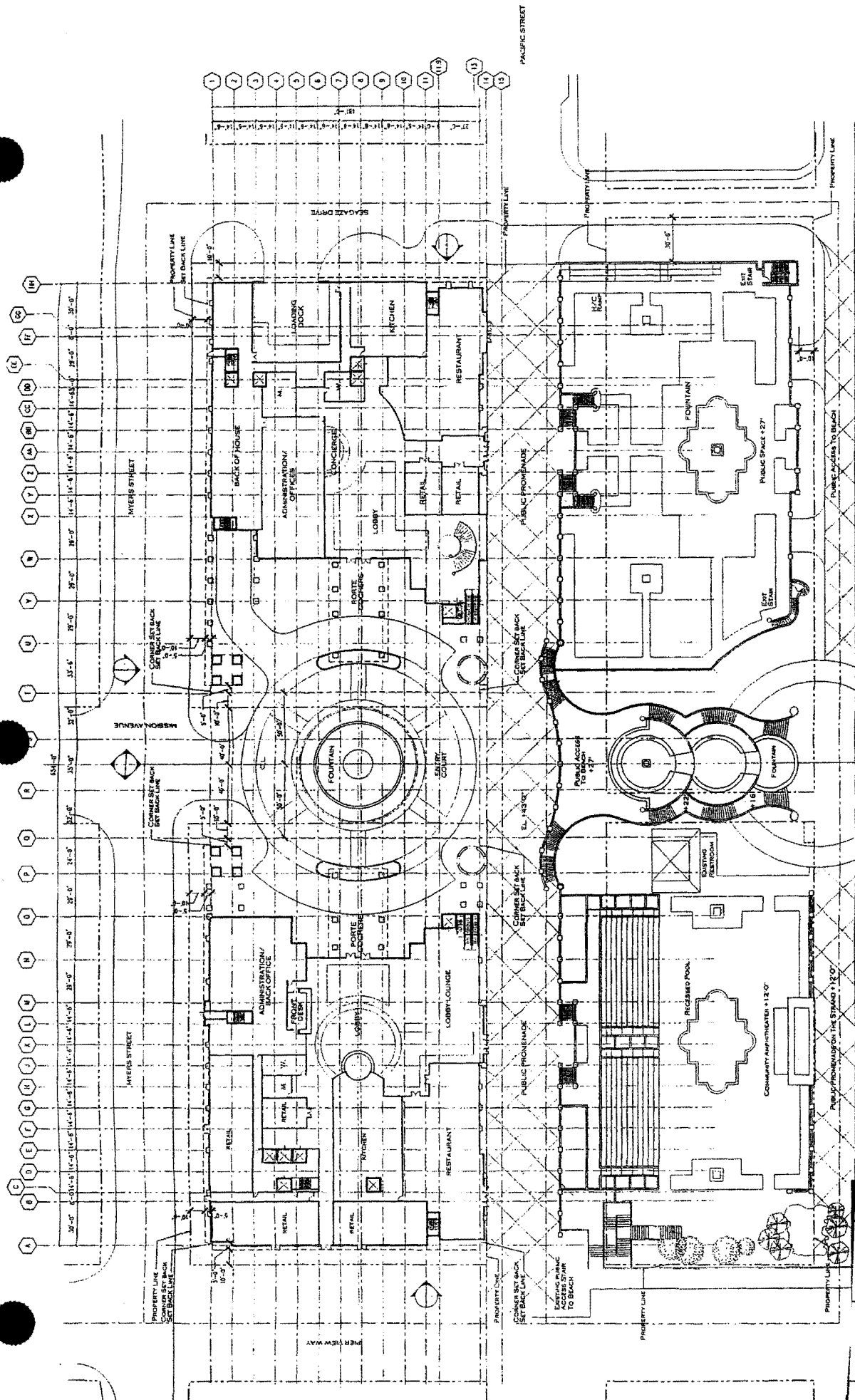
OCEANSIDE, CALIFORNIA

EXHIBIT NO. 8

APPLICATION NO.
Oceanside LCPA

No. 1-2001

Beach Resort at 27
foot elevation
(Meeting rooms)



ENTRY LEVEL PLAN +43'0"

OCEANSIDE BEACH RESORT

OCEANSIDE, CALIFORNIA

EXHIBIT NO. 9

APPLICATION NO.


Oceanside LCPA

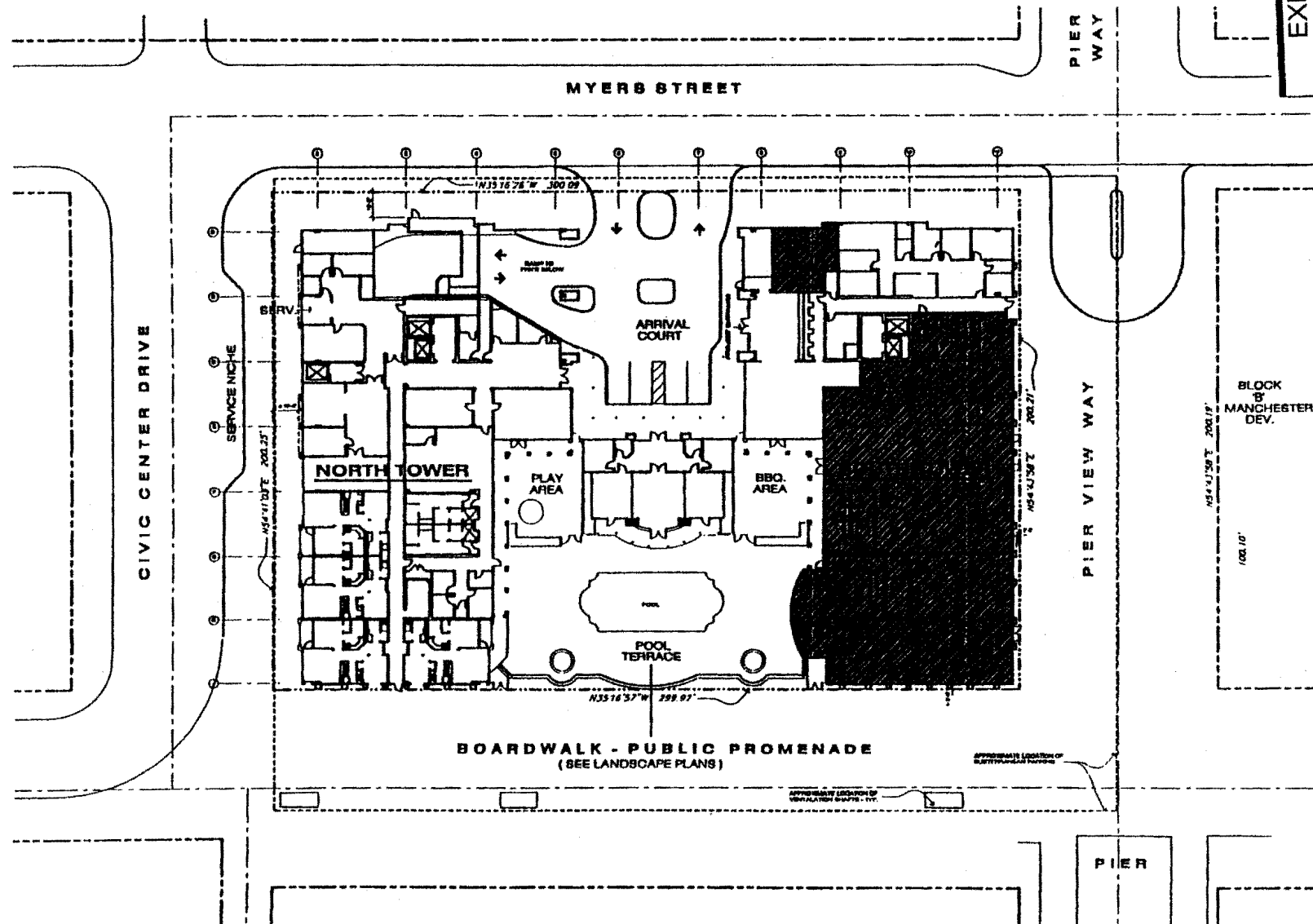
No. 1-2001

Beach Resort at 43

foot elevation

(Promenade)


 California Coastal Commission



PROJECT SUMMARY

BUILDING AREA SUMMARY

SPECIFIC LAND AREA	11.1 AC	1,000,000 SF
SPECIFIC BUILDING AREA	1,000,000 SF	
FLATLAND AREA	1,000,000 SF	
OPEN SPACE	1,000,000 SF	
LANDSCAPE AREA	1,000,000 SF	
WATER CONSTRUCTION AREA REQUIRED	1,000,000 SF	
WATER CONSTRUCTION AREA PROVIDED	1,000,000 SF	

REQUIRED PARKING

NO. OF SPOTS	100	100	100
VEHICLE CHANGING	100	100	100
NET AREA	100	100	100
NET AREA	100	100	100
TOTAL REQUIRED PARKING	100	100	100

PROVIDED PARKING

SPOT TYPE	100	100	100
ALLOTMENT TYPE	100	100	100
TOTAL PROVIDED PARKING	100	100	100

NOTE:
 1 EXCLUDING SURFACING PARKING
 2 INCLUDING SURFACING PARKING

OCEANSIDE PIER RESORT OCEANSIDE, CALIFORNIA

WINNERS CIRCLE RESORTS INTERNATIONAL, INC.

1442 CAMINO DEL MAR, STE. 215
 DEL MAR, CA 92014

SCALE: 1/8" = 1'-0"

Y0053 08-17-01
 PEYBIE: 10-01-01

SITE PLAN

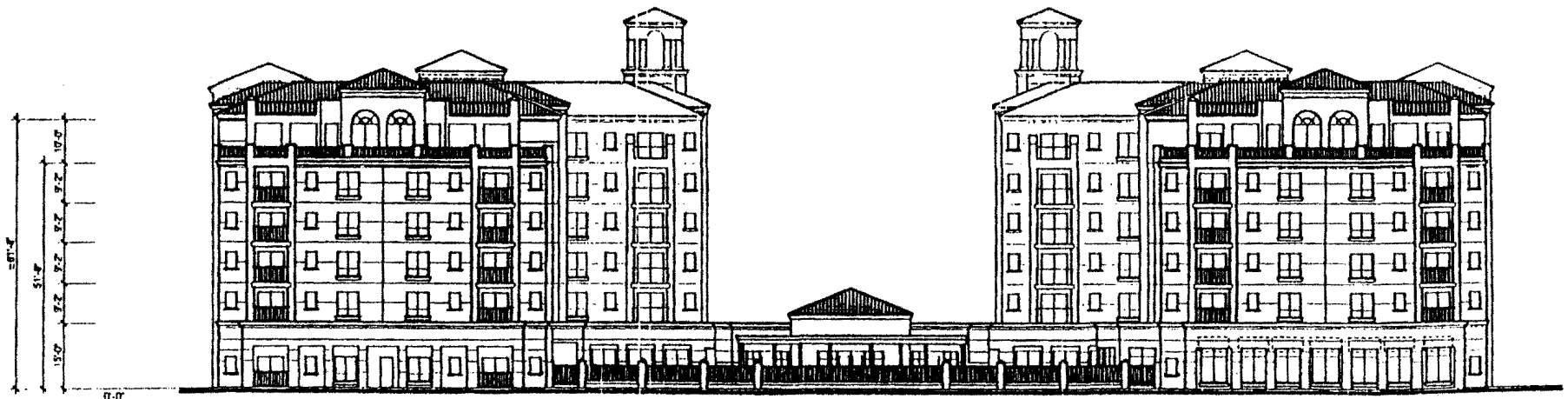
A-1

LEE & SAKAHARA
 ARCHITECTS AIA
 ARCHITECTURE PLANNING INTERIORS
 10400 VAN CANTERBURY AVE., SUITE 200
 DOWNEY, CA 90244
 PH: 562-591-1100 FAX: 562-591-1114





NORTH ELEVATION (CIVIC CENTER DRIVE)



WEST ELEVATION (BOARDWALK - PACIFIC PROMENADE)

OCEANSIDE PIER RESORT

OCEANSIDE, CALIFORNIA

WINNERS CIRCLE RESORTS INTERNATIONAL, INC.

1442 CAMINO DEL MAR, STE. 215
DEL MAR, CA 92014

NOTE : SIGNAGE TO BE SUBMITTED AT A LATER DATE

0 16 37 64

ELEVATIONS A-7

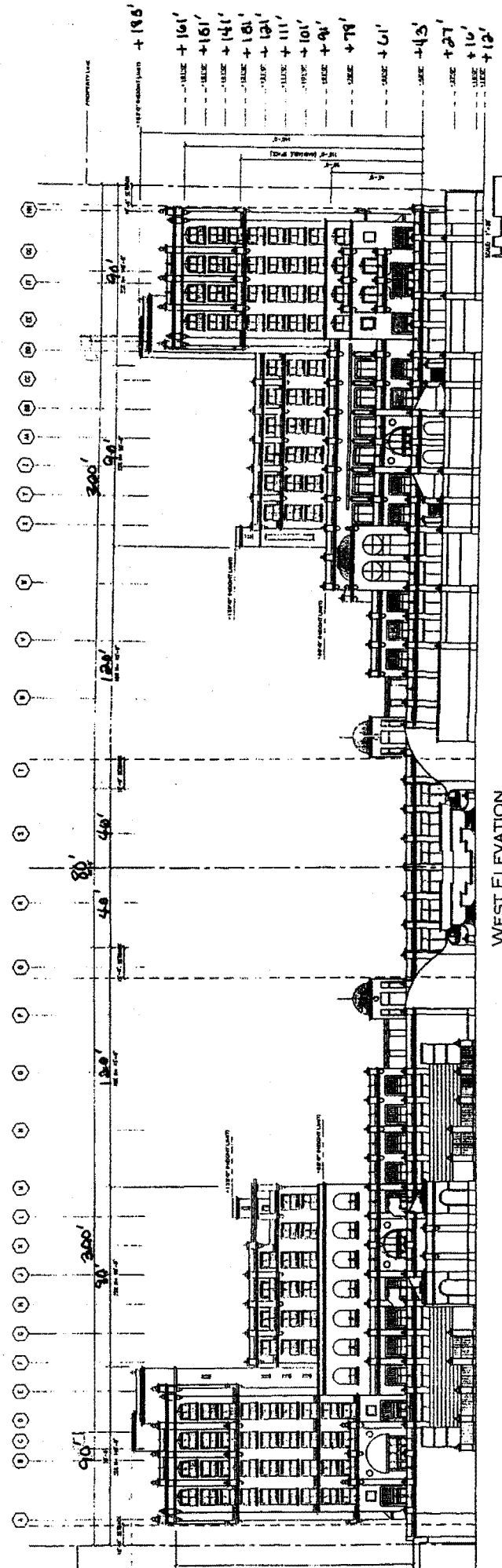
Y0083

08-31-01

LEE & SAKAYARA
ARCHITECTS AIA
ARCHITECTURE PLANNING INTERIORS
10000 VON KARMAN AVE., SUITE 200
DOWNEY, CA 90241-1001
TEL 909.791.1100 FAX 909.791.1114

lee
sak

NORTH ELEVATION



WEST ELEVATION

OCEANSIDE BEACH RESORT

OCEANSIDE, CALIFORNIA



A1-12

PROJECT NO. 01421
AUGUST 14, 2001

EXHIBIT NO. 11
APPLICATION NO.
Oceanside LCPA
No. 1-2001

West Elevation of
Beach Resort
(looking east from
Beach)

 California Coastal Commission



City of Oceanside
LCP Amendment #1-2001
Submittal

MON 7A

**LOCAL COASTAL PROGRAM (LCP) POLICY AMENDMENTS
FOR THE OCEANSIDE BEACH RESORT**

The following are proposed policy amendments to the Local Coastal Program-Land Use Plan (LUP) for the Oceanside Beach Resort project. Proposed modifications to the LUP are identified in an underline and ~~strikeout~~ format. Upon approval of the final policy, they will be integrated into the relevant section headings of the LCP document.

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2. Pierview Way between the Pier and the railroad tracks may become a public pedestrian promenade (an auto-free zone with a minimum 50 feet width) and shall link to a pedestrian and bicycle underpass to the east below the railroad tracks so as to provide a continuous and direct pedestrian link from upland (downtown) areas to the Pier and beach area. The promenade shall be enhanced with decorative sidewalk pavers, landscape features, sidewalk furniture and other amenities customarily found in public promenades. All such physical features shall be so designed to ensure that public safety vehicles can access and drive through the promenade, as necessary.
3. Pacific Street may be re-routed to connect with a two-way Myers Street between Seagaze and Civic Center Drive (3 blocks) in which case it shall serve as the first continuous public roadway along the City's coastline for all forms of vehicles, pedestrians and bicycle traffic and shall redelineate the zone of appeal jurisdiction for coastal development permits. If this rerouting occurs, a public pedestrian promenade shall be provided within Pacific Street replacing the existing street pavement from Seagaze Drive north to Civic Center Drive and the promenade shall be a minimum of 50 feet in width. The promenade shall be enhanced with decorative sidewalk pavers, landscape features, sidewalk furniture and other amenities customarily found in public promenades. All such physical features shall be so designed to ensure that public safety vehicles can access and drive through the promenade, as necessary. In addition, the principles and policies contained within the Downtown Oceanside Way-Finding Concept Study (September 2001) which is included as Appendix K in the final Supplemental Environmental Impact Report for the Oceanside

Beach Resort shall be followed and used to implement an enhanced pedestrian experience if the Pacific Street promenade is constructed as proposed.

4. Visitor serving uses such as restaurants, retail and visitor serving accommodations proposed on the private lands adjacent to the Pacific Street and Pier View Way promenades shall be required and shall be designed so as to have access points into these businesses for the general public along these promenades.

WATER AND MARINE RESOURCES; DIKING, DREDGING, FILLING, AND SHORELINE STRUCTURES; AND HAZARD AREAS

5. New development along the City's coastal bluffs and hillsides should assure stability and protection of natural landforms, and neither create nor contribute significantly to erosion of geologic instability, or in any way require the construction of protective devices that would substantially alter natural landforms.

Substantially disturbed and isolated coastal bluffs (eroded cut slopes) immediately east of Betty's Lot that no longer provide sand replenishment resources for the beach may be developed. Such development must include creation of new useable public open space through construction of a minimum 40,000 square feet deck over "Betty's" parking lot and must retain at least the same or a greater number of parking spaces than presently exists (111 spaces). Prior to development a report shall be prepared by a licensed geologist or engineer specializing in coastal bluff development. The report shall make a determination that the coastal bluff is substantially disturbed and isolated and that it no longer provides a sand replenishment source. The report shall be included as part of the regular coastal permit review.

D District Zone Text LCP Amendment

The following presents a new text amendment to the D District Zoning Ordinance of the City's adopted Local Coastal Program (LCP). Proposed modifications are shown in an underline and ~~strikeout~~ format.

6. N2 iii A pedestrian promenade shall be required ~~adjacent to development~~ in place of the existing street pavement on Pacific Street in conjunction with any adjacent new development between Seagaze Drive and Civic Center Drive. The new promenade shall be a minimum of 50 feet wide and shall contain all the components and features included in the City's LCP Coastal Access Policy amendments 3 and 4 noted above.

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EXCERPTS FROM CERTIFIED CITY OF OCEANSIDE LAND USE PLAN

SECTION I – COASTAL ACCESS

PAGES 1-4

AMENDED LANGUAGE TO BE ADDED AT THE END OF THIS SECTION

SECTION III – WATER AND MARINE RESOURCES; DIKING, DREDGING, FILLING, AND SHORELINE STRUCTURES; AND HAZARD AREAS

PAGES 15-22

AMENDED LANGUAGE TO BE ADDED TO POLICY #11 ON PAGE 22

CITY OF OCEANSIDE
LOCAL COASTAL PROGRAM LAND USE PLAN
SUMMARY OF FINDINGS AND POLICIES

Adopted April 24, 1985
Certified July 10, 1985

I. COASTAL ACCESS

A. COASTAL ACT POLICIES:

The Coastal Act requires that development not interfere with the public right of access to and along the shoreline. New developments may be required to provide public access to the shoreline.

B. SUMMARY OF MAJOR FINDINGS:

1. Virtually the full length of the Oceanside beach can be reached by the public, and has, in fact, been used by the public for many years.
2. Seventy-two percent of Oceanside's beach is in public ownership. This is relatively high percentage of public beach, when compared to the State-wide proportion of 47%.
3. Lateral access along the beach is presently restricted because of the severely eroded condition of the beach from the southerly end of The Strand to the Buena Vista Lagoon. Restoration of the beach will greatly improve lateral access, as well as enlarging the usable beach area.
4. Existing rock seawalls may, in some instances, inhibit lateral access, especially at high tide. However, the presence of the seawalls bears a direct relationship to the beach erosion problem which both necessitates shoreline protection and inhibits lateral access. Restoration of the beach may diminish this problem.
5. One general constraint to beach access is the presence of the AT&SF Railroad parallel to the coast. Only seven east-west roads currently cross the railroad tracks. The proposed relocation of the freight switching yards will enhance pedestrian and vehicular access in the downtown area. The subsequent extension of Mission Avenue will provide direct freeway access to the beach and pier area.

