STATE OF CALIFORNIA – THE RESOURCES AGENCY GRAY DAVIS, Governor

CALIFORNIA COASTAL COMMISSION
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May 23, 2002

TO: **COMMISSIONERS AND INTERESTED PERSONS**

FROM: **DEBORAH LEE, SOUTH COAST DEPUTY DIRECTOR**
SHERILYN SARB, DISTRICT MANAGER, SAN DIEGO AREA OFFICE
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 June 10-14, 2002)

STAFF NOTES:

On April 8, 2002, the Commission approved a time extension for up to one year on the subject LCP amendment request. The City had originally requested the LCP amendment be scheduled for the April 2002 agenda to obtain direction from the Commission on the significant policy questions raised by this amendment; however, the City requested a postponement of that hearing until the June meeting, which was granted by the Commission. On May 17, 2002, the City and Commission staff met to discuss potential processing scenarios for the LCP amendment which included significant revision of the proposal in an effort to gain a positive staff recommendation, or withdrawal of the LCP amendment and processing a revised LCP amendment through the City . It was understood that any revisions to the submittal could not be incorporated or reviewed in time for the June Commission hearing. On May 22, 2002, City staff requested the LCP amendment remain on the June agenda with the previously-issued staff recommendation of denial. Only minor changes were made to the staff report to correct typos, etc. No substantive changes have been made to the staff report.

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 had 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 which 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 constuct 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 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. 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 of guest accommodations; 1,585 sq.ft. of retail shops and 4,100 sq.ft. of 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) two 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 0 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 or 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. <u>Lower-Cost Visitor and Recreational Facilities.</u>

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. <u>Public Access/Pedestrian Orientation</u>

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 skateboards. 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 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 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 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-anthropic 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. <u>Traffic and Circulation</u>.

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 <u>and removing curbside parking on both sides of Mission Avenue at Coast Highway</u>. 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. <u>Lower Cost Accommodations</u>

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. 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 hotel/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

Name	Location	Number of Units
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

Name	Location	Number of Spaces
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, th as follows:

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

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

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

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

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

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

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

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

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

AYES: HARDING, FELLER, MCCAULEY

NAYS: SANCHEZ

ABSENT: JOHNSON

ABSTAIN: NONE

MAYOR OF THE CITY OF OCEANSIDE

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

Exhibit "A"

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.