6. The beach in front of the San Luis Rey River and North Coast Village has been determined to be sovereign lands of the State of California, held in trust by the City of Oceanside.
7. The shoreline between Wisconsin and Witherby Streets is accessed by five 80 foot wide public "pocket" beaches, spaced at 450 foot intervals.
8. Significant deficiencies in vertical access to the shoreline exist in the following areas:
 - a. On South Strand between Tyson and Wisconsin Streets.
 - b. In South Oceanside, south of Cassidy Street.
9. A comprehensive signing program identifying coastal access stairways and ramps has been initiated by the City in cooperation with the California Conservation Corps.
10. Access to Buena Vista Lagoon is generally limited to three locations: on either side of Hill Street (used primarily by fishermen), and along the frontage road east of Interstate 5 (used for bird-watching and limited passive recreation). Further access to the lagoon is believed to be generally inappropriate due to the sensitivity of the wildlife habitat and steep terrain.

C. OBJECTIVE AND POLICIES:

Objective:

Adequate access to and along the coast shall be provided and maintained.

Policies:

1. New vertical access shall be constructed from Pacific Street to the beach as follows:
 - a. Provide pedestrian access within Redevelopment Area public right-of-way at Fourth Street.
 - b. Additional public pedestrian accessways from Pacific Street to The Strand will be developed an average of every 500 feet

between Tyson and Wisconsin Streets. This access will be provided by one of the following mechanisms:

- (1) Persons developing 70 feet or more of frontage along The Strand will be required to dedicate and construct new accessways, unless adequate access already exists less than 500 feet to the north and the south.
- (2) New visitor serving commercial establishments which provide an accessway may be allowed up to a 20% reduction in off-street parking, to the extent the adequate parking facilities on the bluff will be conveniently available to serve that commercial use.
- (3) The Community Development Commission (Redevelopment Agency) will provide accessways at any other points lacking adequate access, as funds to do so become available.

c. When a major private development occurs between Wisconsin Street and the southerly terminus of Pacific Street, require the owner to dedicate and construct vertical pedestrian access. Major development shall mean any development with 70 feet or more of ocean frontage, or duplex/multi-family development. Access need not be provided if existing vertical public access exists within 250 feet either to the north or south of the proposed development.

2. New public beach access shall be dedicated laterally along the sandy beach from Witherby Street south to the City limits in conjunction with restoration of the beach or new private development, whichever occurs first.
3. In order to benefit property owners who are required to dedicate an accessway, the City has developed, as an implementing measure, the following bonus techniques:

- a. Allow density to be calculated on total lot area.

- b. Reduction of side yard setback requirements.
 - c. Granting of a Park land dedication credit.
4. The City has adopted standards for the design, construction, maintenance and signing of existing and new accessways. Existing and new public accessways shall not be closed or converted to other uses without approval from the California Coastal Commission.
 5. The City, in conjunction with the State Department of Fish and Game, shall continue its efforts to provide and maintain an adequate buffer zone between Buena Vista Lagoon and development along its shore. Such a buffer is necessary for the provision of public access and protection of the lagoon from adverse environmental impacts.

The buffer zone shall be generally 100 feet in width as measured from the landward edge of the lagoon or existing riparian vegetation, whichever is more extensive. Within the buffer zone only passive recreation uses (such as walking, nature study, photography, small resource interpretive facilities and viewing areas) shall be allowed with no structures other than permitted by this policy and only very minor alteration of natural land forms or conditions for uses permitted by this policy.
 6. The Redevelopment Department shall develop plans for a pedestrian overpass from the Oceanside Transit Center over the railroad tracks to facilitate access for beach users.
 7. The bike path along Highway 76 shall be extended under I-5 and the railroad track to the river mouth on the south side of the San Luis Rey River if and when funds are available to do so.
 8. A handicapped ramp or elevator shall be provided from Pacific Street to The Strand in the vicinity of the pier complex.

III. WATER AND MARINE RESOURCES; DIKING, DREDGING, FILLING, AND SHORELINE STRUCTURES; AND HAZARD AREAS

A. COASTAL ACT POLICIES:

The Coastal Act requires maintenance, protection and restoration of marine resources and coastal water quality, as well as control of discharges and run-off into the ocean and coastal wetlands.

The Act also limits diking, dredging and filling of coastal waters to very specific circumstances, including maintenance dredging of channels, expansion of boating facilities and habitat restoration activities.

Shoreline structures, such as breakwaters, groins and seawalls, are permitted to serve coastal dependent uses, or protect existing structures or public beaches. Impacts on shoreline sand transport must be mitigated.

Local agencies are required to control risks in areas subject to geologic, flood, and fire hazard. New development must not create or contribute to erosion or geologic instability.

B. SUMMARY OF MAJOR FINDINGS:

Water Quality:

1. No water quality information is available on Loma Alta Creek. The green appearance of the water implies a high nutrient level. Increased siltation has been reported in recent years as a result of heavy rains and channel alteration east of Hill Street.
2. Buena Vista Lagoon is one of the few coastal lagoons which maintains a low salinity level (2-7 parts/100). Although treated wastewater is no longer discharged into the lagoon, the algae growth seems particularly abundant. There is some concern that increases in biochemical oxygen demand levels may result in a severe fish kill.
3. The immediate area around Buena Vista Lagoon is developed with residences and intensive commercial development (much of which is in Carlsbad). Although some measures have been implemented to control run-off, it is likely that surrounding development contributes to increased levels of nutrients, toxic compounds and silt in the lagoon.

Geologic Hazards:

4. There are two known potentially active faults in the Coastal Zone. The most significant seismic hazard is from secondary effects such as liquefaction, lurch cracking, lateral spreading, and local subsidence. The greatest risk from these effects are in the alluvial areas surrounding the San Luis Rey River, Loma Alta Creek and Buena Vista Lagoon and along the beach.
5. The coastal bluff between Ninth and Wisconsin Streets has receded at an average rate of one inch per year over the last 40 years. This erosion is thought to be caused primarily by water run-off over the slopes.
6. The City recently adopted a Hillside Development Manual and Ordinance which controls development on slopes over 20%. Slopes ranging between 20% and 40% slope may be developed only if geologic stability is verified by a qualified soils engineer or geologist, and the integrity of the slope is preserved to the maximum extent feasible. Development is prohibited on slopes over 40% with a 25 foot elevation differential.
7. One of the most serious problems in Oceanside's coastal zone is beach erosion. The Federal government has accepted responsibility for the erosion (which resulted from construction of the Del Mar Boat Basin during World War II) and is committed to a solution.
8. The Federal government has commenced construction on a sand bypass system which will maintain the navigational depths in the combined entrance to Oceanside Small Craft Harbor and Camp Pendleton Harbor, as well as providing year-round nourishment to the City's eroded beach. A detailed monitoring program will be implemented to evaluate the effectiveness of the sand bypass in stabilizing the beach.
9. The City has endorsed, in concept, a groin field extending from Tyson Street to the City's southerly limits as an additional beach restoration measure. To date, funding sources for that project have not been identified.

10. The California Coastal Commission has imposed a moratorium on new development on the South Strand pending an "area-wide" beach erosion solution. The City anticipates re-submitting this component of the LCP for certification once construction of the sand bypass has been completed.
11. There have been a number of recent Coastal Permit applications for seawalls in the South Oceanside area. The need for these sea walls is a direct result of the beach erosion problem. Additional shoreline protective structures may be necessary pending restoration of the beach.
12. Pending development of an area wide solution to the continuing problem of beach erosion along the Strand, new private development on shorefront properties would be subject to a rate of erosion which would imperil such development almost immediately. To assure the protection of life and property, therefore, no new development on lots fronting the Strand shall be permitted south of Oceanside Pier to Wisconsin Street, until an area wide study and beach restoration program have been completed. Incidental public recreation facilities may be permitted prior to completion of the study and beach restoration.
13. The City shall require applicants for new development on the Strand between Ninth and Wisconsin Streets; and west of Pacific Street from Wisconsin to the south City Limits to provide a report prepared by a licensed civil engineer or geologist experienced in coastal processes that development as proposed would not be imperiled by erosion during the expected life of the structure (generally 75 years for new residential development).

Flood Hazards:

14. There are three flood prone areas in Oceanside's coastal zone: The San Luis Rey River (which is described in the San Luis Rey River Specific Plan), Loma Alta Creek, and Buena Vista Lagoon.

15. The portion of the Loma Alta Creek 100-year floodplain lying in the coastal zone covers about 50 acres. The creek is contained within a channel, portions of which are concrete and other portions which are soft-bottom with stone revetments. The existing channel can accommodate only 10 year flows.
16. Land within the Loma Alta Creek 100-year floodplain is largely developed. Uses which have been built in the floodplain include two mobile home parks, one of the City's sewage treatment plants, and a number of industrial and commercial buildings. These uses are subject to inundation during peak storm conditions.
17. The Buena Vista Lagoon floodplain is generally protected from encroachment due to existing public ownership. There is, however, one undeveloped property within the floodplain between the lagoon and Highway 78 which is privately owned and zoned for commercial use.

Harbor Area Projects:

18. The Oceanside Harbor District has negotiated with the Marine Corps and State Lands Commission for use of the Marine Corps Turning Basin and adjacent land for expansion of Oceanside Small Craft Harbor. This project would entail:
 - Dredging of +115,000 cubic yards of sand from the basin;
 - Removal of an existing submerged groin;
 - Construction of an inner breakwater around the basin for additional wave protection;
 - Extension and possible upgrading of the existing Harbor breakwaters;
 - Construction of +690 slips and moorings;
 - Ancillary parking, dry boat storage, boat launching, and restroom facilities.
19. Periodic dredging is performed by the Corps of Engineers to maintain the existing Harbor entrance. The dredged sand is deposited on City beaches.

C. OBJECTIVES AND POLICIES:

Objectives:

- The City shall work with the Regional Water Quality Control Board and other appropriate agencies to prevent degradation of Oceanside's Coastal waters.
- The City shall regulate diking, dredging, filling and erection of shoreline structures in order to minimize adverse environmental impacts, reduce public safety hazards, and where feasible, enhance public recreation opportunities.
- The City shall seek to minimize risks to life and property in areas of high geologic and flood hazards.

Policies:

1. As a supplement to the Hillside Development Manual and Ordinance, the City is reviewing the Grading Ordinance in order to minimize siltation of the San Luis Rey River, Loma Alta Creek and Buena Vista Lagoon. Such review will be based upon the results of studies by the recently formed Tri-Cities Buena Vista Lagoon Joint Powers Committee and upon the following:
 - a. Fitting new development to the topography and maximizing natural vegetative cover;
 - b. Reducing the area and duration of exposed soils;
 - c. Revegetating disturbed soils upon completion of grading;
 - d. Designing final grades as close to natural drainage patterns as possible;
 - e. Incorporating silt basins or other measures to restrict siltation.
2. As part of its environmental review process, the City shall establish measures on a project-by-project basis to minimize the introduction of dissolved grease, oil, paints, pesticides, construction, waste, and other pollutants into the urban run-off.

3. The City shall continue to educate the public on the effects of biocides and fertilizers on waterbodies.
4. The diking, dredging or filling of Oceanside's coastal waters shall be permitted where there are no less environmentally damaging alternatives and where feasible mitigation measures have been provided to minimize adverse environmental impacts, and shall be limited to the following:
 - a. New or expanded port, energy, and coastal dependent facilities.
 - b. Maintaining existing or restoring previous dredged depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - c. In open coastal waters, other than wetlands, new or expanded boating facilities.
 - d. Incidental public service purposes.
 - e. Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
 - f. Restoration purposes.
 - g. Nature study, aquaculture, or similar resource-dependent activities.
5. Dredging and spoils disposal shall be planned and carried out to minimize disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment shall be transported for such purposes to appropriate beaches or into suitable longshore current systems.
6. 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 impacts on local shoreline sand supply. Such structures shall be designed and constructed to minimize erosive

impacts on adjacent unprotected property and minimize encroachment on to the beach. The structures shall not interfere with access along the beach. The property owner shall dedicate all area seaward of the shoreline structure for lateral access for the public.

7. All permitted dredging (as outlined in the above policies) shall be planned, scheduled and carried out to minimize disruption to fish and bird breeding/migration, marine habitats, and water circulation.
8. If suitable, dredged or excavated material from the Harbor Expansion or San Luis Rey River Flood Control project shall be used for sand replenishment of down-shore City beaches. Any excess dredge spoils shall be used in accordance with the requirements of the Uniform Building Code for the following activities (in descending order):
 - a. To the maximum extent feasible, storage for anticipated beach replenishment;
 - b. Fill for permitted public projects;
 - c. Fill for permitted private projects.
9. The City shall continue to work with the Army Corps of Engineers to solve the City's beach erosion and harbor surge and shoaling problems. Any shoreline structures proposed to solve these problems should be governed by the following criteria:
 - a. Be the minimum necessary to solve the erosion problem;
 - b. Be as visually unobtrusive as possible;
 - c. Be compatible with maximum possible shoreline access and public safety;
 - d. Protect and enhance marine life to the maximum extent feasible;
 - e. Provide adequate mitigation for any adverse impacts on down-shore sand transport;
 - f. For the surge and shoaling solutions only, maximize protected water areas within the existing Harbor and Turning Basin for berthing, small craft sailing, and other boating facilities.

10. As an LCP implementing measure, the City has developed discretionary review procedures for all permanent or temporary artificial structures proposed for shoreline erosion control, including seawalls, revetments, retaining walls and breakwaters. Such structures shall be allowed if each of the criteria listed in policy #6 is met.
11. New development along the City's coastal bluffs and hillsides should assure stability and protection of natural landforms, and neither create nor contribute significantly to erosion or geologic instability, or in any way require the construction of protective devices that would substantially alter natural landforms.
12. Coastal bluff development shall be permitted if the design and setbacks are adequate to ensure stability for the expected economic life of the development, and measures are taken to control run-off, foot traffic, irrigation or other activities which could aggravate erosion problems.
13. The demonstration of stability for bluff development shall occur at the time of building permit issuance and shall include a report prepared by a registered geologist, professional engineer and/or a certified engineering geologist acting within their area of expertise, based on an on-site evaluation.
14. The Community Development Commission will adhere to the guidelines and recommendations of the "Geotechnical and Erosion Control Study Report, Bluff Area, Ninth Street to Wisconsin Avenue, Oceanside, California".

IV. SAN LUIS REY RIVER SPECIFIC PLAN

A. COASTAL ACT POLICIES:

Many of the Coastal Act policies described in other portions of this document apply to the San Luis Rey River area. These policies require maintenance of public access to the coast, provision of visitor and recreational facilities, protection of important biological and scenic resources, and control of risks in areas subject to flood and geologic hazards.

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EXCERPTS FROM CERTIFIED CITY OF OCEANSIDE IMPLEMENTATION PLAN

REVISIONS TO D DISTRICT ORDINANCE -

PAGES 12/1 to 12/33

AMENDED LANGUAGE TO BE ADDED TO ADDITIONAL DEVELOPMENT
REGULATION (N) (2) (iii) ON PAGE 12-22

Article 12 D Downtown District

Sections:

1210	Specific Purposes
1220	Land Use Regulations by Subdistrict
1230	Development Regulations
1240	Review of Plans
1250	Amendments

1210 Specific Purposes

In addition to the general purposes listed in Article 1, the specific purposes of the D Downtown District are to:

- A. To promote the long-term viability of and rejuvenation of the Redevelopment Project Area and to protect and enhance primarily boating and water-dependent activities; and secondarily other public-oriented recreation uses in the Oceanside Small Craft Harbor
- B. Maintain and enhance an appropriate mix of uses; and
- C. Provide land-use controls and development criteria consistent with the General Plan, the Redevelopment Plan, and the Local Coastal Program.

Consistent with these purposes, it is the intent of the D District to establish special land-use subdistricts with individual objectives as described below and as shown on page 12-33:

Subdistrict 1: To provide a commercial/retail and office complex offering a wide variety of goods and services to both the community at large and to tourists and visitors. Residential uses are encouraged when and where appropriate.

Subdistrict 1(A): To provide a commercial/retail and office complex promoting the conservation, preservation, protection, and enhancement of the historic district and to stimulate the economic health and visual quality of the community to tourists and visitors. Residential uses are encouraged when and where appropriate.

Subdistrict 2: To provide sites for a financial center, supported by professional offices.

Subdistrict 3: To provide for a mix of office development, interspersed with residential development, in response to market demands.

Subdistrict 4(A): To provide a mix of transient and permanent residential uses along the South Strand between Tyson and Wisconsin streets.

Subdistrict 4(B): To provide transient and permanent residential uses (hotels and motels) in close proximity to the beach and recreational facilities.

Subdistrict 5: To provide a high-density residential neighborhood in an urban setting in close proximity to shopping, employment, transportation and recreational facilities.

Subdistrict 5(A): To provide a medium-density residential neighborhood at South Pacific Street with an urban setting in close proximity to shopping, employment, transportation and recreational facilities.

Subdistrict 6(A): To provide sites for highway business and tourist/visitor uses related to the harbor and the Interstate 5 freeway, primarily oriented to visitor-serving commercial establishments.

Subdistrict 6(B): To provide sites for highway business and tourist/visitor uses related to the harbor and the Interstate 5 freeway, primarily oriented to recreational commercial facilities. Residential uses are allowed as part of a mixed use project.

Subdistrict 6(C): To provide sites for uses supporting the Oceanside Small Craft Harbor, consistent with the Harbor Precise Plan.

Subdistrict 6(D): To provide a recreational facility for the purpose of boating-oriented and park-oriented passive and active recreation, and appropriate ancillary commercial and residential uses consistent with the Harbor Precise Plan.

Subdistrict 7(A): To provide sites for a high-density residential environment in an urban setting in close proximity to shopping, employment, transportation and recreational facilities.

Subdistrict 7(B): To provide for a mix of recreational and commercial uses conveniently located near recreational and residential areas. Residential uses are allowed as part of a mixed use project.

Subdistrict 8(A): To provide a mix of hospital and medical uses.

Subdistrict 8(B): To provide a mix of hospital and medical uses, office development, interspersed with residential development in response to market demand.

Subdistrict 9: To provide opportunities for commercial uses supporting other land uses within the downtown and serving the entire community. Residential uses are encouraged where appropriate.

Subdistrict 10: To provide a joint open space and recreational area within the floodplain of the San Luis Rey riverbed.

Subdistrict 11: To provide sites for commercial uses serving the adjacent residential neighborhood.

Subdistrict 12: To provide a special tourist/visitor oriented subdistrict that relates to the pier, ocean, beach, marina and freeway.

Subdistrict 13: To provide for a mix of visitor/commercial and office uses. Residential uses are allowed as part of a mixed use project.

Subdistrict 14: To provide for public transportation and railway uses.

Subdistrict 15: To provide for public facilities, public parks, open spaces, and other public oriented uses.

1220 Land Use Regulations by Subdistrict

In Schedule D-1, the letter "P" designates use classifications permitted in the D Downtown District. The letter "L" designates use classifications subject to certain limitations prescribed by the "Additional Use Regulations" that follow. Any use that falls within a use category which has an "L" designator is specifically prohibited unless stated otherwise by the prescribed limitation. The letter "U" designates use classifications permitted on approval of a Conditional Use Permit. The letter "C" designates use classifications permitted on approval by the Community Development Commission. The letters "P/U" designate use classifications permitted on the site of a permitted use, but requiring a use permit on the site of a conditional use. Letters in parentheses in the "Additional Regulations" column reference regulations following the schedule, or located elsewhere in this Title. Where letters in parentheses are opposite a use classification heading, referenced regulations shall apply to all use classifications under the heading.

L - Limited
U - Use Permit

SUBDISTRICTS																							
Residential	1	1A	2	3	4A	4B	5	5A	6A	6B	6C	6D	7A	7B	8A	8B	9	10	11	12	13	14	15
Single Family	•	•	•	U	P	•	P	P	•	•	•	•	P L40	L17	U	U	L25	•	•	•	•	•	•
Multi-Family	L17	L17	•	U	P	U	P	P	•	U	•	L30	P L40	L17	•	U	L26	•	L17	•	L17 U	•	•
Nursing Home - Ltd.	C	C	C	C	•	•	•	•	•	•	•	•	•	C	C	C	C	•	•	•	•	L38	•
Residential Care	•	•	•	U	•	•	•	•	•	•	•	•	U L40	•	U	U	U	•	•	•	•	•	•
Group Residential	•	•	•	•	•	•	•	•	•	•	•	•	•	•	U	•	•	•	•	•	•	•	•
Public/Semi-Public																							
Club/ Lodge	U	U	U	U	•	•	•	•	U	•	U	L23	•	U	•	•	U	•	•	•	•	•	•
Cultural Institution	C	C	C	C	•	•	•	•	C	•	•	•	•	U	U	U	U	•	•	C	U	•	•
Nursing Home - General	U	U	U	U	•	•	•	•	•	•	•	•	•	•	•	•	U	•	•	•	•	•	•
Emergency Health Care	•	•	•	•	•	•	•	•	•	•	•	•	•	•	P	P	U	•	•	•	•	•	•
Government	P	P	P	P	•	•	•	•	P	•	U	L24	•	•	•	•	P	•	•	U	U	U	P
Hospital	•	•	•	•	•	•	•	•	•	•	•	•	•	•	P	P	•	•	•	•	•	•	•
Marina	•	•	•	•	•	•	•	•	•	•	•	P	•	•	•	•	•	•	•	•	•	•	•
Parks & Recreation Facility	U	U	•	U	U	•	U	U	P	P	P	P	L40	U	U	U	U	U L40	•	L14	L14	C	P
Public Safety Facility	U	U	U	U	U	U	U	U	U	U	U	L24 L40	U L40	U	U	U	U	U L40	U	U	U	U	P
Religious Assembly	•	•	U	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Resident Care - Gen.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	U	U	•	•	•	•	•	•	•
Utilities - Major	L22	L22	L22	L22	L22	L22	L22	L22	L22	L22	L22	L22	L22 L40	L22	L22	L22	L22	L22 L40	L22	L22	L22	L22	L22
Utilities - Minor	P	P	P	P	P	P	P	P	P	P	P	P	P L40	P	P	P	P	P L40	P	P	P	P	P

Schedule D-1
Proposed Land Use Regulations
"Downtown District"

P - Permitted
• - Not Permitted

Ordinance #95-006
Adopted 4/19/96
L - Limited
U - Use Permit

12-5

SUBDISTRICTS

Commercial	1	1A	2	3	4A	4B	5	5A	6A	6B	6C	6D	7A	7B	8A	8B	9	10	11	12	13	14	15
Artist Studio	C	C	•	•	•	•	•	•	•	•	•	L23	•	•	•	•	C	•	C	•	•	•	•
Ambulance Service	•	•	•	•	•	•	•	•	•	•	•	•	•	•	U	P	•	•	•	•	•	•	•
Bank/Saving & Loan	P L34	P L34	P L34	P L34	•	•	•	•	•	•	•	•	•	U L34	•	•	P	•	•	•	•	•	•
Drive-up	U	U	U	U	•	•	•	•	•	•	•	•	•	U	•	•	U	•	•	•	•	•	•
Detering Service	C	C	C	•	•	•	•	•	•	•	•	•	•	•	•	•	C	•	•	•	•	•	•
Commercial Recreation Entertainment	L7 L9 L42	•	L9	•	•	•	•	•	L7 L9	L7 L9	U	L23	•	L7 L9	•	•	L9	L19 L40	•	L7 L42	•	•	•
Communication Facility	U	U	U	•	•	•	•	•	•	•	•	L24	•	•	•	•	U	•	•	•	U	•	•
Eating & Drinking Establishment	C L27 L35	C L27 L35	C L27 L35	•	L2 L35	•	•	•	L2 L27 L35	L2 L27 L35	C L27 L35	L23	•	C L27 L35	L6 L35	L6 L35	C L27 L35	L19 L35	C L27 L35	C L27 L35	U L27 L35	L35	L32 L27 L35
Alcoholic Beverage	U L8 L35	U L8 L35	U L8 L35	•	U L2 L35	•	•	•	U L2 L35	U L2 L35	U L35	U L23	•	U L35	•	•	U L35	•	U L35	U L35	U L35	•	U L32 L35
Live Entertainment	L8 L35	L8 L35	•	•	•	•	•	•	L2	L2	U	L23	•	L2	•	•	•	•	•	L2	L2	•	•
Take-out Service	L9	L9	L9	•	L2	•	•	•	L9	L9	U	L23	•	L9	•	•	U	L9 L19 L40	C	L9	U	C	L32
Food & Beverage Sales	L37	L37	•	•	L41	•	L21	•	C	C	C	L23	•	L15	•	•	L10	•	C	L2 L37	C	C	L33
Articulture - Limited	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	P L40	•	•	•	•	•
Fine Sales & Service	•	•	•	•	•	•	•	•	C	C	C	L23	•	U	•	•	•	•	•	•	•	•	•
Office/Business/ Professional	L11	L11	L11	L11	•	•	•	•	L11	C	L2	L23	•	C	L31	L4	L11	•	C	L2	C L11	C	•
Personal Services	L12	L12	L12	•	•	•	•	•	L2	L2	L2	L23	•	L16	•	•	L12	•	C	L2	L2	C	•

Module D-1
Proposed Land Use Regulations
Downtown District

P - Permitted
• - Not Permitted

L - Limited
U - Use Permit

SUBDISTRICTS

Commercial	1	1A	2	3	4A	4B	5	5A	6A	6B	6C	6D	7A	7B	8A	8B	9	10	11	12	13	14	15
Personal Improv. Serv.	L36	L36	L36	L36	•	•	•	•	L36	L36	L36	L36	•	L36	U	L36	L36	•	L36	L36	L36	•	•
Mail Sales	L13	L13	C	•	P	•	•	•	L2	L2	U	L23	•	L13	L5	L5	L13	•	L13	L2	L9	C	L33
General Retail	C	C	•	•	C	•	•	•	C	•	•	•	•	C	•	•	C	•	•	•	•	•	•
Custom Retail	L18	L18	L18	•	L18	•	•	•	•	L18	•	•	•	•	•	•	•	•	•	•	L18	C	•
Travel Services	P	P	P	P	•	•	•	•	L2	L2	•	L23	•	P	•	U	P	•	U	L2	C	C	•
Vehicle Equipment Sales & Service																							
Vehicle Equipment Repair	•	•	•	•	•	•	•	•	•	•	•	L23	•	•	•	•	•	•	•	•	•	•	•
Automotive Rental	•	•	•	•	•	•	•	•	L1 L2	L1 L2	•	L23	•	L1 L2	•	•	L1 L2	•	•	L1 L2	L1 L2	•	•
Automobile Washing	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	U	•	•	•	•	•	•
Commercial Parking	U L29	U L29	U L29	U L29	L29	L29	L29	L29	U L29	U L29	U L29	L23	L29 L40	L29	L29	L29	U L29	L29 L40	L29	L29	U L29	U L29	L29
Service Stations	•	•	•	•	•	•	•	•	U	•	•	L23	•	•	•	•	U	•	•	•	U	•	•
Vehicle Equipment Sales & Rentals	•	•	•	•	•	•	•	•	•	•	•	L23	•	•	•	•	•	•	•	•	•	•	•
Motor Accommodations																							
Food & Breakfast	•	•	•	•	U	U	L30	L30	U	U	U	L23	•	•	•	•	•	•	•	U	U	•	•
Hotel/Motel/Timeshare	U	U	U	•	U	L20	L30	L30	U	U	U	L23	•	U	•	•	U	•	•	U	U	•	•

D District Additional Use Regulations

- L-1 On-site storage limited to five rental cars.
- L-2 Permitted as an accessory use in a hotel with Community Development Commission approval. Eating and Drinking Establishments and Cocktail Lounges not as an accessory use to a hotel requires a Conditional Use Permit.
- L-3 Permitted in the air rights above the ground floor with approval by the Community Development Commission.
- L-4 Medical offices, dental offices, accountants, attorneys, consultants, brokers, insurance agencies, engineers, architects, planners, and real estate brokers are permitted. All other uses in this category require Community Development Commission review for compatibility with the objectives of the subdistrict.
- L-5 Only pharmacies occupying less than 50 percent of the gross floor area on the floor on which they are located are permitted as an accessory use in a medical office building or a hospital.
- L-6 Only coffee shops occupying less than 50 percent of the gross floor area on the floor on which they are located are permitted as an accessory use within a medical office building or a hospital.
- L-7 Only tennis/racquetball courts, health/fitness clubs as part of hotels, motels and timeshares or as part of a mixed use development are allowed with approval by the Community Development Commission.
- L-8 Only in licensed restaurants with approval by the Community Development Commission.
- L-9 Only "limited" facilities, as defined in Article 4: Use Classifications, and golf, roller skating rinks and ice skating rinks, are allowed with Commission approval. "Drive through" facilities require a Conditional Use Permit.
- L-10 Bakeries permitted in subdistrict 9; Community Development Commission review required for all other uses for compatibility with the objective of the subdistrict, as prescribed in Section 1210. A Conditional Use Permit is required for establishments (including bakeries) occupying more than 1,500 square feet.

D District Additional Use Regulations (continued)

- L-11 Accountants, attorneys, consultants, brokers, insurance agencies, engineers, architects, planners, and real estate brokers are permitted. All other uses in this category require Community Development Commission review for compatibility with the objectives of the subdistrict, as prescribed in Section 1210.
- L-12 Barber shops, beauty shops, and tailors permitted. All other uses in this category require Community Development Commission review for compatibility with the objectives of the subdistrict. In Subdistricts 1, 2, and 9 self-service laundromats are prohibited.
- L-13 Book or stationery stores (excluding bookstores classified as adult businesses), dress or millinery shops, drug stores, dry goods, notion stores, florist shops, jewelry and shoe stores, clothing or wearing apparel shops and camera shops are permitted. All other uses in this category require Community Development Commission review for compatibility with the objectives of the subdistrict, as prescribed in Section 1210. Secondhand stores are prohibited except for Art, Jewelers and Antique shops with Commission approval, provided they are consistent with Chapter 22 of the Municipal Code.
- L-14 Private noncommercial facilities, including swim clubs and tennis clubs, allowed only with a Conditional Use Permit as an accessory use to hotels, motels and timeshares or as part of a mixed use project.
- L-15 Delicatessens and grocery stores permitted. Convenience food stores require a Conditional Use Permit.
- L-16 Barber shops and beauty shops permitted. Laundry agencies require Community Development Commission review for compatibility with the objectives of the subdistrict, as prescribed in Section 1210. Non-attendant laundry agencies are not permitted.
- L-17 Permitted as part of a mixed use development.
- L-18 "Limited Custom Retail" allowed with Commission approval. Limited Custom Retail shall be defined as follows:

Establishments primarily engaged in on-site production of goods by hand manufacturing involving the use of hand tools and small-scale mechanical equipment not exceeding two (2) horsepower or a single kiln not exceeding eight (8) kilowatts; and the direct sale to consumers of those goods produced on-site. Products made incident to a permitted use may be sold at retail on the premises, and not more than three (3) people shall be employed in the production process. Typical uses include but are not limited to ceramic studios, candle-making shops, and custom jewelry production.

**APPENDIX K
TO THE
FINAL SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT**

**for the
Oceanside Beach Resort
in the
City of Oceanside
Downtown Redevelopment Area**

Mon 7a

State Clearinghouse Number 1998081057

Prepared by

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RECON NUMBER 3039E
OCTOBER 2001



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Design
Planning

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1.0 OVERVIEW

The purpose of this study is to establish a comprehensive way-finding framework for pedestrian and bicycle circulation in Downtown Oceanside. Downtown Oceanside is uniquely situated adjacent to the Pacific Ocean, is home to a number of important city-wide and community landmarks and features, and is benefiting from re-investment and renewal.

This study was undertaken in conjunction with the environmental review process for the proposed Oceanside Beach Resort and Oceanside Pier Resort development projects. The results of this study, represented by this report, will be utilized by the City of Oceanside as a comprehensive guide to the development of pedestrian and bicycle way-finding design and implementation plans that enhance non-vehicular travel in the Downtown. The results of this study may also be used to condition the planning and design of development projects to support a pedestrian oriented Downtown.

The Study Area boundaries are Surfrider Way to the north, Wisconsin Avenue to the south, the alley south of Freeman Street and Nevada Street to the east, and the beach to the west. The Study Area encompasses approximately one-third of a square mile or the equivalent of about 70 city-blocks, see **Figure 1, Study Area**. A Downtown core area is generally bounded by the beach, Surfrider Way, Seagaze Drive, and Nevada Street.

This report was prepared in the context of a number of adopted policy and regulatory documents including the City of Oceanside Downtown Redevelopment Plan, the City of Oceanside's Zoning Code, the City of Oceanside's Local Coastal Program (LCP), and the Oceanside Pier Area Traffic/Parking/Urban Design Study, among others.

This report sets forth:

- Study goals
- Study approach
- Description of the methodology
- Urban design analysis
- Way-finding framework
- Recommendations

2.0 GOALS

The goals of the Downtown Oceanside Way-Finding Concept are to establish a framework that will improve coastal access for pedestrians and bicyclists in the Downtown, and to generally facilitate non-vehicular movement in and around the Downtown.

3.0 STUDY APPROACH

The study approach has two components:

1. Establish functional connections through a network of trails that provide ease of movement between activity centers, including the beach.
2. Address conventional way-finding elements such as the following:

- Physical features: paving, planting, street furniture, lighting, and signage, among others.
- Programmatic elements: public and private sector implementation programs and phasing.
- Graphic design and identity concept: design, development, and implementation.

For purposes of this study, Surfrider Way, Civic Center Drive, Pier View Way, Mission Avenue, Seagaze Drive, Tyson Street, Ash Street, and Wisconsin Avenue are oriented in the east-west direction. Nevada Street, Ditmar Street, Coast Highway, Cleveland Street, the railroad tracks, Myers Street, Pacific Street, The Strand, and the coast are oriented in the north-south direction.

4.0 DESCRIPTION OF METHODOLOGY

The work methodology is to identify and analyze pedestrian activity centers, as defined in section 5.2, the paths of travel that connect them such as streets, alleys, and public stairways, and to propose a way-finding framework. The proposed Oceanside Beach Resort and Oceanside Pier Resort are included in this concept; other potential development sites have been identified. The methodology includes the following three components:

4.1 Data Collection

The work is being undertaken using geographic information systems (GIS). GIS is a computerized mapping software program that is customized for each application. GIS utilizes a variety of data from a range of sources. Data collected for this customized application include a recent aerial photograph obtained from a commercial vendor, and street base and related data obtained from the City of Oceanside and the San Diego Association of Governments (SANDAG).

4.2 Analysis

The analysis characterizes the activity centers, paths of travel, and view corridors, and identifies opportunities and constraints. Generally speaking there are two types of pedestrian and bicycle trips that are undertaken:

- Functional trips are for business, shopping, and education, among other purposes, and are primarily undertaken in the Downtown core area.
- Recreational trips include participating in beach or beach related activities. Beach-goers actively use the beach for sun-tanning and/or socializing; and the ocean for swimming, surfing, and other active recreational uses. Beach-viewers actively use the beach-related facilities. The facilities used by beach-goers and beach-viewers are described in section 5.2.1.

4.3 Diagram and Findings Documentation

A way-finding framework is proposed in the form of a diagram with a descriptive narrative contained in this report. Implementation components are identified.

5.0 URBAN DESIGN ANALYSIS

5.1 Overview of the Study Area

The Study Area is uniquely situated on a bluff above and immediately adjacent to the Pacific Ocean and a popular beach. The Downtown is composed of a general mixed-use environment including such uses as commercial retail, restaurants, and limited office; single family and multi-family residential; institutional and public facilities including government offices, public services, and transit center; surface parking lots; and public open space, among others, **see Figure 2, Study Area Features**. An active railroad with a north-south orientation bisects the Downtown.

5.2 Activity Centers and Paths of Travel

Activity centers are pedestrian and bicycle origins and destinations. These were identified by studying printed information provided by the City of Oceanside, discussions with city staff, and through field verification. Activity centers can be generally defined as beach-related activity centers and other activity centers, as defined in sections 5.2.1 and 5.2.2. Major activity centers and paths of travel are summarized in the table below:

Table 1: Table of Major Activity Centers and Paths of Travel

Major Beach Related Activity Centers	Major Other Activity Centers							
	Coast Highway Retail Area	Historical Block	Oceanside Civic Center	Oceanside Library	Oceanside Museum	Oceanside Transit Center	Regal Cinema	Surf Museum
Beach	Wisconsin Ave.	Pier View Way	Pier View Way	Pier View Way	Pier View Way	Cleveland Str./Mission Ave.	Mission Ave.	Mission Ave.
Beach Community Center	Mission Ave./Pacific Promenade	Pier View Way	Pier View Way	Pier View Way	Pier View Way	Cleveland Str./Mission Ave./Pacific Promenade	Mission Ave./Pacific Promenade	Mission Ave./Pacific Promenade
Pier Plaza Amphitheater	Mission Ave./Pacific Promenade	Pier View Way	Pier View Way	Pier View Way	Pier View Way	Cleveland Str./Mission Ave./Pacific Promenade	Mission Ave./Pacific Promenade	Mission Ave./Pacific Promenade
Tyson Street Park	Mission Ave./Pacific Str.	Pier View Way	Pier View Way/Pacific Promenade	Pier View Way/Pacific Promenade	Pier View Way/Pacific Promenade	Cleveland Str./Mission Ave./Pacific Str.	Mission Ave./Pacific Str.	Mission Ave./Pacific Str.
Strand Beach Park	Mission Ave.	Pier View Way	Pier View Way/Pacific Promenade	Pier View Way/Pacific Promenade	Pier View Way/Pacific Promenade	Cleveland Str./Mission Ave.	Mission Ave.	Mission Ave.
The Strand	Mission Ave.	Pier View Way	Pier View Way	Pier View Way	Pier View Way	Cleveland Str./Mission Ave.	Mission Ave.	Mission Ave.
Oceanside Pier	Mission Ave./Pacific Promenade	Pier View Way	Pier View Way	Pier View Way	Pier View Way	Mission Ave./Pacific Promenade	Mission Ave./Pacific Promenade	Mission Ave./Pacific Promenade

5.2.1 Beach-Related Activity Centers

Generally speaking people frequenting the beach can be classified as follows:

- Beach-goers actively use the beach for sun-tanning and/or socializing; and the ocean for swimming, surfing, and other active recreational uses. Beach-goers tend to organize

their use of the beach with young people south of the Oceanside Pier, general users north of the Oceanside Pier to Surfrider Avenue, and families north of Surfrider Avenue. Beach-going families with children and many items to carry desire low cost parking close to stair and ramp access.

- Beach-viewers are a generalized class of people who actively use the beach-related facilities such as the Oceanside Pier, Beach Community Center, Pier Plaza Amphitheater and restrooms, The Strand, Strand Beach Park, and Tyson Street Park for a variety of recreational functions such as viewing the beach, fishing off the pier, and going to restaurants, without necessarily venturing onto the sand or into the water.

5.2.2 Other Activity Centers

Other activity centers include but are not necessarily limited to publicly- and privately-owned parking lots and parking structures described in section 5.3.6; transportation facilities such as the Oceanside Transit Center; cultural facilities such as the Oceanside Art Museum, Oceanside Sea Center, historical block, and the Surf Museum; civic facilities such as the Oceanside Library, Civic Center, and post office; multi-family residential complexes; and the skate park, among others. There are a variety of retail uses in the Downtown. The Regal Cinema complex is a major activity center. The historical Downtown retail core is generally located between Cleveland Street, Ditmar Street, Civic Center Drive, and Seagaze Drive. Strip commercial retail uses are generally located on Coast Highway south of Seagaze Drive.

5.2.3 Paths of Travel Analysis

The Downtown is composed of a matrix of east-west and north-south streets and alleys that establish an urban design framework which forms the basis for pedestrian and bicycle circulation.

- East-west oriented streets

The north-south railroad establishes a barrier between those areas to the east, which are primarily commercial and public facilities and residential neighborhoods; and those areas to the west, which are primarily the beach and multi-family residential uses. As depicted in **Figure 3, Railroad Crossing Access Points**, three east-west oriented streets in the Study Area traverse the railroad tracks at grade: Surfrider Way, Mission Avenue, and Wisconsin Avenue. Pier View Way traverses the railroad tracks with a pedestrian undercrossing that is currently under construction. An existing undercrossing is located at the Oceanside Transit Center aligning with Tyson Street to the west. These five beach-oriented paths of travel and points of access funnel all pedestrian and bicycle circulation.

As depicted in Figure 3, 97% of the Study Area is located within a quarter-mile radius "as-the-crow-flies" or about a three minute walk from these railroad crossing access points. No location within the Downtown is more than one-half mile, or about a six to eight minute walk, from the nearest railroad crossing point. Washington Avenue east of Coast Highway and Sportfisher Drive at Nevada Street are the farthest points, approximately one-half mile walking distance from the nearest railroad crossing.

Surfrider Way, Seagaze Drive west of Myers Street, and Wisconsin Avenue provide pedestrian/bicycle street access to the beach.

- North-south oriented streets

Access from Downtown neighborhoods and commercial areas is provided by north-south streets such as Coast Highway, Cleveland Street, and Pacific Street that link to one of the east-west streets that traverse the railroad tracks heading to the beach (Surfrider Way, Mission Avenue, Wisconsin Avenue, Pier View Way, and the transit center undercrossing at Tyson Street).

Coast Highway, while predominately strip commercial south of Seagaze Drive, provides regional identity which visually and cognitively links pedestrians and bicyclists users with Mission Avenue or Wisconsin Avenue. Cleveland Street provides the most direct access to the east-west streets heading toward the beach. As the westerly-most street on the bluff above the beach, Pacific Street provides the most direct access to beach-oriented east-west streets and public stairways and ramps. The Strand provides access adjacent to the beach.

The existing coast trail occupies a portion of the Study Area on the east side of the railroad tracks from Wisconsin Avenue to the train station. This trail is planned to extend north through the Study Area and beyond.

5.3 Opportunities and Constraints

5.3.1 Beach Related Activities

Existing pedestrian and bicycle oriented beach access is provided as follows:

- Street access

Three east-west streets connect directly to the beach at The Strand: Surfrider Way, Seagaze Drive west of Myers Street, and Wisconsin Avenue. Other east-west streets such as Pier View Way and Mission Avenue terminate at Pacific Street on the bluff above the beach. Tyson Street and Ash Street connect the neighborhood between Seagaze Drive and Wisconsin Avenue to Pacific Street.

- Bluff access

There are seven existing public stairways that connect the top of the bluff and the beach below. These stairways are located at Sportfisher Drive, Oceanside Pier/Pier View Way, Strand Beach Park, near Tyson Street, near Ash Street, and Wisconsin Avenue. The Oceanside Pier/Pier View Way and the Strand Beach Park locations also include ramps.

As depicted in **Figure 4, Beach Bluff Access Points**, 76% of the Study Area is located within a quarter-mile radius "as-the-crow-flies" of these bluff access points. No location within the Downtown is more than six-tenths of a mile, or about a seven to nine minute walk, from the nearest bluff access point. Coast Highway between Missouri Avenue and Michigan Avenue, and Sportfisher Drive at Nevada Street are the farthest points, approximately six-tenths of a mile from the nearest bluff access point.

5.3.2 Pedestrian Street Enhancements

The Downtown is built out with a traditional grid of streets that encourages pedestrian and bicycle linkages. While the major weakness is the disruption of the grid in the east-west direction as a result of the railroad tracks, this also offers the most significant urban design opportunity because all pedestrian and bicycle crossings are focused on five locations. The east-west streets offer significant opportunities for landscape and streetscape

enhancements as the streets which pedestrians are most to likely traverse in order to access the stairs and ramps at the bluff. The north-south streets also offer significant opportunities for landscape and streetscape enhancements that will benefit the overall identity of the Downtown. Coast Highway enhancements will add significantly to the city's regional identity. Cleveland Street improvements will enhance neighborhood access to east-west streets that connect to the beach or beach access points.

5.3.3 Beach View Corridors

View corridors provide views of the beach from Downtown, see **Figure 5, Beach View Corridors**. View corridors are located on beach-accessible streets including Surfrider Way, Pier View Way, and Mission Avenue. All these streets have views from east of Cleveland Street thereby creating a continuity between what pedestrians and bicyclists see and what they can physically access. Tyson Street and Ash Street provide beach view corridors from the railroad tracks. Wisconsin Avenue provides a beach view corridor from approximately Myers Street.

The Strand and Pacific Street (except at the locations of some existing buildings) provide beach views throughout the Study Area.

Creation of additional view corridors is unlikely given the built-out nature of the Downtown and the lack of streets crossing the railroad tracks south of Seagaze Drive.

5.3.4 Existing Public Spaces

The following pedestrian-oriented, beach-related public spaces are integrated by virtue of their co-location at the beach:

- Beach
- Beach Community Center
- Pier Plaza Amphitheater
- Tyson Street Park
- Strand Beach Park
- The Strand

The Skate Park at the northeast corner of Pier View Way and Myers Street is also a public space.

There are four major pedestrian oriented public spaces located east of the railroad tracks:

- Oceanside Civic Center plaza and fountain fronting Pier View Way
- Regal Cinema plaza fronting Mission Avenue
- Oceanside Transit Center and pedestrian undercrossing
- Pier View Way pedestrian undercrossing

Streetscape and landscape enhancements to both east-west and north-south paths of travel may better integrate these public spaces with beach-related public spaces cited above.

5.3.5 Proposed Beach-Oriented Development Projects (Resort Project Area)

The proposed Oceanside Beach Resort (hotel) includes two 12-story hotel towers with a total of approximately 400 guest rooms, retail space, restaurants, and associated uses on a

4.6-acre site bordered by Myers Street, Pier View Way, Seagaze Drive, and Pacific Street. Underground parking would be provided and will be available as paid parking to the public. The proposed Oceanside Pier Resort (timeshare) includes two 6-story timeshare buildings with a total of 159 timeshare units, a restaurant, retail space, and associated uses, planned on a 2.2-acre site bordered by Myers Street, Pier View Way, Civic Center Drive, and Pacific Street. Underground parking, separate from hotel parking, would be provided.

The proposed Resort Project Area includes public space amenities that will benefit pedestrians such as the following:

- Rerouting of traffic from Pacific Street between Civic Center Drive and Seagaze Drive, and Pacific Street's re-designation as a pedestrian public promenade.
- Creation of a landscape terrace and fountain feature between Betty's lot and the amphitheater, and replacing the steps from the Pacific Street level to The Strand level in the Mission Avenue alignment with a new, curving "grand staircase."
- Creation of an elevator for public use located adjacent to the north of the Pier, connecting The Strand level and the Pacific Street Promenade.

5.3.6 Parking

Parking is a generator of pedestrian activity. On-street parking is provided throughout the Downtown. Most on-street parking periods are regulated; some parking is metered. There are several existing parking lots in the Downtown. These parking lots can be organized as follows:

- The Oceanside Transit Center provides multiple parking lots with a significant number of spaces heavily used on weekdays by commuters. Weekend and holiday parking is available for beach-goers and beach-viewers. An enhanced pedestrian and bicycle connection between the Oceanside Transit Center and Mission Avenue can be located on Cleveland Street.
- The Oceanside Civic Center parking structure is heavily used during the weekdays and is available for use by beach-goers on weekends and holidays.
- The City of Oceanside also owns the following parking lots:
 - One parking lot is bordered by the railroad track, Cleveland Street, and Pier View Way (Pier View Way Parking Lot). The Pier View Way Parking Lot is used by beach-goers who have direct access to the beach via Pier View Way.
 - The other parking lot is adjacent to the west side of the Oceanside Transit Center bus station (Transit Adjacent Parking Lot). Like the Oceanside Transit Center users, pedestrians and bicyclists access Mission Avenue via Cleveland Street.
- The City of Oceanside has proposed developing a parking lot parallel to, and on the west side of, the railroad tracks between Wisconsin Avenue and Oak Street.
- There are a number of private parking lots in the Downtown. Several lots are located between Cleveland Street and Pacific Street, parallel to the railroad track between Seagaze Drive and Civic Center Drive. Other parking lots are sprinkled throughout the Downtown, including those located at the southeast corner of Tremont Street and Civic Center Drive, and Tremont Street and Pier View Way.

- The proposed Oceanside Pier Resort site, Oceanside Beach Resort site, and Betty's lot are currently parking lots. Paid public parking will be available at these locations, after the proposed developments are implemented.

In the future, parking lots, which provide direct pedestrian and bicycle access to Pier View Way and Mission Avenue, will facilitate beach access.

5.3.7 Other Potential Building Development Sites

The Downtown core area has a number of other potential development sites. If properly implemented, development on these sites can stitch together existing gaps in the environment to add vitality and interest to the pedestrian experience, **see Figure 1, Study Area**. The type and mix of ground floor land uses, their relationship to sidewalks and parking lots, and the design of facades, ground plane, and landscape elements greatly influence the quality of the pedestrian environment. Potential development sites include the following:

- Catellus owns several parcels that are strategically located between Myers Street, Cleveland Street, Pier View Way, and Seagaze Drive.
- The lot immediately west of the Regal Cinema and north of Cleveland Street between Mission Avenue and Seagaze Drive is an important location to link Downtown core activities with the Oceanside Transit Center.
- The City of Oceanside's Transit Adjacent Parking Lot is proposed to be developed as a parking structure.
- The City of Oceanside's Pier View Way Parking Lot offers a mixed-use development opportunity with such possible uses as parking, street level retail, and multi-family residential.

5.3.8 Sidewalks and Street Crossings

As an urbanized area, the Downtown is built out with sidewalks. While cross-walks are provided at a number of locations, additional cross-walk facilities would improve safety. Providing decorative sidewalk and cross-walk paving materials, color, and patterns, particularly at locations with high-pedestrian demand, would generally enhance the environment and improve the overall pedestrian experience.

5.3.9 Signage

There currently is no comprehensive Downtown and beach graphic way-finding program. Development of such a program would aid beach-goers, beach-viewers, and residents alike.

5.3.10 Oceanside Transit Center

The Oceanside Transit Center is an important public activity center. Selected pedestrian and bicycle enhancements may better link the Transit Center to the Downtown core area and the beach, such as those described for Cleveland Street above, and at other locations that may be identified. Future expansion of the Oceanside Transit Center will result in a range of improved services including North County Transit, Metrolink, Coaster, light rail, Greyhound, Amtrak, and expanded local transit including the Fast Forward program.

5.3.11 Coast Highway Retail

Coast Highway between Seagaze Drive and Wisconsin Avenue represents a unique opportunity. While this part of the Downtown is relatively close to the coast, land uses are primarily auto-oriented strip commercial, and the area has little perceived relationship to the coast. This reflects underlying land values, the historic nature of Coast Highway as a regionally scaled auto-oriented strip, the physical separation from the coast due to the lack of streets crossing the railroad tracks, and the lack of an integrated marketing program to link the identity of this area with the rest of Downtown.

6.0 WAY-FINDING RECOMMENDATIONS

The following recommendations address the opportunities and constraints described above. General physical and policy recommendations may be further developed and applied throughout Downtown. The way-finding framework is an urban design concept that employs the policy objectives. Findings for the Resort Project Area address access issues specific to the two proposed development projects.

6.1 General Physical and Policy Recommendations

The following are overall policy recommendations:

6.1.1 Site Planning Guidelines

Create site planning guidelines for public and private development sites adjacent to Mission Avenue, Pier View Way, Coast Highway, Cleveland Street, and Pacific Street in order to support a pedestrian and bicycle friendly environment, including the way-finding framework. The site planning guidelines should encourage the following:

- Locate pedestrian-oriented retail uses and building entrances on pedestrian-oriented streets. Establish a reasonable standard for the minimum frontage length of pedestrian-oriented uses.
- Employ "build-to-lines" to maintain the urban feeling of the Downtown environment. Build-to-lines are the opposite of setbacks; they require that the building be located adjacent to the property line, in order to maintain the street's urban edge. Strategically located setbacks to create public plazas and gathering places, especially near building entrances and street corners, are frequently used in conjunction with build-to-lines.
- Limit the location of curb cuts for parking access and building services on pedestrian oriented streets. Encourage the location of curb-cuts on non-pedestrian oriented streets.

6.1.2 Parking Plan

Update the parking plan for Downtown. Parking is an origin, or generator of pedestrian activity. As development occurs, sites currently used for beach-going parking are likely to be replaced by other uses. Replacement parking will be necessary in order to maintain public access, and should be integrated into the way-finding framework. Notwithstanding a financial analysis, replacement parking may be provided as part of individual development projects or may be focused at selected city-owned parking structure sites. As stated in section 6.1.1, the location of driveways should be carefully integrated with the way-finding framework in order to maintain the emphasis on pedestrian-oriented trails.

6.2 Way-Finding Framework

This section sets forth way-finding framework recommendations, **see Figure 6, Way Finding Framework Diagram**. Generally, the way-finding framework envisions the streets crossing the railroad tracks as east-west trails, and selected streets intersecting with them as north-south trails. All trails will be used by pedestrian and bicyclists undertaking either functional trips in Downtown for business and retail purposes; or for recreational trips by beach-goers and beach-viewers.

6.2.1 East-West Trails

The way-finding framework envisions Mission Avenue and Pier View Way as east-west trails that link the core of Downtown across the railroad tracks to the beach at the existing

and proposed stairways, elevators, and ramps. Surfrider Way and Wisconsin Avenue are envisioned as east-west trails that, in addition to linking the beach, define the edges of the Downtown. Tyson Street and Ash Street are also envisioned as east-west trails. All six of these east-west trails are envisioned with significant pedestrian-oriented streetscape and landscape enhancements set forth in section 6.2.4.

Taken together, Mission Avenue and Pier View Way create a way-finding couplet that services the core of Downtown and links it to the beach. Pier View Way is the primary corridor for accessing the Oceanside Pier. The Pier View Way pedestrian railroad undercrossing will facilitate safe pedestrian movements. This undercrossing will effectively carry significant numbers of pedestrians if the land uses east of Cleveland Street encourage pedestrian activity. This includes development of parking, retail, and residential facilities with active, urban street edges. Development planning and site planning guidelines set forth in section 6.1.1 should strongly encourage mixed-use development including retention of beach parking in parking structures with ground floor retail and upper level multi-family residential uses. Mission Avenue pedestrian activity is unlikely to diminish, even with the pedestrian undercrossing investment in Pier View Way. Mission Avenue should be retained as a trail with the appropriate way-finding streetscape and landscape enhancements recommended herein.

Tyson Street provides east-west pedestrian and bicyclist access from the Oceanside Transit Center to Pacific Street and the beach below. Ash Street provides similar east-west pedestrian access from the city's proposed parking lot immediately west of, and adjacent to, the railroad tracks between Wisconsin Avenue and Oak Street.

To function effectively, Surfrider Way, Pier View Way, Mission Avenue, and Wisconsin Avenue are envisioned with pedestrian safety enhancements at key intersections, in order to create a mixed pedestrian and automobile environment. Undertaking pedestrian-oriented safety and streetscape enhancements on these streets, as set forth in section 6.2.4, will improve the overall Downtown pedestrian environment.

6.2.2 North-South Trails

The way-finding framework envisions Coast Highway, Cleveland Street, Pacific Street (including the proposed Pacific Street Public Promenade), and The Strand (including the proposed Public Promenade on The Strand) as north-south trails that link neighborhood and commercial areas with the beach-accessible east-west trails. These north-south trails are envisioned with significant pedestrian-oriented streetscape and landscape enhancements as set forth in section 6.2.4. Coast Highway represents the biggest challenge in this regard, especially south of Seagaze Drive where it is a strip-commercial and auto-oriented street. A portion of The Strand between the Beach Community Center and Seagaze Drive restricts vehicular use in order to create a pedestrian-only environment called "The Public Promenade on The Strand." In other locations, The Strand will continue to provide pedestrian and bicycle circulation, and vehicular access to adjoining beach-front properties and public parking lots.

6.2.3 Beach Access Points

The way-finding framework utilizes existing and proposed beach access points as follows:

- **Street access**

Public street access to the beach should be retained at Surfrider Way, Seagaze Drive, and Wisconsin Avenue. The north side of Seagaze Drive is proposed to be improved

by the Oceanside Beach Resort with a new sidewalk and ten foot landscape setback. Pedestrian-oriented enhancements recommended for Surfrider Way and Wisconsin Avenue between Pacific Street and The Strand are described in section 6.2.5.

- Bluff access

The way-finding framework recommends retention of existing stairways and ramps at the locations described in section 5.3.1, and supports development of the proposed elevator and "grand stairway" as part of the proposed Oceanside Beach Resort. The way-finding framework also supports the location of the proposed elevator on the north side of the Oceanside Pier at the proposed Pacific Street Public Promenade, with a linkage to the Beach Community Center below. The City of Oceanside is completing a comprehensive plan to meet requirements for the Americans with Disabilities Act (ADA).

6.2.4 Streetscape and Landscape Enhancements

There are a number of potential streetscape and landscape enhancements that can be made to east-west and north-south trails to aid in way-finding, improving the environment, and encouraging pedestrian and bicycle use. Through the design of streetscape and landscape features, activity centers and the paths of travel linking them can be better integrated, thereby improving way-finding. The following table summarizes the types and locations of potential streetscape and landscape enhancements:

Table 2: Streetscape and Landscape Enhancements

Types of Enhancement:	Paving			Planting			Planter			Street Furniture					Light		Graphic Design			Art			
Location of Enhancement	Sidewalk	Crosswalk	Corner	Trees	Shrubs	Ground Cover	Tree Grate	Planting Area	Trellis	Trash Receptacle	Seating	Bike Rack	Drinking Fountain	Bus Shelter	Bollards	News Stand	Right of Way	Feature Accent	District Identity	Directional	Informational	Information Kiosk	Art in Public Places
Linkage Type: network of way-finding framework paths																							
Trails																							
Other Street Trails																							
Feature Type: key locations on the way-finding framework paths																							
Entryway																							
Railroad Crossing Entryways																							
Beach Access Points																							
Building Entry/Plaza																							
Public Space Type: open spaces with functional and/or recreational uses																							
Underpasses, Promenades, etc.																							

- Paving

Paving enhancements include sidewalks, corners, crosswalks, public promenades, and entry-plazas. Sidewalk, corner, and crosswalk paving enhancements should be located on all trails, including Surfrider Way, Pier View Way, Mission Avenue, Tyson Street, Ash Street, Wisconsin Avenue, Coast Highway, Cleveland Street, Pacific Street, and The Strand. Paving materials can include city-standard "pavers" and stamped/integral color concrete, among other materials. Paving improvement types and locations are depicted in **Figure 6, Way-Finding Framework Diagram**.

- Planting

Planting enhancements include street trees, other trees, shrubs, vines, and ground cover. Street tree enhancements are located on all trails, and should utilize approved city tree types in order to provide a pedestrian shade canopy without blocking retail signs. Provision of other trees, plus shrubs, vines, and ground cover should be located on parcels adjoining trails, public promenades, entry-plazas, and beach access points in order to create identity and shade.

- Planters

Planter enhancements include tree grates, planting areas, trellises, and pots. Tree grates should be co-located with street trees. Planting areas, trellises, and pots should be located on all trails and public promenades, and at building entry-plazas, beach access points, and parcels adjoining these places.

- Street furniture

Street furniture enhancements include an integrated program with the following components:

- Trash receptacles, benches, drinking fountains, and news stands should be located along pedestrian trails and public promenades, at entrances to activity centers, and at beach access points.
- Bicycle racks should be co-located at beach access points, along pedestrian trails, and at entrances to activity centers.
- Bus shelters should be improved on district trails with such service.

- Lighting

Lighting improvements, in order to enhance public safety and environmental quality, should be undertaken on all trails and public promenades, and at beach access points. Building accent lighting should be encouraged at adjoining locations. Lighting should assist users identify pedestrian paths and provide visual stimulation and interest as design features. A pedestrian lighting plan should be developed in conjunction with the graphic design program set forth below. The lighting program should address such design issues as the type, style, and scale of fixtures. Pedestrian lighting fixtures should be at a pedestrian scale.

- Graphic design

Graphic design improvements include an integrated program with the following components:

- Establish a graphic identity program with a comprehensive thematic focused on the integration of Downtown and the beach, and appropriate district-scaled entryway

signage at the intersections of Coast Highway and Surfrider Way, Coast Highway and Wisconsin Avenue, and Mission Avenue and Nevada Street.

- Establish a directional signage program including the following components:
 - Directional signage allowing automobile drivers to easily locate their destination by way of parking lots. This should include district-scale entryways for vehicles arriving in the Downtown southbound on Coast Highway at Surfrider Way, northbound on Coast Highway at Wisconsin Avenue, and westbound on Mission Avenue at Nevada Street.
 - Welcome signage for pedestrians and bicyclists arriving at the Oceanside Transit Center.
 - Suggested safe routes for bicyclists.
 - Pedestrian trails providing beach access from locations throughout Downtown.
- Establish an informational signage program that improves the sense of place in Downtown. This may include signage designed as features which are located in all of Downtown's public, private, and institutional activity centers, including the following:
 - Coast Highway retail area (approximately Seagaze Drive to Wisconsin Avenue)
 - Beach Community Center
 - Pier Plaza Amphitheater
 - Tyson Street Park
 - Strand Beach Park
 - The Strand
 - Oceanside Civic Center plaza and fountain
 - Regal Cinema plaza
 - Oceanside Transit Center
 - Oceanside Museum
 - Historical Block
 - Surf Museum
 - Skate Park
 - Others to be determined
- Establish public information kiosks to:
 - Inform residents and visitors of Downtown activities and events.
 - Communicate the history of the area.

Informational signage and public information kiosks should be an integrated design, to the extent possible, or co-located. The specific locations for directional signs, informational signs, and information kiosks should result from the process of preparing the graphic design program.

- Art in public spaces

Art in public spaces should be co-located in public promenades, at beach access points, and with other streetscape and landscape features. This approach will leverage public and private investment, and contribute to the overall quality of the pedestrian environment. Functional elements of the urban environment are encouraged to be designed and fabricated as public art features such as stairways and ramps,

information kiosks, directional and informational signage, street furnishings, bus stops, bicycle racks, walls and fences, and pedestrian entryways at railroad crossings.

6.2.5 Pedestrian-Oriented Open Space Locations

The way-finding framework envisions four pedestrian-oriented open space locations:

- The beach itself is the primary open space in the Study Area actively used for recreational purposes by beach-goers and observed by beach-viewers.
- The area generally bordered by Pier View Way, the proposed Pacific Street Public Promenade, the proposed Public Promenade on The Strand, and Seagaze Drive. Several open space and cultural features are proposed as part of the Resort Project Area, in order to improve the pedestrian and bicycle environment. This will include significant landscape improvements around the Pier Plaza Amphitheater and development of a proposed public garden bordered by the Pacific Street Public Promenade, The Public Promenade on The Strand, Seagaze Drive, and the "grand stairway." Pier Plaza Amphitheater improvements include landscape features on multiple levels, plus a refurbished bandstand.
- Pier View Way between Myers Street and Cleveland Street. This is an important pedestrian-only linkage between Downtown's business/civic center and beach-front areas. With the anticipated completion of the pedestrian undercrossing, this area can be further enhanced as part of an integrated streetscape design that links the palm tree water garden at the Civic Center with the Oceanside Pier.
- Surfrider Way and Wisconsin Avenue between Pacific Street and The Strand. Due to right-of-way and property constraints at Surfrider Way and Wisconsin Avenue, sidewalk widening is not anticipated. Pedestrian and bicycle access enhancements can nevertheless be provided at these locations. The street segment between Pacific Street and The Strand can be designed as a mixed pedestrian and vehicle environment, by repaving the street and sidewalk with an enhanced material such as city-approved "pavers" or patterned/color concrete on one level with no curbs. Lighted bollards, instead of curbs, can be used to define the edge of the sidewalk. Other pedestrian-oriented lighting features could be included. Creating a driveway-type entrance at Pacific Street (in which cars drive up onto the newly paved area) would discourage unintended through traffic and lead to the perception on the part of drivers that they are entering a pedestrian oriented environment.

6.2.6 Parking Lots, Oceanside Transit Center Access, and Civic Center Parking Structure

Beach access from various Downtown parking lots, the Civic Center parking structure, and on-street parking spaces should be directed either to Mission Avenue or Pier View Way.

Beach access from the Oceanside Transit Center, including the city's proposed parking structure, should be directed either to Mission Avenue or to the undercrossing at the train station that aligns with Tyson Street to the west. Streetscape and landscape enhancements are recommended on Cleveland Street leading to Mission Avenue, and on Tyson Street between the undercrossing and Pacific Street. Way-finding signage, as part of the graphic design and identity program, should be provided in order to orient pedestrian and bicyclists accessing Cleveland Street to move toward Mission Avenue; and to access Tyson Street via the undercrossing.

D District Additional Use Regulations (continued)

- L-19 Permitted as part of a public park or recreational facility. Private Commercial and Recreational uses are limited to tennis, racquetball, and volleyball courts upon approval of a Conditional Use Permit.
- L-20 Hotels and motels allowed with a Conditional Use Permit. Timeshares may be allowed with a Conditional Use Permit if a substantial number of units are permanently reserved for transient overnight accommodations during the summer season (June 1 through Labor Day weekend).
- L-21 Food and beverage sales, artist studios and retail sales allowed with Community Development Commission approval in the area on the northwest quadrant of Sixth and Cleveland Streets, in an area extending 150 feet north along Cleveland Street and 100 feet west along Sixth Street.
- L-22 A Conditional Use Permit is required for generating plants, electric substations, lone switching buildings, refuse collection, recycling or disposal facilities, water reservoirs, water or wastewater treatment plants, transportation or communication utilities, and similar facilities of public agencies or public utilities. Above-ground electrical transmission lines are not permitted unless determined to be consistent with a utility corridor plan approved by the Planning Commission. Flood-control or drainage facilities are permitted if they are consistent with approved master-drainage and/or flood-control plans.
- L-23 Permitted if determined that the use is consistent with the Harbor Precise Plan and approved by the Harbor District Board of Directors.
- L-24 Only Harbor administration, maintenance and patrol facilities, Coast Guard and other related governmental offices and facilities are permitted upon approval of the Harbor District Board of Directors.
- L-25 Within Subdistrict 9, lots fronting on Tremont Street and Freeman Street, and totalling a minimum contiguous area of 30,000 square feet, in single or multiple ownership, shall be permitted to develop single-family units upon approval of the Community Development Commission.
- L-26 Allowed with a Conditional Use Permit; lots fronting on Hill Street residential uses allowed in the air rights above the ground floor as part of a mixed-use development with a use permit, no ground-floor residential use is permitted on Hill Street.
- L-27 Sidewalk cafes (including tables and chairs) and outdoor food service accessory to an eating and drinking establishment shall be permitted with Community Development Commission approval. However, no outdoor preparation of food or beverages will be permitted.

D District Additional Use Regulations (continued)

- L-28 Permitted, however, it is limited to one primary dwelling unit and one accessory dwelling unit per site, subject to the requirements of Section 3006: Accessory Dwelling Units.
- L-29 Publicly-owned parking lots are permitted upon approval of the Community Development Commission.
- L-30 Allowed on The Strand, or adjacent to Subdistrict 11, upon approval of a Conditional Use Permit.
- L-31 Medical and Dental Offices are permitted. All other uses in this category require Community Development Commission review for compatibility with the objectives of the subdistrict.
- L-32 Eating and Drinking Establishments (with or without Alcoholic Beverage Service and with or without Take-out Service) on the pier or east of The Strand are allowed with Community Development Commission Approval.
- L-33 Only Retail Sales and Food & Beverage Sales related to the operation of a pier baitshop and kiosks allowed upon Community Development Commission approval. All other uses in these categories are prohibited.
- L-34 Excludes check cashing businesses.
- L-35 The definition of an Eating and Drinking Establishment shall be as follows:

A place which is regularly and in a bona fide manner used and kept open for the serving of meals to guests for compensation and which has an adequate seating area for the consumption of meals and suitable kitchen facilities connected therewith, containing conveniences for cooking an assortment of foods which may be required for ordinary meals. As used in this definition, the word "meals" means the usual assortment of foods commonly ordered at various hours of the day; the services of only such foods as sandwiches or salads shall not be deemed in compliance with this requirement. As used in this definition, the words "suitable kitchen facilities" shall include cooking equipment (such as deep fryers, stoves or ovens) requiring hood fans, an operable dishwashing machine, and a central freezing and refrigeration area. The percentage of alcohol sales in monetary terms shall not exceed that of food sales and still comply with this definition.

Potential Eating and Drinking Establishments which do not meet this definition shall only be allowed upon approval by the Community Development Commission.

L-36 Institutional Services or facilities for photography, fine arts, crafts, dance or music facilities, driving schools, business or trade schools, diet centers, reducing salons, and fitness studios (including health studios or spas) are allowed upon approval of the Community Development Commission. The "Personal Improvement Services" described above for Subdistricts 6A, 6B, 6C, 7B and 12 are only allowed as an accessory use to a hotel, motel and timeshares or in a mixed use project.

L-37 Only Neighborhood and Specialty Markets (as defined below) which do not exceed 8,000 square feet of gross floor area are allowed with Community Development Commission approval. Such markets which exceed 8,000 square feet of gross floor area shall require a Conditional Use Permit. Convenience markets are not allowed.

NEIGHBORHOOD MARKET:

Retail sales of food and beverages for off-site preparation and consumption. Principally engaging in the retail sale of staple foodstuffs, household supplies and a sizeable assortment of fresh produce, fresh-cut meats, fish and dairy products. A minimum of 60% of net floor area (excluding storage, aisle ways, check out and customer service areas) shall be dedicated to the sale of staple foodstuffs and fresh items such as produce, meats, fish, and dairy products.

SPECIALITY MARKET:

Retail sales of food and beverages for off-site preparation and consumption. Principally engaging and specializing in the retail sales of one predominate product line such as produce, meat, fish, etc. Such markets may include the incidental sales of other merchandise directly related to the principal product line.

L-38 Permitted within the Oceanside Transit Center only, with Community Development Commission approval.

L-39 New multi-family residential development shall be prohibited. Business and professional offices shall be limited to uses ancillary to Coastal Dependent uses.

L-40 Permitted uses within the 100 year floodplain shall be limited to open space, passive recreational uses, public parks, limited horticulture, floriculture, uses permitted within sensitive habitat areas pursuant to the City's certified "Standards for the Identification and Protection of Sensitive Habitats" and private commercial recreational uses. Provided soil placement does not exceed a maximum level of 3 feet from existing grade and that such placement does not adversely impact the flood-plain hydrology of the San Luis Rey River as defined and evaluated by the Army Corps of Engineers, the following development may be permitted in the 100 year flood-plain:

Bicycle and pedestrian paths, landscape, fencing, hardscape, waterscape, pools, tennis courts, putting greens, volleyball courts, basketball courts, driving range, shuffle board courts, horse shoes, lawn bowling, gazebos and arbors.

Within the first 50 feet of the required 100 foot wetland buffer zone only transitional upland vegetation shall be permitted. Within the second 50 feet of said buffer zone only landscape, hardscape, fencing and pathways for bicycles/pedestrians may be permitted.

All floodplain development shall be capable of withstanding periodic flooding without the construction of flood-protective work. Existing environmentally sensitive habitat area will not be adversely affected. There will be no increase in the peak runoff rate from the developed site as compared to the discharge that would be expected once every ten (10) years during a six (6) hour period. There will be no significant adverse water quality impacts and no downstream bank erosion or sedimentation may result from site improvements. All development shall be reviewed for conformance with the policies and standards of the certified San Luis Rey River Specific Plan.

L-41 Food and Beverage sales with alcohol shall require a Conditional Use Permit.

L-42 Video arcades and game centers allowed with a Conditional Use Permit, subject to Article 36 (regulated uses) of the "D" Downtown District Zoning Ordinance. Adult entertainment uses, adult peep-show devices, pool tables and billiard tables are not allowed.

1230 Development Regulations

The following schedule prescribes development regulations and standards for the D District. The first column establishes the basic requirements for permitted and conditional uses in each subdistrict within the D District. Letters in parentheses in the "Additional Regulations" column refer to regulations following the schedule or located elsewhere in the zoning ordinance.

Where literal interpretation and enforcement of the development regulations and standards result in undue hardship, practical difficulties or consequences inconsistent with the purposes of these regulations and the Redevelopment Plan, the Community Development Commission may grant a variation. A variation shall not be granted which will change the land uses of the Redevelopment Plan for allow any increase in the maximum height set forth in Additional Development Regulations sub-section (N). Any variation granted with respect to density or intensity of land use, or any variation granted which permits a greater than a 10% reduction in parking requirements above the base development regulations of Article 12 "D" Downtown District shall require a Local Coastal Program Amendment. The Community Development Commission may approve an application for a variation as it was applied for or in modified form as required by the Community Development Commission if, on the basis of the application, plans, materials, and testimony submitted, the Community Development Commission finds:

- 1) The application of certain regulations and/or standards would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the Redevelopment Plan.

- 2) There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not apply generally to other properties having the same requirements, limits, restrictions, and controls.
- 3) Permitting a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area.
- 4) Permitting a variation will not be contrary to the objectives of the Redevelopment Plan.

In permitting any such variation the Community Development Commission shall impose such conditions as are necessary to protect the public health, safety, or welfare, and to assure compliance with the purposes of the Redevelopment Plan.

1231 Transit Oriented Development

The downtown core commercial area is designated a Transit Overlay District (TOD) (See Map on page 12-32). The location, design, configuration, and mix of uses in the TOD provides an alternative to traditional development by emphasizing a pedestrian-oriented environment and reinforcing the use of public transportation. The TOD's mixed-use clustering of land uses within a pedestrian-friendly area connected to transit, provides for growth with minimum environmental costs.

The core Downtown's underlying commercial use designation and proximity to the Oceanside Transit Center provide a unique opportunity to create a pedestrian-oriented environment. The establishment of such an area is to encourage a mix of commercial retail, professional office and residential uses which will encourage an efficient pattern of development that supports alternative modes of travel.

Mixed-use projects within the TOD require a Mixed-Use Development Plan (see Section KK page 12-28). TODs represent a land use strategy which seeks to strike a balance between resolving today's critical transportation issues and allowing freedom of movement and choice of travel mode. Although focused on reinforcing transit, the mixed-use and walkable neighborhoods developed should equally support carpools, bus, biking, walking, and more efficient auto use.

Quality of design will be evaluated upon the basis of the projects ability to incorporate specific amenities which encourage alternate travel modes (i.e. bike lockers/racks. employee locker rooms/showers, preferred car/van pool parking). Parking reductions will be considered for those mixed-use projects which can demonstrate a varied peak parking demand for each use by time of day and/or day of the week (see Section (W) 4 and 5 page 12-25).

**DOWNTOWN DISTRICT
PROPERTY DEVELOPMENT REGULATIONS**

	Basic Requirements	Additional Regulations
Residential Development		(II)(JJ)(KK)
Base Density: Site Area Per Unit (sq. ft.)	1,500	(C)(D)
Maximum Potential Density: Site Area Per Unit (sq. ft.)	1,000	(C)(D)
Minimum Lot Area (sq. ft.)	5,000	(A)(B)(E)
Minimum Lot Width (ft.)	50	(E)
Minimum Setbacks:		(E)(G)(L)
Front (ft.)	10	(H)(K)
Side (ft.)	3' for lots 75' wide or less except where courts are required; 10' from one side-lot line for lots greater than 75' wide or as required for courts.	
Corner Side (ft.)	10	(H)(J)(K)
Rear (ft.)	5; and as required for courts	(I)(K)
Maximum Height of Structures (ft.)	35	(M)(N)(O)
Signs	See Article 33	(GG)
Public Access to the Beach		(HH)
Minimum Site Landscaping	25%	(P)(Q) (R)(S)
Vehicular Access:		
Maximum Driveway Width (ft.)	24	(X)(Y)

Private Outdoor
Living Space

Minimum 48 sq. ft.
required with minimum
dimension 6 feet

(FF)

Courts Required

(EE)

Required Facade
Modulation

25% of front and
side street elevation
horizontal and/or
vertical must be set
back at least 5 feet
from setback line

(T)(U)

Parking

See Article 31

(W)

Fences and Walls (ft.)

Maximum height
of 6'

(Z)(AA)(BB)

Refuse Storage Areas
Underground Utilities
Nonconforming Structures

See Section 3022
See Section 3023
See Article 35

D District Property Development Regulations (continued)

	Basic Requirements	Additional Regulations
Nonresidential Development		(II)(KK)
Minimum Lot Area (sq. ft.)	5,000	(A)(B)
Minimum Lot Width (ft.)	50	
Minimum Setbacks:		
Front (ft.)	10	(H)
Side (ft.)	0	(H)(I)
Corner Side (ft.) ✓	10	(H)(J)
Rear (ft.)	0	(H)(I)
Maximum Height (ft.) of Structures	45	(M)(N)(O)
Maximum Floor Area Ratio	2	(F)
Minimum Site Landscaping	15%	(P)(Q)(S)
Fences and Walls (ft.)	8'	(Z)(AA)(BB)
Public Access to the Beach		(HH)
Off-Street Parking and Loading		(V)
Signs	See Article 33	(GG)
Outdoor Facilities	See Section 3020	(CC)
Employee Eating Areas		(DD)
Screening of		
Mechanical Equipment	See Section 3021	
Refuse Storage Areas	See Section 3022	
Underground Utilities	See Section 3023	
Performance Standards	See Section 3024	
Nonconforming Structures	See Article 35	

D DOWNTOWN DISTRICT:
Additional Development Regulations

- (A) The provisions of Section 3013: Development on Substandard Lots shall apply except that in the D District mergers of lots under common ownership shall not be required for purposes of compliance with this ordinance.
- (B) See Section 3014: Uncertainty of Boundaries.
- (C) The maximum density for Subdistrict 5A is one dwelling unit per 1,500 square feet of site area.
- (D)
 - 1. The Land Use Plan would allow for a maximum of 29 to 43 units per acre. The base of 29 units per acre shall be considered the appropriate density for development within each residential land use designation. The base density may be increased from 29 units per acre to 33 units per acre if an underground parking structure which is 50% or more below existing grade is used in a residential project to provide all of the required parking. All residential projects which do not have an underground parking structure shall have a maximum density of 29 units per acre.
 - 2. Residential projects located within Subdistrict 8B may request a waiver, through the conditional use permit process, to the requirement that all required parking be contained in an underground parking structure. Such projects within Subdistrict 8B may achieve density up to 43 dwelling units per acre provided the project possesses the excellence of design criteria and characteristics described in Section B below. Residential projects with density below the base densities shall be considered to be consistent with the land use designation.
 - 3. Residential projects using an underground parking structure which is 50% or more below finish grade to provide 75% of the required parking, and which possess an excellence of design features, shall be granted the ability to achieve densities above the base density of 29 or 33 units per acre if underground garage is provided, up to the maximum density of 43 units per acre upon approval of a Conditional Use Permit.
 - (a) Residential projects on lots 5,000 square feet or smaller may achieve densities above 29 units per acre without providing an underground parking structure, upon approval of a Conditional Use Permit.
 - (b) Projects located on The Strand may achieve densities above 29 units per acre without providing an underground parking structure upon approval of a Conditional Use Permit.
 - 4. Project characteristics which exceed standards established by City policy and those established by existing or approved developments in the surrounding area will be favorably considered in the review of acceptable density within the range. Such characteristics include, but are not limited to the following:

- a) Infrastructure improvements beyond what is necessary to serve the project and its population.
- b) Lot standards (i.e. lot area, width depth, etc.) which exceed the minimum standards established by City policy.
- c) Development standards (i.e. parking, setbacks, lot coverage, etc.) which exceed the standards established by City policy.
- d) Superior architectural design and materials.
- e) Superior landscape/hardscape design and materials.
- f) Superior recreation facilities or other amenities.
- g) Superior private and/or semi-private open space areas.
- h) Floor areas which exceed the norm established by existing or approved development in the surrounding area.
- i) Consolidation of existing legal lots to provide unified site design.
- j) Initiation of residential development in areas where nonconforming commercial or industrial uses are still predominant.
- k) Participation in the City's Redevelopment, Housing or Historical Preservation programs.
- l) Innovative design and/or construction methods which further the goals of the General Plan.

The effectiveness of such design features and characteristics in contributing to the overall quality of a project shall be used to establish the density above base density. No one factor shall be considered sufficient to permit a project to achieve the maximum potential density of a residential land use designation.

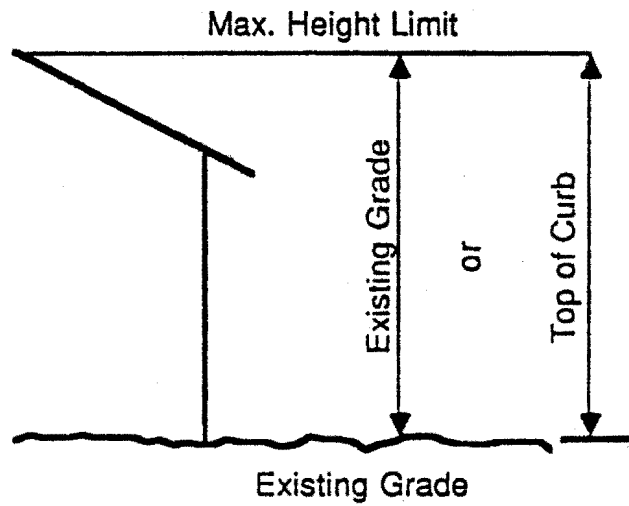
- (E) Lots within Subdistrict 5 may be subdivided upon the approval of the Community Development Commission (pursuant to the Subdivision Map Act and the Subdivision Ordinance), provided that each lot thus created is 2,500 square feet or more in area and 25 feet or more in width, and has vehicular access to a public or private alley. Lots within Subdistrict 9 which front on Tremont or Freeman Streets and total 30,000 square feet or more of contiguous area, in a single or multiple ownership, may also be subdivided upon the approval of the Commission with the same provisions as within Subdistrict 5.

One dwelling unit may be located on each subdivided lot provided that each lot meets the yard, density and occupancy requirements of a standard lot with the following exceptions:

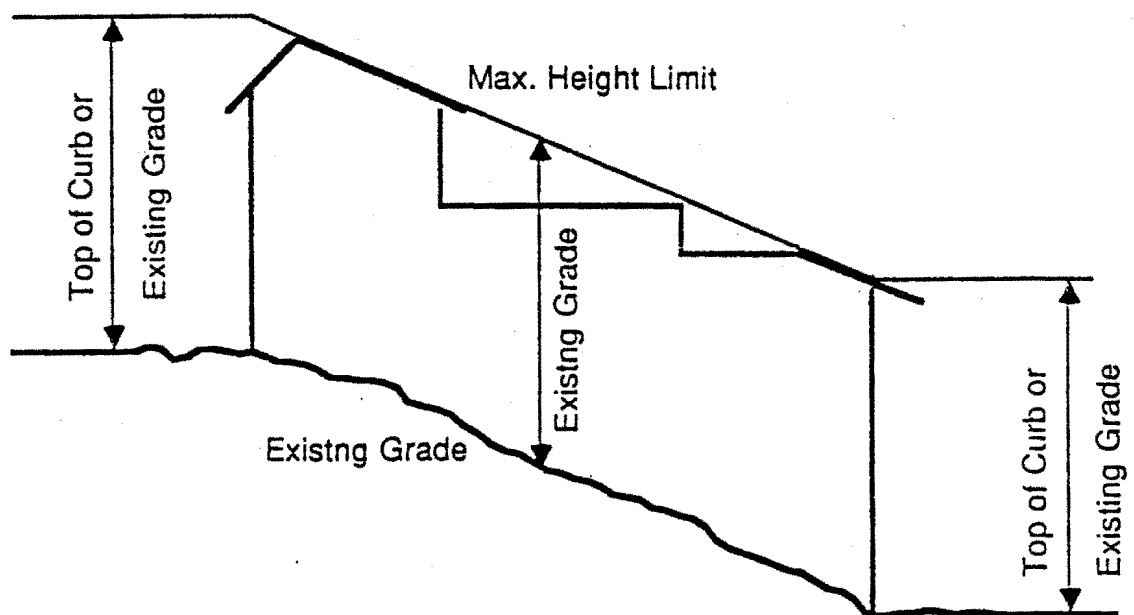
- (1) Vehicular access to enclosed garages shall be provided from the public or private alley.

- (2) Courts shall be provided opposite one interior property line which shall be a minimum depth of 8 feet from a window of a habitable room and a minimum width of 16 feet and shall be open to the sky, except for balconies 3 ft. in width and less, provided that eaves may project 2 feet into a court.
- (F) The floor area ratio for sites 30,000 square feet up to 175,000 of gross site area shall not exceed 3.0. The floor area ratio for sites greater than 175,000 square feet of gross site area shall not exceed 4.0. The floor area ratio may be distributed over the gross area of the entire site. Any residential portion shall not exceed 43 dwelling units per acre (du.ac).
- (G) The provisions of Section 3015: Building Projections into Required Yards and Courts apply except that in the D District, covered porches and stairs may project only 3 feet into the front or rear yard and 2 feet into the side yard.
- (H) Along Mission Avenue and Hill Street, setbacks shall be as follows:
 - (1) Lots fronting Mission Avenue: 50 feet from street centerline;
 - (2) Lots fronting Hill Street: 45 feet from street centerline.
 - (3) Front yard setbacks on commercial projects within Subdistrict 1, 1A and 2 alternate setbacks are allowed upon Community Development Commission approval.
- (I) A 5-foot side or rear yard setback shall be provided along all alleys. A 10-foot side or rear yard shall adjoin any residential area, and structures shall not intercept a 1:1 or 45-degree daylight plane inclined inward from a height of 12 feet above existing grade at the R district boundary line.
 - (1) Projects located on The Strand shall be allowed to encroach into the side yard setback, as long as a minimum 3-foot setback is maintained, with Community Development Commission approval.
- (J) The corner side yard setback may be reduced to 5 feet provided that the landscaping or structures within the setback do not exceed a height of 30 inches and conforms to sight distance requirements on a case by case basis upon approval by the Community Development Commission.
- (K) Parking structures shall not encroach upon setback areas unless it is entirely underground.
- (L) Proposals for front yard, side yard or rear yard setbacks will be judged on the merits of each individual proposal and the architectural compatibility of all proposed structures with existing or proposed structures on adjoining parcels. Functional site layout with special attention to design of recreational, parking and landscaped areas may produce an acceptable proposal with minimum or no setbacks. However, all projects seaward of or fronting on Pacific Street shall retain a minimum 5-foot front yard setback. Owners of abutting

Flat Grade



Incline Grade



Measurement of Building Height

property shall be provided written notice of proposals for no setback on side and rear yards at least 10 days prior to Community Development Commission approval.

Buildings along The Strand shall be designed so that when viewed from the beach, the visual impact of the bulk of the structure is minimized to the maximum extent possible.

The Community Development Commission shall approve or conditionally approve such proposals upon finding that:

1. Allowing reduced or no setbacks is compatible with surrounding development;
2. Granting reduced setbacks or eliminating setbacks entirely will enhance the potential for superior urban design in comparison with development which complies with the setback requirements;
3. The granting of reduced or no setbacks is justified by compensating benefits of the project plan; and
4. The plan containing reduced or no setbacks includes adequate provisions for utilities, services, and emergency-vehicle access; and public service demands will not exceed the capacity of existing and planned systems.

(M) Height is to be measured from the existing grade, unless otherwise specified (see illustrations on page 12-20).

a) Existing Grade: The surface of the ground or pavement at a stated location as it exists prior to disturbance in preparation for a project as regulated by Section 1240.

b) Street Grade: The top of the curb, or the top of the edge of the pavement or traveled way where no curb exists.

(N) (1) Additional limitations on heights shall apply as follows:

(a) The Strand: No building shall exceed the present elevation of Pacific Street as defined at the time of passage of Proposition A, passed on April 13, 1982, and set forth in the Proposition A Strand Survey dated May 9, 1986.

(b) Subdistrict 4B: Nonresidential structures along Pacific Street shall be the lesser of three stories or 35 feet.

(c) Within Subdistrict 5A residential structures above 27 feet, but below 35 feet in height, are allowed upon approval of a Conditional Use Permit.

(2) Additional height may be approved with a Conditional Use Permit on a case-by-case basis for:

(a) All nonresidential uses except as otherwise noted in this section.

(b) Master plan mixed use projects located within Subdistricts 1 and 12, if the Commission finds

superior design results incorporating the following design standards and regulations:

- i Site coverage requirement - Maximum coverage of 60% based on entire gross acreage of Master Site Plan.
- ii Additional setbacks at the corners of the center block (bounded by Pacific, Mission, Myers and Third Streets) shall be required to create plazas. A minimum dimension of 15 feet shall be required. Minimum encroachments may include landscaping, outdoor seating, street furniture, and art displays.
- iii A pedestrian promenade shall be required adjacent to development on Pacific Street.
- iv Public Space Amenity - A minimum of 30% of the entire Master Site Plan area shall be for public or semi-public uses for recreational purposes. Such space shall have minimum dimensions of 15 feet. Paved areas devoted to streets, driveways and parking areas may not be counted toward this requirement. A maximum of 15 % may be enclosed recreation space such as gyms, health clubs, handball/racquetball courts, cultural institutions, meeting/conference facilities or similar facilities. A fee may be imposed for the use of such facilities.
- v View Corridor Preservation - View corridors shall be preserved through staggered building envelopes or breezeway requirements. Cross block consolidations shall be required to preserve view corridors by permitting only minimal encroachments into existing right-of-ways. Permitted encroachments may include but not be limited to landscaping, food/ sundries kiosks and street furniture.
- vi Maximum Density/Intensity - The maximum intensity of development shall be regulated by Floor Area Ratio (FAR) for Subdistrict 12. The FAR shall apply to the entire Master Site Plan area. FAR shall be calculated on gross acreage of the entire Master Site Plan area. The maximum FAR for Subdistrict 12 shall be 4.0.

- vii Maximum Height - 140 feet. Mid-rise towers shall be oriented with their long axis parallel to the ocean sight line and the east-west streets may only permit minimal encroachments so as to open up and maximize the view corridors. Upper floors of towers shall be of varying heights and stepped back or architecturally fenestrated creating plane breaks in the roof or parapet treatment to add interest to the skyline profile.
 - viii Mid-rise tower facades shall feature multifaceted plane breaks and horizontal cornice and frieze elements which will diminish the perception of mass and create interesting daytime shadow play and nocturnal lighting effects. Towers shall rise from a horizontally articulated building base to bring human scale to the street level pedestrian activity. Additional human scale elements shall include but not be limited to protruding balconies, colorful awnings, fenestration, iron railings, etc..
 - ix Only those uses which are transient residential/visitor serving accommodations in nature shall be permitted to achieve the maximum height of 140 feet and only 30% of the Master Site Plan may achieve this maximum height.
 - x All other uses permitted within these subdistricts may not exceed a maximum height of 90 feet, and only 30% of the Master Site Plan may achieve the mid-height of 90 feet.
 - xi All other structures in these subdistricts (the remaining 40% of the Master Site Plan) may not exceed a height of 45 feet.
- (c) In Sub Districts 7A and 7B, the maximum height limit shall be 45', except that a height limit of up to 65' may be permitted within an approved master plan where the total building floor coverage (footprint) of the development does not exceed more than 35% of the total developable area of the master plan, and the following criteria are met:
- i The architectural elevations shall vary in height along any road or street, especially along Hill Street.

- ii Roof lines shall be pitched with flat roof lines allowed only for intermittent visual relief in character.
 - iii The maximum achievable elevation shall not extend for the entire roof line of the given building. (The use of jogs, offsets, height differentiations and other architectural features shall be used to reduce the appearance of a constant roof height.)
 - iv The use of a full roof, not flat, with appropriate pitch, shall be used whenever possible. (A full roof aids in the reducing any environmental noise pollution by providing proper sound attenuation.)
 - v In no case shall a building elevation exceed 45 feet in height unless developed under the auspices of a Disposition and Development Agreement, Owner Participation Agreement, Development Agreement or Conditional Use Permit (CUP). In such case, each such Agreement or CUP shall require a site plan and design criteria approval by the CDC.
 - vi No structure within 50' of the 100 Year Flood-plain boundary shall exceed 45' in height.
- (d) Residential projects east of the AT&SF railroad right-of-way.
- (e) In addition to the FAR standard required for commercial and mixed use development, the following shall be the maximum height limit per district:

Subdistrict	Maximum Height
1	140 feet
1A	45 feet
2	65 feet
3	65 feet
4A	Restricted by bluff height
4B	35 feet
5	35 feet west of AT&SF
	45 feet east of AT&SF
5A	27 feet
6A	65 feet
6B	65 feet
6C & 6D	Pursuant to Harbor Precise Plan

7A	65 feet
7B	65 feet
8A	65 feet
8B	65 feet
9	45 feet
10	San Luis Rey River/Not Applicable
11	35 feet
12	140 feet
13	90 feet
14	45 feet
15	Beach/Strand Park/Restricted by bluff height"

- (f) In Subdistrict 6A and 6B provisions i - vi of herein above Section 6(2)(c) shall apply.
- (O) See Section 3018: Exceptions to Height Limits. All height exceptions, omitting those allowed under Section 3018, require approval by the Community Development Commission.
- (P) Planting Areas. All visible portions of a required setback area adjoining a street shall be planting area or hardscape that includes driveways, walks, parking areas, as well as areas covered by ornamental gravel, crushed rock, or similar materials. However, the front yard setback may not be entirely paved out or composed of hardscape material.
- (Q) See Section 3019: Landscaping, Irrigation and Hydroseeding.
- (R) The minimum site landscaping shall be provided on the lot surface; plantings on roofs, porches or in planting boxes which are above the lot surface shall not qualify as landscaping, except for landscaping located directly above underground parking which is 50% or more below grade. Hardscape does not qualify as landscaping except that, areas devoted to common patios, pools and other recreational facilities may be included in determining compliance with the landscaping requirement. In addition, for projects of four or fewer units, private outdoor living space can be used to satisfy up to 10 percent of the minimum site landscaping requirement. Residential projects located on The Strand may count 30% of the required landscaping on roof tops toward their landscaping requirement, providing such landscaping or appurtenances or other architectural features (such as guard rails) do not exceed the present elevation of Pacific Street as defined at the time of passage of Proposition A, passed April 13, 1982, and set forth in the Proposition A Strand Survey dated May 9, 1986.
- (S) Landscaping Requirements:
- (1) For residential projects only located on The Strand is 20%.
 - (2) Within Subdistrict's 1, 2, 9, and 12 landscaping may be reduced (for commercial development only) provided that the developer contributes a fee to provide art work for the proposed project upon

approval by the Community Development Commission. The percentage of landscaping to be reduced as well as the amount of the fee will be determined by the Community Development Commission.

- (T) The parking structures which are 50% or more below grade, the required facade modulation shall only be applicable to the facade area above the parking structure.
- (U) Buildings 50' wide or smaller in width may reduce the amount of facade modulation per Community Development Commission approval. For buildings located on The Strand, alternative facade modulations, either reduced amounts or horizontal modulation may be provided with Community Development Commission approval.
- (V) See Article 31: Off-Street Parking and Loading Regulations.
- (W) The following parking standards and regulations apply specifically to the D District. If there is a conflict with Article 31, the following parking standards shall apply:
 - 1. All parking shall be in an enclosed garage. Up to 25 percent may be in a semi-enclosure with Community Development Commission approval.
 - 2. Tandem Parking:
 - (a) Tandem Parking may be allowed with a Conditional Use Permit for property located on The Strand.
 - (b) For projects located outside of The Strand area but within the Redevelopment Project Area, tandem parking shall be allowed for parcels 33 feet wide or less with a Conditional Use Permit.
 - (c) When tandem parking is permitted, parking spaces are assigned to a single unit. Each parking space shall be numbered/lettered. Each unit shall be assigned a specific space or spaces. Each unit whose unit number/letter appears on the corresponding space(s) shall have an exclusive easement for parking purposes over that designated parking space.
 - 3. Visitor parking spaces are required only in projects with 25 or more units at a ratio of one additional space per five units above 25 units.
 - 4. Within the Transit Overlay District the number of on-street parking spaces available on the contiguous street frontage of the site may be counted toward the total number of parking spaces required for a non-residential Mixed Use Development Plan.
 - 5. Non-residential Mixed Use Development Plans within the Transit Overlay District may receive a mixed-use parking requirement reduction of up to 25% based upon all of the

following criteria: a) proximity to the Oceanside Transit Center, b) demonstrated varied peak demand for parking, and c) project amenities which encourage alternate travel modes.

- (X) Any vehicular access over 24 feet in width requires Community Development Commission approval.
- (Y) On corner lots or lots with double frontages, vehicular access shall be provided from the secondary street or alley.
- (Z) Fences within front yard setback areas are limited to 42 inches in height. Residential fences over 6 feet in height require a variation or a variance. Nonresidential fences over 8 feet in height require a variation or a variance (See Section 3040).
- (AA) A 6-foot solid masonry or concrete wall shall adjoin the property line of the site of a new ground-floor residential use abutting an existing nonresidential use or the property line of a new nonresidential use abutting the site of an existing ground-floor residential use. However, no wall shall be required where the portion of the site within 10 feet of the property line is occupied by planting area or by a building having no openings except openings opposite a street property line.
- (BB) All fences, walls and fencing attachments (such as, but not limited to, barbed wire or razor wire) within the Redevelopment Project Area requires Redevelopment Department approval prior to installation. The Redevelopment Department's decision may be appealed to the Community Development Commission.
- (CC) See Section 3025: Antennas and Microwave Equipment and Section 3027: Recycling Facilities.
- (DD) Outdoor eating facilities for employees shall be provided for all office buildings that contain more than 20,000 square feet if no public park is within 1,000 feet. See Section 3028: Employee Eating Areas.
- (EE) Courts Opposite Windows, Multifamily Units.

Courts shall be provided for all multifamily development as follows:

- (1) Courts Opposite Walls on the Same Site: The minimum depth shall be one-half the height of the opposite wall but not less than 16 feet opposite a living room and 10 feet opposite a required window of any habitable room.
- (2) Courts Opposite Interior Property Line: The minimum depth of a court for a required window of a habitable room shall be 6 feet, measured from the property line.

- (3) **Court Dimensions:** Courts shall be a minimum of 16 feet wide and shall be open to sky except for balconies 3 ft. in width and less, provided that eaves may project 2 feet into a court.
- (FF) **Open Space.**
- (1) **Basic Requirement.** Total open space on a site having three or more dwelling units shall be at least 200 square feet per dwelling unit.
- (2) **Private Outdoor Living Space.** Private outdoor living space shall be on patios or balconies within which a horizontal rectangle has no dimension less than 6 feet.
- (3) **Shared Open Space.** Shared open space, provided by non-street side yards, patios and terraces, shall be designed so that a horizontal rectangle inscribed within it has no dimension less than 10 feet, shall be open to the sky, and shall not include driveways or parking areas, or area required for front or street side yards.
- (4) **Parkland Dedication.** All multifamily housing projects shall be subject to the parkland dedication requirements of Chapter 32, Subdivisions, of the City Code because apartments contribute to increased demand for community and neighborhood parks in the same manner as condominiums, cooperatives, and single-family housing. The applicant shall dedicate land or pay a fee, or a combination of dedication and fee as provided by Chapter 32, Article IV of the City Code, and the credit for improvement and private open space under Section 32.50 of the City Code shall apply, if warranted. The fees shall be calculated according to a schedule adopted by the City Council by resolution and shall be payable at the time a building permit is issued.
- (GG) The Sign Standards for the Downtown Oceanside Redevelopment Project Area adopted by the Oceanside Community Development Commission and the Harbor Design Standards adopted by the Oceanside Harbor Board of Directors pertaining to signs shall apply where they are more restrictive than Article 33.
- (HH) In Subdistricts 4A and 15, permanent facilities shall be provided for pedestrian access from the nearest public streets on the bluff top to the public beach. Between Ninth Street and Wisconsin Avenue, such access shall be provided on the average of every 800 feet, but in no event will there be fewer than seven such pedestrian routes. Between Ninth Street and Wisconsin Avenue, no fewer than four permanent facilities shall be provided for vehicular access from the nearest public street on the bluff top to the beach.
- (II) Development within Subdistricts 6(C) and 6(D) shall be subject to the Harbor Design Standards.

(JJ) The Property Development Regulations (Section 1230) for residential uses shall apply to all exclusively residential projects within commercially oriented subdistricts.

(KK) Any mixed-use development with commercial and residential land uses combined requires a Mixed-Use Development Plan approved in accordance to the following requirements, to establish the property development regulations for the project. Base District Regulations and Property Development Regulations for Residential and Nonresidential land uses shall serve as the guideline for a mixed-use project. Height shall be regulated by the maximum height allowed in the Subdistrict as set forth in Additional Development Regulations sub-section (N). In no case shall these maximum heights be exceeded. Any deviations from the development regulations shall be evaluated based upon the merits of the development plan. Any deviation granted which permits a greater than 10% reduction in parking requirements above the base development regulations of Article 12 "D" Downtown District shall also require a Local Coastal Program Amendment.

Purpose:

The Mixed-Use Development Plan is intended to provide flexibility in land use regulations and site development standards under control of the Planning Commission and the Community Development Commission where flexibility will enhance the potential for superior urban design.

Initiation:

A mixed-use development may be initiated by filing an application for a Mixed Use Development Plan which complies with the requirements of this subsection (KK).

Required plans and materials:

1. A Mixed-Use Development Plan consisting of a map and textual materials as may be necessary to delineate land uses and locations, existing and projected building types and schematic designs, height and FAR including any proposals for transfer of FAR, site development requirements, existing and proposed open space, circulation, on-site and off-site parking, and any other pertinent information.
2. A comparison between underlying district regulations and standards and any proposed modifications to these regulations and standards, together with resulting impacts on traffic-carrying capacity of affected streets.
3. A statement of the reasons for any requested modifications to regulations or standards and a description of proposed means of mitigating any adverse effects.

Adoption of Mixed-Use Development Plans:

The Community Development Commission shall hold a duly noticed public hearing on the application in accord with the provisions of Article 45. Following the hearing, the Commission may recommend approval of the Development Plan with conditions if it implements the purpose of the Mixed-Use Development Plan. The following findings shall be made by the Community Development Commission:

1. For the residential portion of the project, the total number of dwelling units in the Mixed-Use Development Plan does not exceed the maximum number permitted by the General Plan density of 43 dwelling units per acre. Any plan that would exceed the base density of 29 dwelling units per acre may be approved only if the Community Development Commission finds that the plan conforms to the provisions of Section 1230 of this Ordinance (in particular, Additional Regulation "CC").
2. That the Mixed-Use Development Plan will enhance the potential for superior urban design in comparison with development under the regulations that exist if the Development Plan were not approved;
3. That the Mixed-Use Development Plan is consistent with the adopted Land Use Element of the Redevelopment Plan and other applicable policies, and that it is compatible with development in the area it will directly affect;
4. That the Mixed-Use Development Plan includes adequate provisions for utilities, services, and emergency access, and public service demands will not exceed the capacity of existing systems;
5. That the traffic expected to be generated by development in accord with the Mixed-Use Development Plan will not exceed the capacity of affected streets; and
6. That the Mixed-Use Development Plan will not significantly increase shading of adjacent land in comparison with shading from development under regulations that would exist if the Mixed-Use Development Plan were not approved.

1235 Nonconforming Commercial Structures

Notwithstanding the provisions of Article 35, a nonconforming commercial building located in a commercial zoning district within the Redevelopment Project Area, which is destroyed to an extent of more than fifty percent (50%) of its replacement value at the time of its destruction by fire, explosion, or other casualty or Act of God, or the public enemy, may be restored to its original density, height, or configuration subject to all other provisions of this Article, provided that such nonconformities are not increased in intensity, and that there is no reduction in the amount of off-street parking which had existed on site prior to such destruction. The use of the rebuilt structure shall be subject to all current zoning use regulations in existence at the time of destruction. Existing uses operating under a conditional use permit which is in compliance with the existing zoning regulations at the time of destruction, shall not be required to obtain a new use permit. Exterior appearance and facade plans for the rebuilding of nonconforming commercial structures shall be subject to review by the Redevelopment Design Review Committee and approval by the Community Development Commission. (For Residential Nonconforming Buildings See Article 35 Section 3510)

1240 Review of Plans

Certain projects shall require concept plan review in accordance with Article 42 of this Ordinance. All new development projects with the exception of single family residences shall require development plan review in accordance with Article 43. All development plans shall be reviewed by the Redevelopment Staff and by any other City department or division or governmental agency designated by the Redevelopment Director.

Alterations of existing structures, not within Subdistrict 1A or in an Historic Overlay District, are exempt from development plan review unless the alteration adds the following:

- a) 10% or more of additional square footage to an existing structure or;
- b) adds more than 500 square feet to an existing structure.

Such alterations shall be considered to be major alterations and require development plan review. The Community Development Commission shall approve, conditionally approve, or disapprove development plans for all projects within the designated Redevelopment Project Area.

Development plans for projects in Subdistrict 1A or in an HD Historic Overlay District shall be reviewed by the Historical Preservation Advisory Commission (OHPAC). The proposed demolition of a designated historical site shall also be reviewed by OHPAC and approved, conditionally approved, or denied by the Community Development Commission.

In regards to the Development Plans within the Oceanside Small-Craft Harbor, Planning Commission recommendations shall be made to the Harbor Chief Executive Officer for processing and action in accordance with Article 43.

All discretionary actions within the Downtown District shall require Community Development Commission review, unless otherwise specified in this Ordinance. The Planning Director or Planning Commission shall recommend to the Harbor Chief Executive Officer, approval, conditional approval, or denial of discretionary requests.

The Community Development Commission's, or the Harbor Board of Director's, consideration of discretionary actions shall be through a noticed public hearing if the action requested requires such a public hearing. Where a noticed public hearing is required, the Community Development Commission's review of the discretionary action shall also be through a public hearing. All decisions made by the Community Development Commission and Harbor Board of Directors shall be final.

1250 Amendments

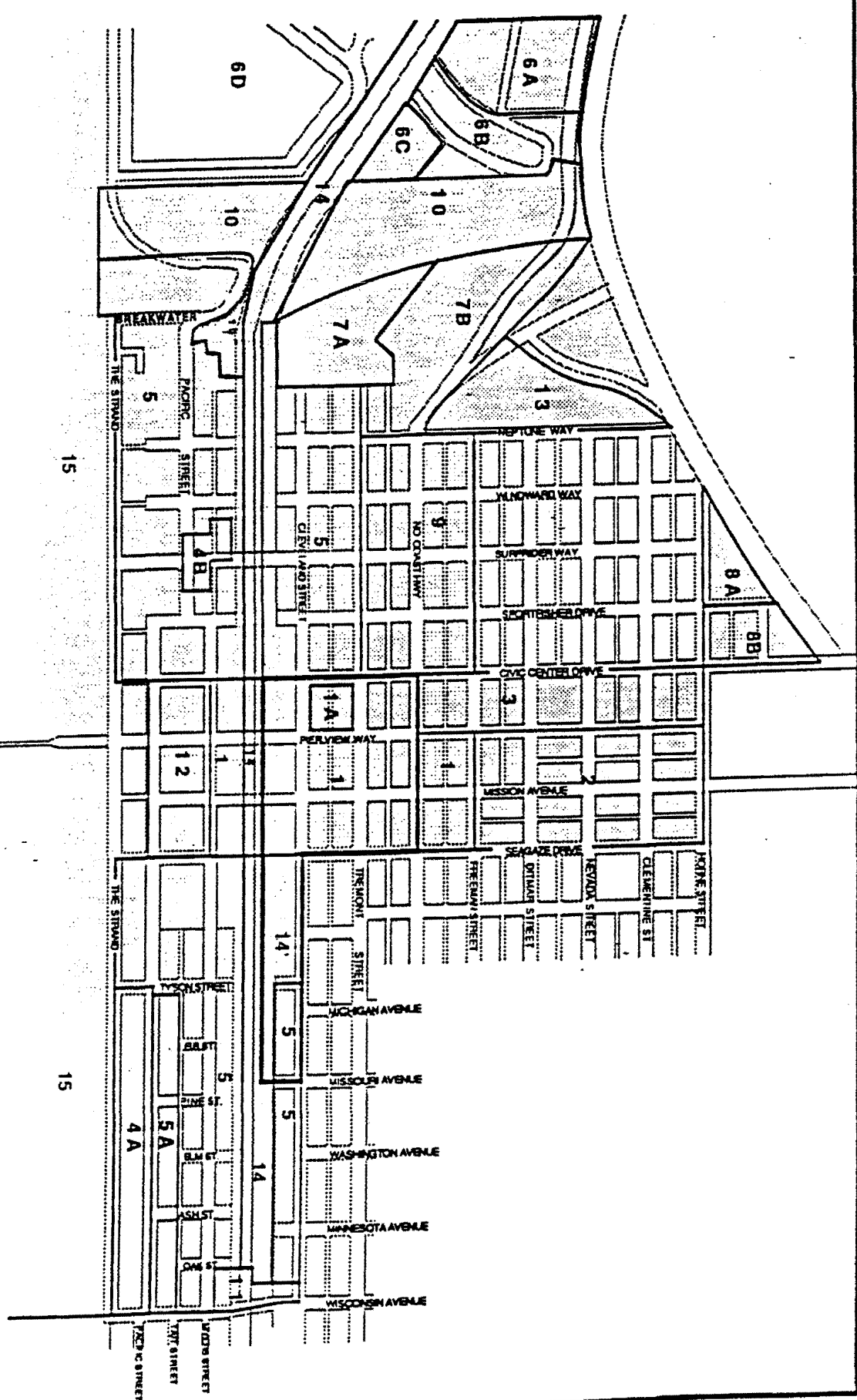
Any amendments to Article 12 of this Ordinance which affect properties within the established California Coastal Zone shall be approved by the California Coastal Commission.

Downtown District

- 1 Subdistrict (See Article 12 section 12.10 for use classifications and development regulations.)
- Transit District Overlay Zone
- Redevelopment Project Area

Pacific

Ocean



Beach access should be directed either to Ash Street or Wisconsin Avenue from the city's proposed parking lot, west of the railroad tracks between Wisconsin Avenue and Oak Street.

6.2.6 View Corridors

The way-finding framework maintains existing view corridors described in section 5.3.3 in conformance with the City's Local Coastal Program. The graphic design and identity program may also include a feature identifying the locations where pedestrians may obtain beach views.

6.2.8 Coast Highway Retail

Coast Highway, between Seagaze Drive and Wisconsin Avenue, can be repositioned as an integral part of Downtown through the simultaneous development of the following four elements:

- Implementation of a streetscape and landscape program integrated with the rest of Downtown.
- Implementation of a business-based organization such as that offered by the national "Main Street" program, to represent common interests.
- A marketing and identity program as part of a comprehensive Downtown solution.
- Diversification toward pedestrian-oriented land uses.

The first element can be developed as part of the way-finding framework. The other elements are outside the scope of this Study, and will need to be coordinated with other City of Oceanside programs.

6.3 Resort Project Area Findings

There are a number of specific way-finding enhancements proposed in and around the Resort Project Area. The Resort Project Area, as described in section 5.3.5, is comprised of the proposed Oceanside Pier Resort (timeshare) and the proposed Oceanside Beach Resort (hotel). These two proposed projects occupy three contiguous blocks between Myers Street and Pacific Street, and Civic Center Drive and Seagaze Drive. The Oceanside Beach Resort also proposes development of a public park above Betty's Lot, a "grand stairway" to replace the existing one that terminates at Mission Avenue, and enhancements to the Oceanside Amphitheater, among many other features.

As proposed, these two projects provide significant way-finding enhancements to Downtown Oceanside through environmental and urban design improvements. These enhancements are described below.

6.3.1 East-West Street Access: Paths of Travel, View Corridors, and Vertical Circulation

The east-west streets in the Resort Project Area are maintained and improved, providing excellent paths of travel and view corridors. All east-west oriented streets, including Pier View Way, Mission Avenue, and Seagaze Drive, are maintained at existing or increased right of way widths thereby maintaining or improving existing pedestrian/bicycle capacity; and maintaining or improving beach-oriented view corridors. All of these paths continue to provide direct beach access. Access is improved at each location, from Myers Street to The Strand, as follows:

- Pier View Way is improved as follows:
 - It is proposed as a pedestrian-only environment, thereby improving safety and creating a socially-oriented place for beach-goers transitioning between arrival and departure.
 - The stairs on the south side of the intersection of Pier View Way and the Public Promenade are maintained.
 - A new elevator is proposed on the north side of this intersection, thereby significantly improving access to the beach and Community Center for the disabled, families, and other beach-goers with bulky items.
 - A ten foot setback is provided on the south side of Pier View Way adjacent to the proposed hotel.
- Mission Avenue is improved as follows:
 - A new automobile drop-off/pick-up zone is provided that maintains current functionality while providing more pedestrian space, to load and unload items at the intersection with the proposed Public Promenade, than currently exists at the intersection with Pacific Street.
 - A new set of ceremonial stairs in scale-harmony with Mission Avenue (a major entry to the city from the freeway) is provided, which substantially improves existing conditions by adding capacity and significant new landscape, fountain, and other public space amenities that generally improve the environment.
 - The public restrooms are maintained.
 - A proposed restaurant is provided to activate the 41 foot elevation level at the new public stairs. The 41 foot elevation is a main level of activity that transitions between the Pacific Street Public Promenade and The Public Promenade at the Strand.
 - Ten foot setbacks are provided on each side of the street.
- Seagaze Drive is improved with a 20 foot dedication and a new sidewalk and 20 foot landscape setback on the north side of the street.

6.3.2 North-South Street Matrix Access: Paths of Travel and View Corridors

As defined above, a key criterion in determining beach access is the availability of public rights-of-way, which provide paths of travel and view corridors between the beach and adjacent in-land areas.

The north-south street matrix in the Resort Study Area has been maintained and improved so as to provide excellent paths of travel and view corridors. All north-south oriented streets including Myers Street, the Pacific Street Public Promenade, and The Promenade on the Strand are maintained at existing or increased right of way widths, thereby maintaining or improving existing pedestrian/bicycle capacity; and maintaining or improving beach-oriented view corridors in the east-west direction. All these paths continue to enable direct beach access on crossing east-west paths. Access is improved at each location as follows:

- Myers Street between Civic Center Drive and Seagaze Drive is improved as follows:
 - Because it will carry additional traffic directed from the re-routing of Pacific Street between Civic Center Drive and Seagaze Drive, pedestrian crossing enhancements are provided at Pier View Way, Mission Avenue, and Seagaze Drive.

- A ten foot setback is provided on the south side of the street.
- Pedestrian-oriented streetscape enhancements may be provided on the six block segments that comprise the re-routing of Pacific Street. These segments include Civic Center Drive and Seagaze Drive between Pacific Street and Myers Street; and Myers Street between Civic Center Drive and Seagaze Drive.
- The Pacific Street Public Promenade is improved as follows:
 - It is proposed as a pedestrian-only environment thereby improving safety and creating a socially-oriented place for beach-goers transitioning between arrival and departure.
 - The section between Pier View Way and Seagaze Drive will be improved with uses that activate the building edge, in turn activating the promenade space. Building uses are proposed to include retail, restaurants, and a lobby lounge.
 - This section of the promenade also includes building features, public space amenities, and landscape features that will also significantly improve the environment.
 - Two new public stairs are provided, significantly improving access to the Pier Plaza Amphitheater and the proposed public garden. The Pier Plaza Amphitheater stairway will increase the social relationship of amphitheater activities with the Pacific Street Public Promenade.
 - Public stairways are provided between The Strand, and the public garden located between Mission Avenue and Seagaze Drive.
 - This Promenade connects with the public linear park that extends along Pacific Street east of Seagaze Drive.
- The Public Promenade on the Strand is improved as follows:
 - The section between the Pier and Seagaze Drive is maintained as a pedestrian-oriented public space, including a 10 foot dedication and a 10 foot landscape setback.
 - Parking access to Betty's Lot is maintained and improved with an additional driveway.

6.4 Framework Implementation

The key elements needed to implement the way-finding framework diagram are described in **Figure 7, Framework Implementation Diagram**, which includes the following:

- East-west trails include Surfrider Way, Pier View Way, Mission Avenue, Tyson Street, Ash Street, and Wisconsin Avenue. North-south trails include Coast Highway, Cleveland Street, Pacific Street, and The Strand.
- Crosswalks at all streets which intersect east-west trails, plus locations where traffic is to be rerouted from Pacific Street (Pacific Street at Civic Center Drive and Pacific Street at Seagaze Drive).
- Downtown entryways on Mission Avenue at Nevada Street, Coast Highway at Surfrider Way, and Coast Highway at Wisconsin Avenue.
- Pedestrian (railroad crossing) entryways at Surfrider Way, Pier View Way, Mission Avenue, and Wisconsin Avenue.

- Public promenades, including the Pacific Public Promenade and The Promenade on The Strand.
- Beach access points, including the proposed public elevator and "grand stairway."

7.0 RECOMMENDATIONS

There are three recommendations for next steps.

First, the implementation of the way-finding framework should be fully integrated with other city-sponsored efforts, and should become a part of the city's policy tool-kit when considering discretionary actions related to development projects. This integrated approach will create a coherent set of public and private investments in Downtown.

Second, a standard urban design process should be undertaken to guide the implementation of the way-finding framework design elements. This process should consider the following elements:

- Public Participation Element that obtains early input and design review feedback from property owners, business owners, residents, and institutions.
- Urban Design Plan that integrates the following components:
 - Streetscape and Landscape Plan that identifies specific enhancements including selecting materials (streetscape elements, landscape elements, etc.), creates detailed design plans for public review, and prepares implementation construction documents.
 - Graphic Design and Identity Plan that includes a graphic identity program, a place-making program through informational signage, and a directional signage program.
 - Lighting Plan for public rights-of-way and to accent private property.
 - Parking Plan to maintain the viability of Downtown Oceanside.
 - Site Planning Guidelines to assure integrated development of land uses.
 - Others to be determined.
- Phasing Plan with immediate, short-term, and long-term implementation.
- Budget Plan based upon implementation by phase.
- Finance Plan that identifies implementation funding by phase.

Third, consideration may be given to development of a Downtown shuttle bus. A local shuttle bus may be studied at some point in the future, in order to reduce vehicular trips within Downtown and enhance pedestrian access between beach-related destinations and the large parking lots located at the Oceanside Transit Center and the Oceanside Civic Center.

Downtown Oceanside Way-Finding Concept

Pedestrian Activity Centers

- ▲ Beach Related Activity Centers
- Other Activity Centers
- Multi-Family Residential Origins

--- Study Area Boundary

— Railroad

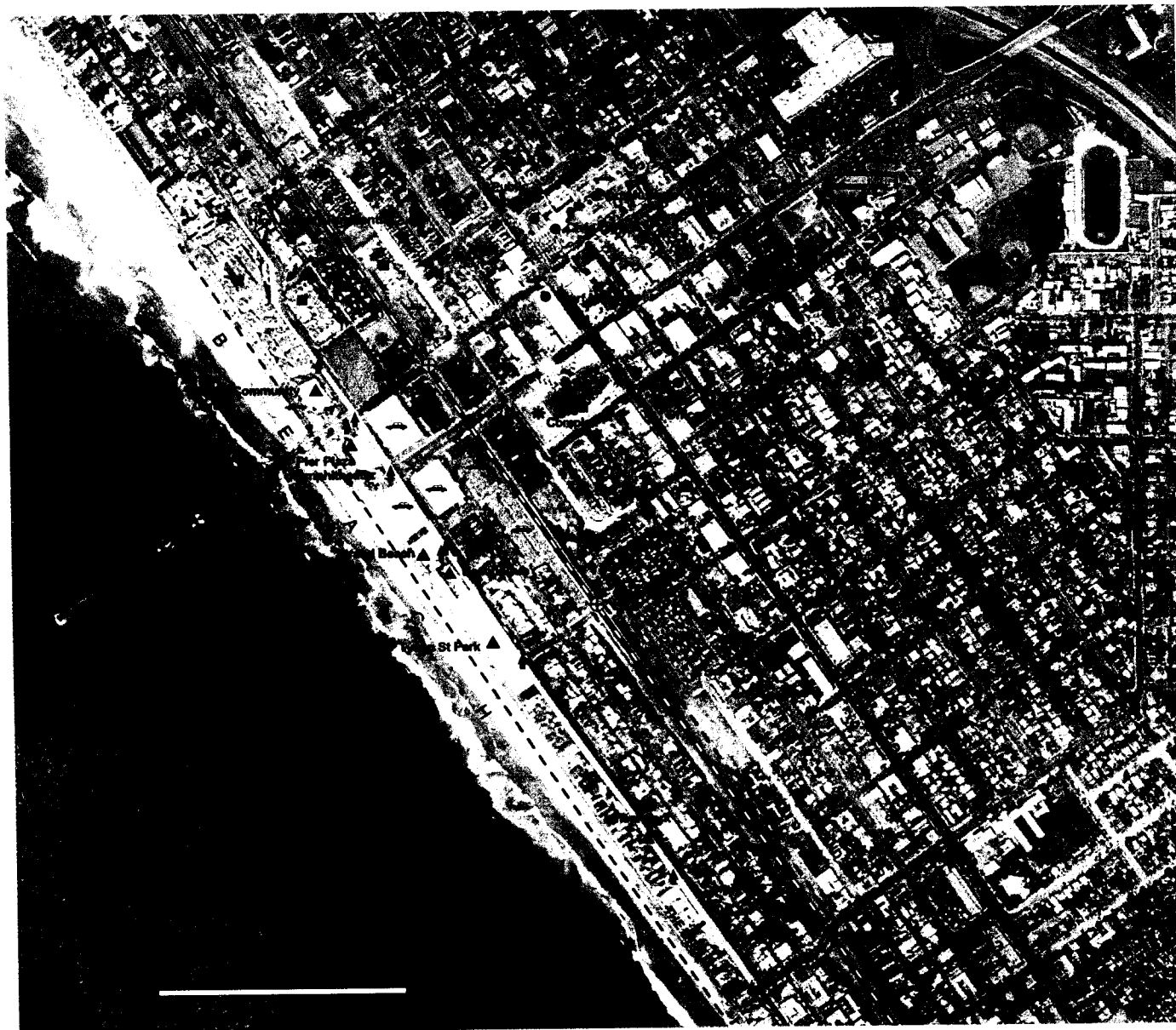
Proposed Development Projects

- Oceanside Pier Resort
- Oceanside Resort Hotel



**FIGURE 1:
STUDY AREA BOUNDARIES**

Futterman & Associates, Inc.
September 2001



Downtown Oceanside Way-Finding Concept

Pedestrian Activity Centers

- ▲ Beach Related Activity Centers
- Other Activity Centers
- Multi-Family Residential Origins

Proposed Development Projects

- Oceanside Pier Resort
- Oceanside Resort Hotel

- * Potential Development Sites

Pedestrian & Bicycle Railroad Crossing

- At Grade
- ⊕ Below Grade

Vertical Access

- ⬆ Ramp
- ⬆ Stairs

Parking

- Free Parking Lot
- Pay Parking Lot

- Study Area Boundary

- Parks

- Railroad

- Coast Trail

**FIGURE 2:
STUDY AREA FEATURES**

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Downtown Oceanside Way-Finding Concept

Pedestrian Activity Centers

- ▲ Beach Related Activity Centers
- Other Activity Centers

Pedestrian & Bicycle Railroad Crossing

- At Grade
- ⊕ Below Grade

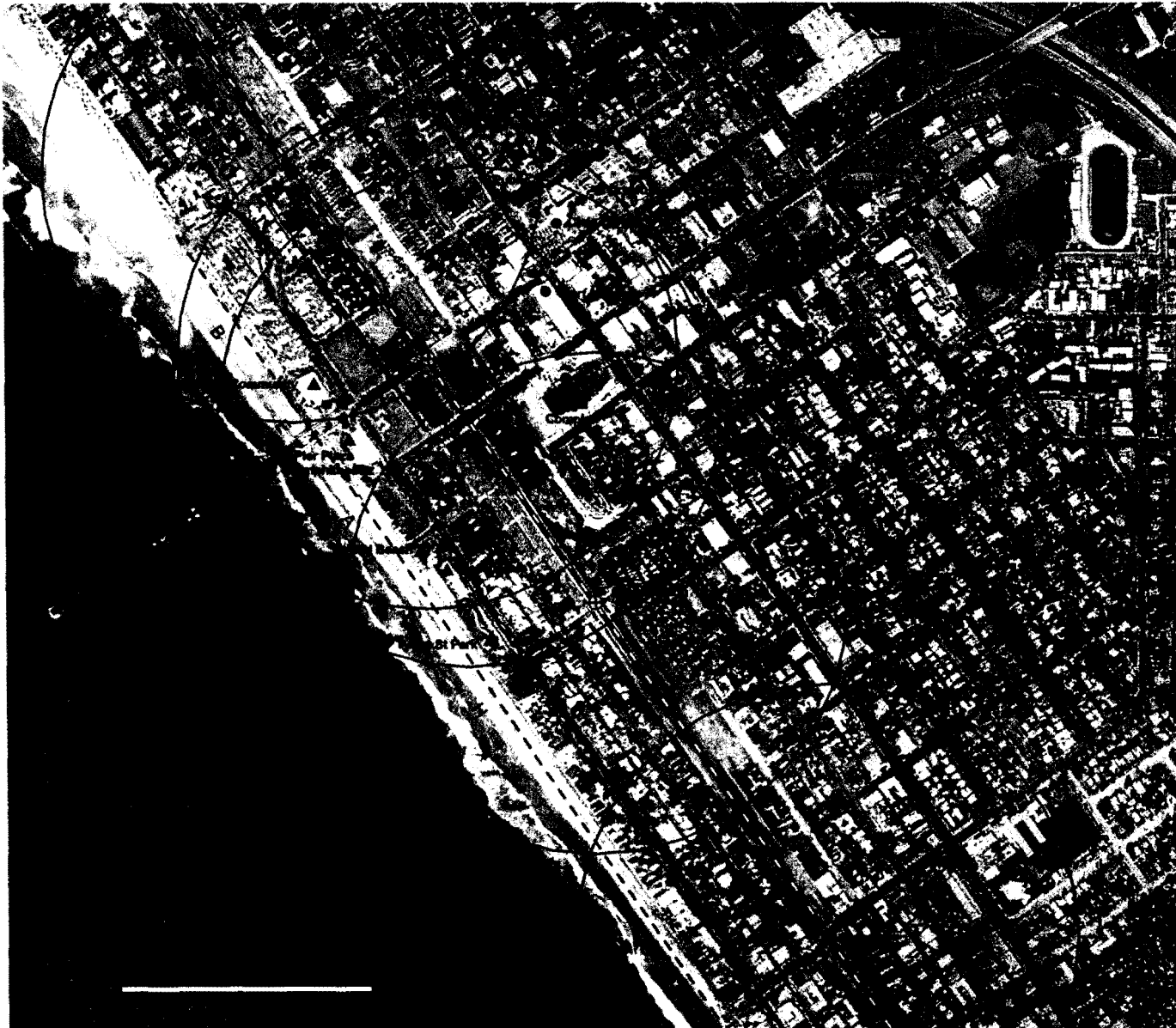
Vertical Access

- ↑ Ramp
- ↓ Stairs
- ⬆ Proposed Elevator

- 1/4 Mile around Railroad Crossing
- - - Study Area Boundary
- Railroad

**FIGURE 3:
RAILROAD CROSSING
ACCESS POINTS**

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Downtown Oceanside Way-Finding Concept

Pedestrian Activity Centers

- ▲ Beach Related Activity Centers
- Other Activity Centers
- Multi-Family Residential Origins

Vertical Access

- ↑ Ramp
- ↑ Stairs
- ↑ Proposed Elevator

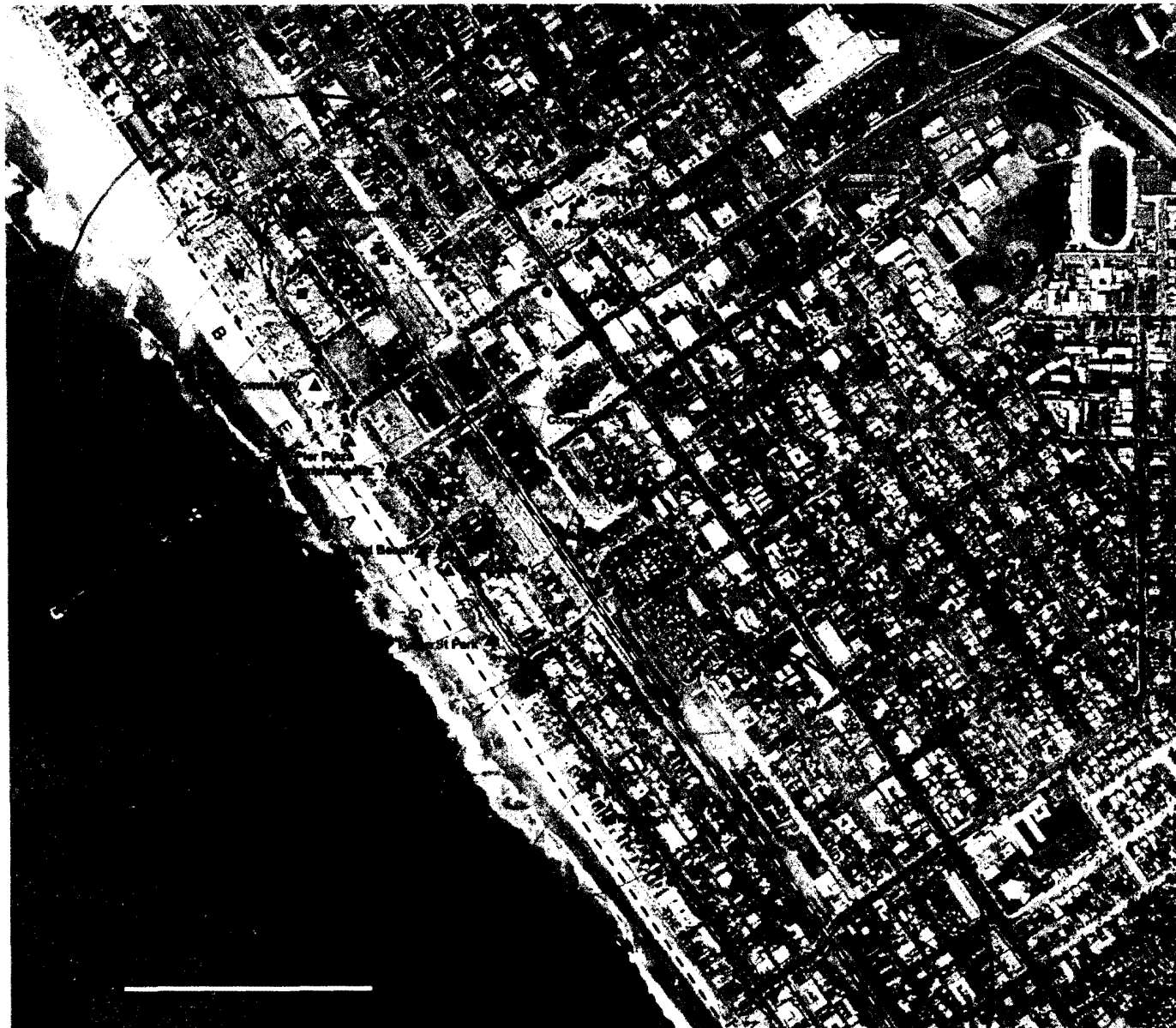
1/4 Mile around Beach Bluff Access

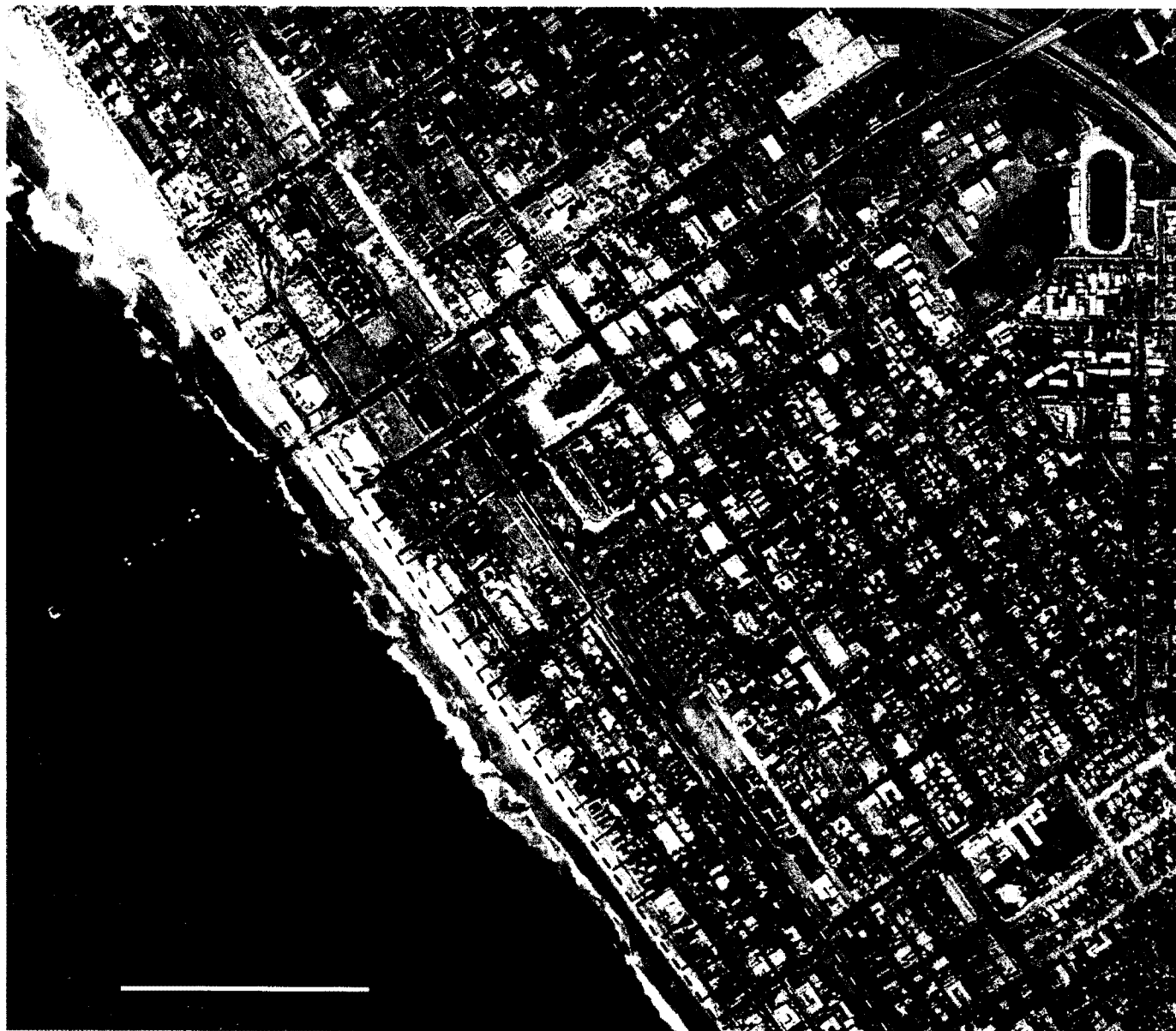
--- Study Area Boundary

— Railroad





**FIGURE 4:
BEACH BLUFF ACCESS POINTS**

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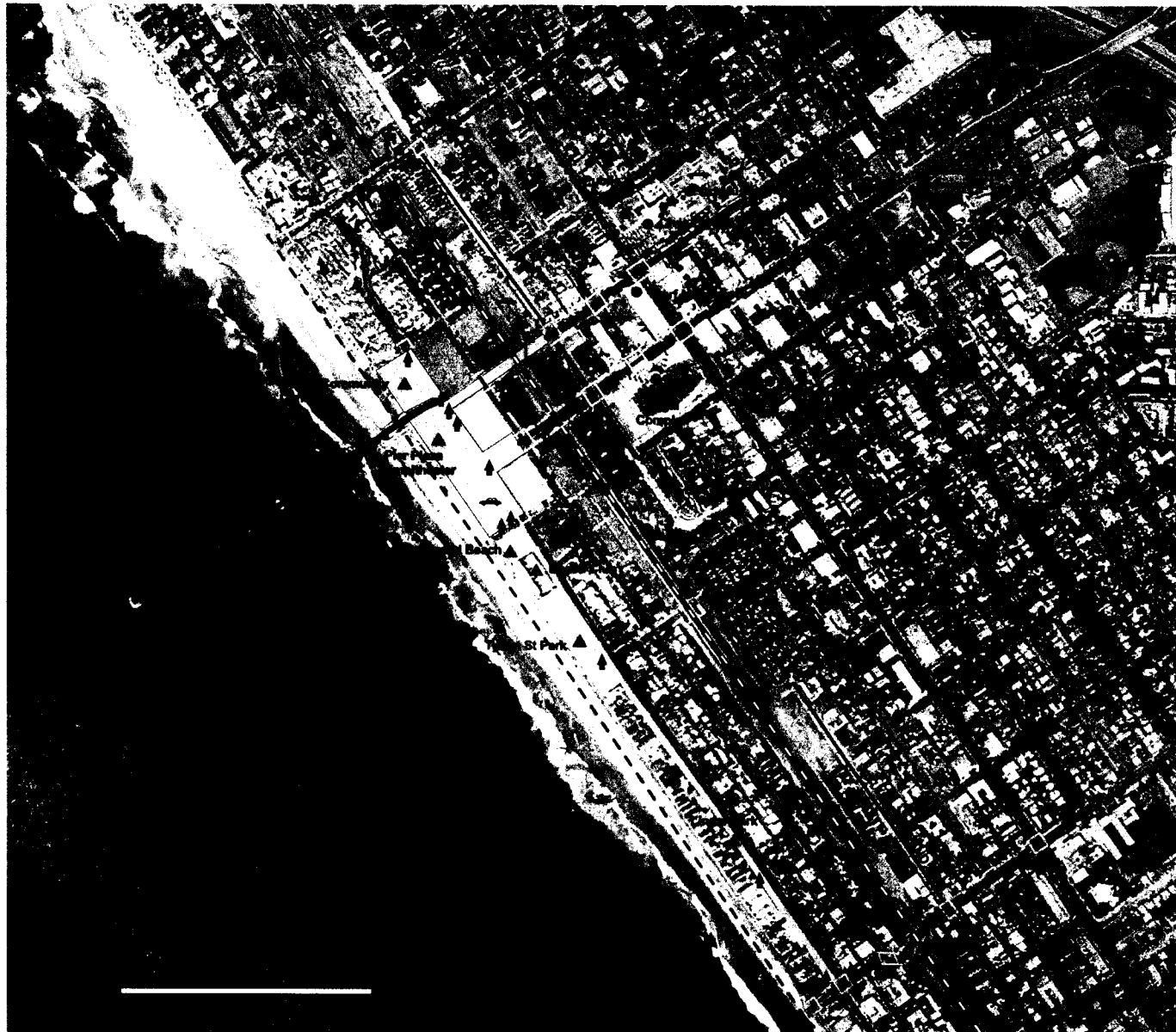


Downtown Oceanside Way-Finding Concept

-  East-West View Corridors
-  Study Area Boundary
-  Railroad
-  Beach Views From Pacific St.

**FIGURE 5:
BEACH VIEW CORRIDORS**

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Downtown Oceanside Way-Finding Concept

Pedestrian Trails

- District Edge Trail
- Mission Avenue Trail
- Pier View Way Trail
- North-South Trail

Pedestrian Origins and Destinations

- ▲ Destinations
- Major Origins

Gateways

- ┌ Local
- └ District

Crosswalks

- At Grade
- Undercrossing

Vertical Access

- ↑ Ramp
- ↑ Stairs
- ↑ Elevator

Development Project

- ▨ Oceanside Pier Resort
- ▨ Oceanside Resort Hotel

Parking Lots

- Free Lot
- Pay Lot

- ▭ Public Space

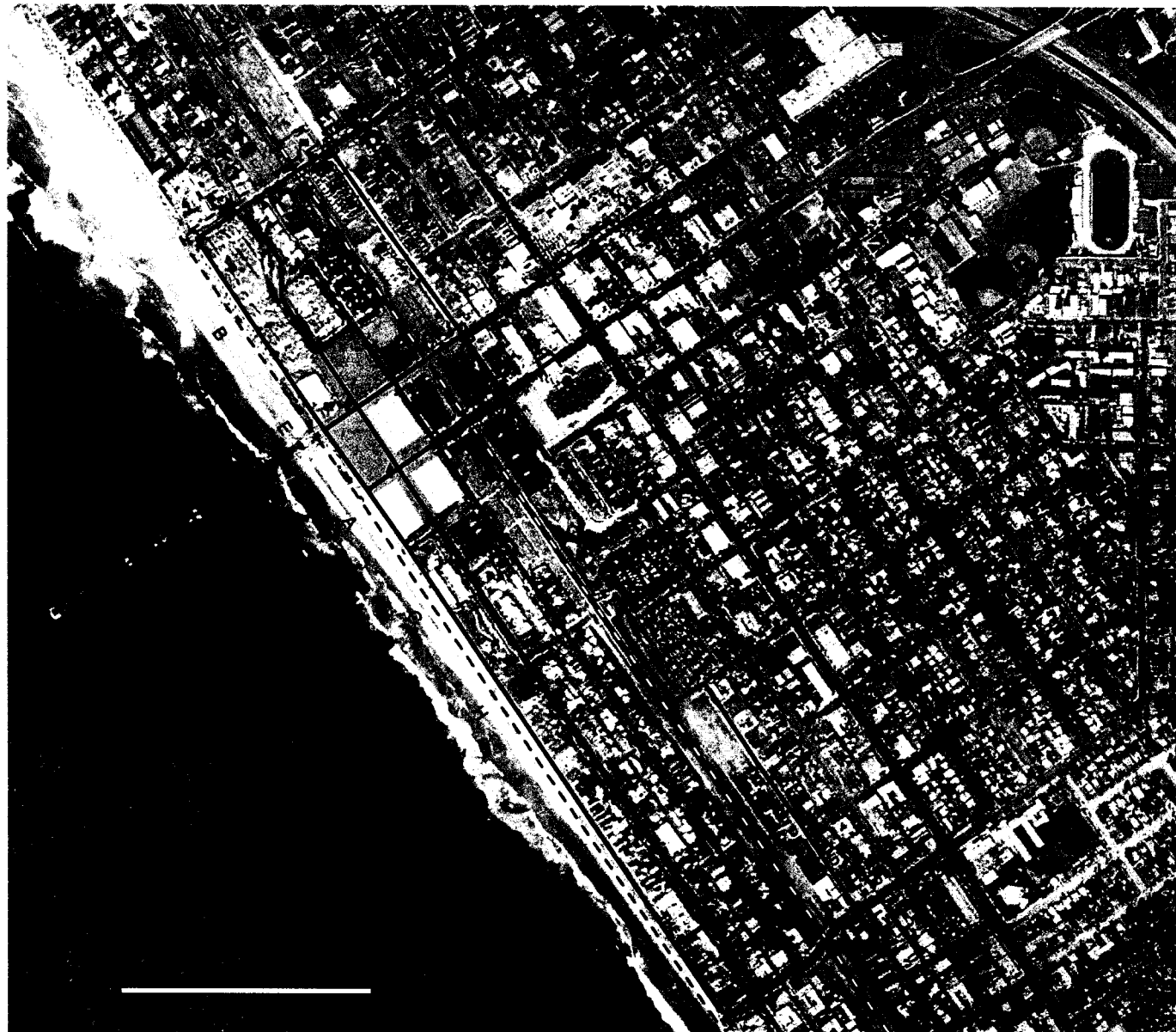
Parks

- - - Project Area Boundary

- Railroad

**FIGURE 6:
WAY-FINDING
FRAMEWORK DIAGRAM**

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Downtown Oceanside Way-Finding Concept

Pedestrian Trail Status

— To be Enhanced

Crosswalk/Undercrossing Status

— To be Enhanced

— Proposed

Entryway Status

┐ Proposed Feature

Vertical Access Status

↑ Proposed Stair/Elevator

Development Project Status

▨ Proposed Oceanside Pier Resort

▨ Proposed Oceanside Resort Hotel

Way-Finding Related Public Space

▨ Proposed Garden

▨ Other Public Space Enhancements

- - - Study Area Boundary

— Railroad

**FIGURE 7:
FRAMEWORK IMPLEMENTATION
DIAGRAM**

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September 2001