///

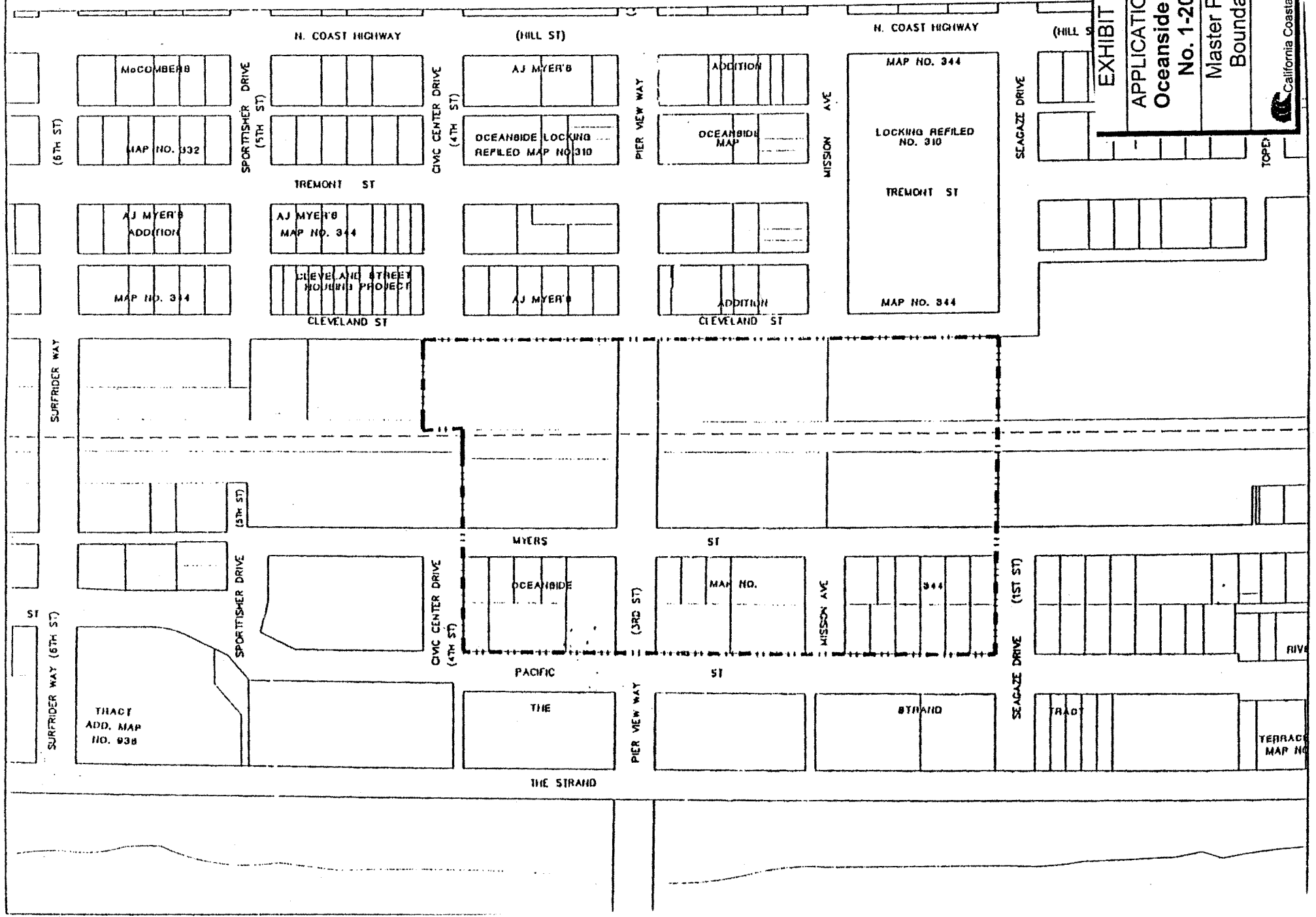
EXHIBIT NO. 2

APPLICATION NO.
Oceanside LCPA #1-2001

Aerial Photo

California Coastal Commission

Master Plan Boundary



Downtown Public Parking

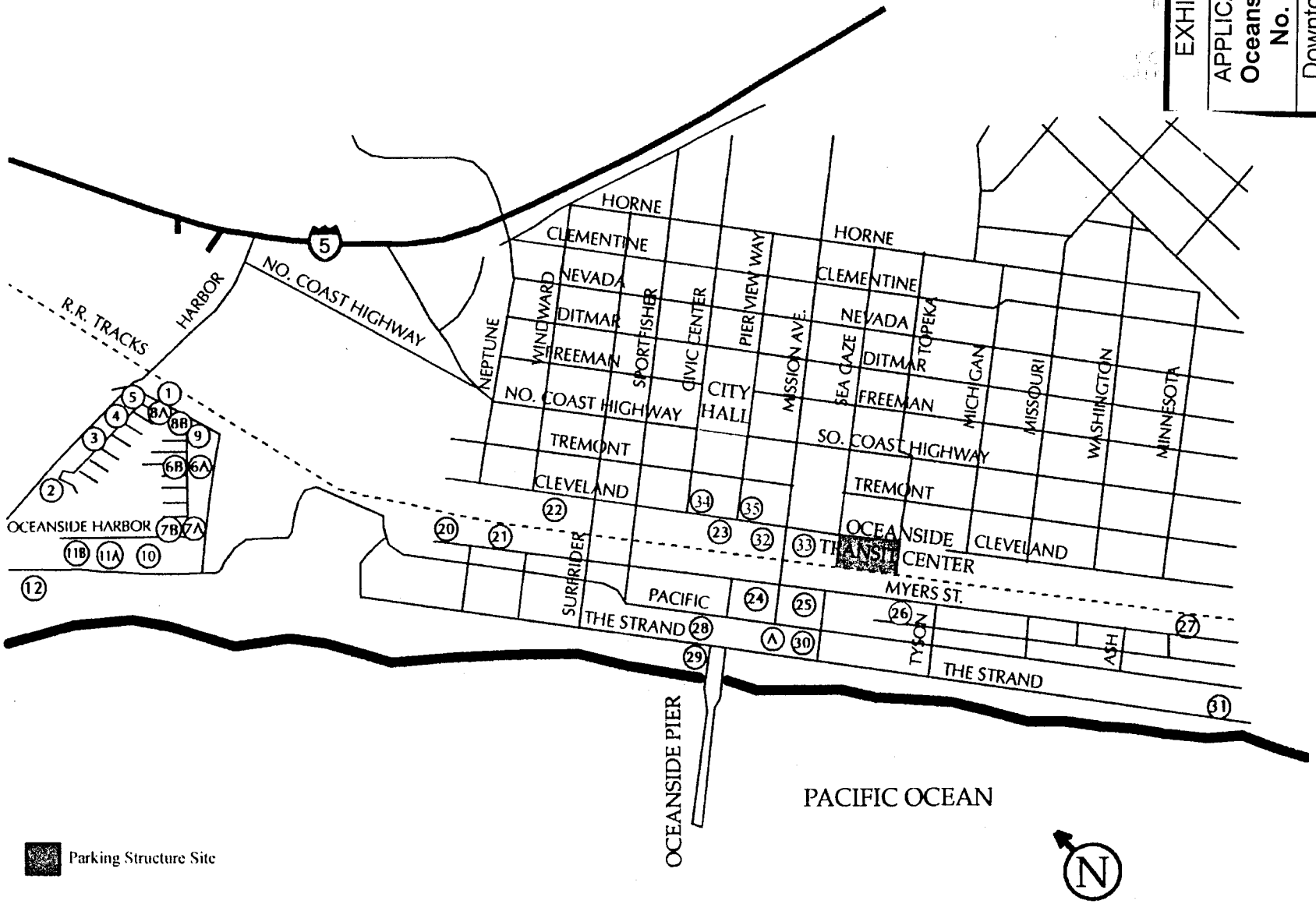
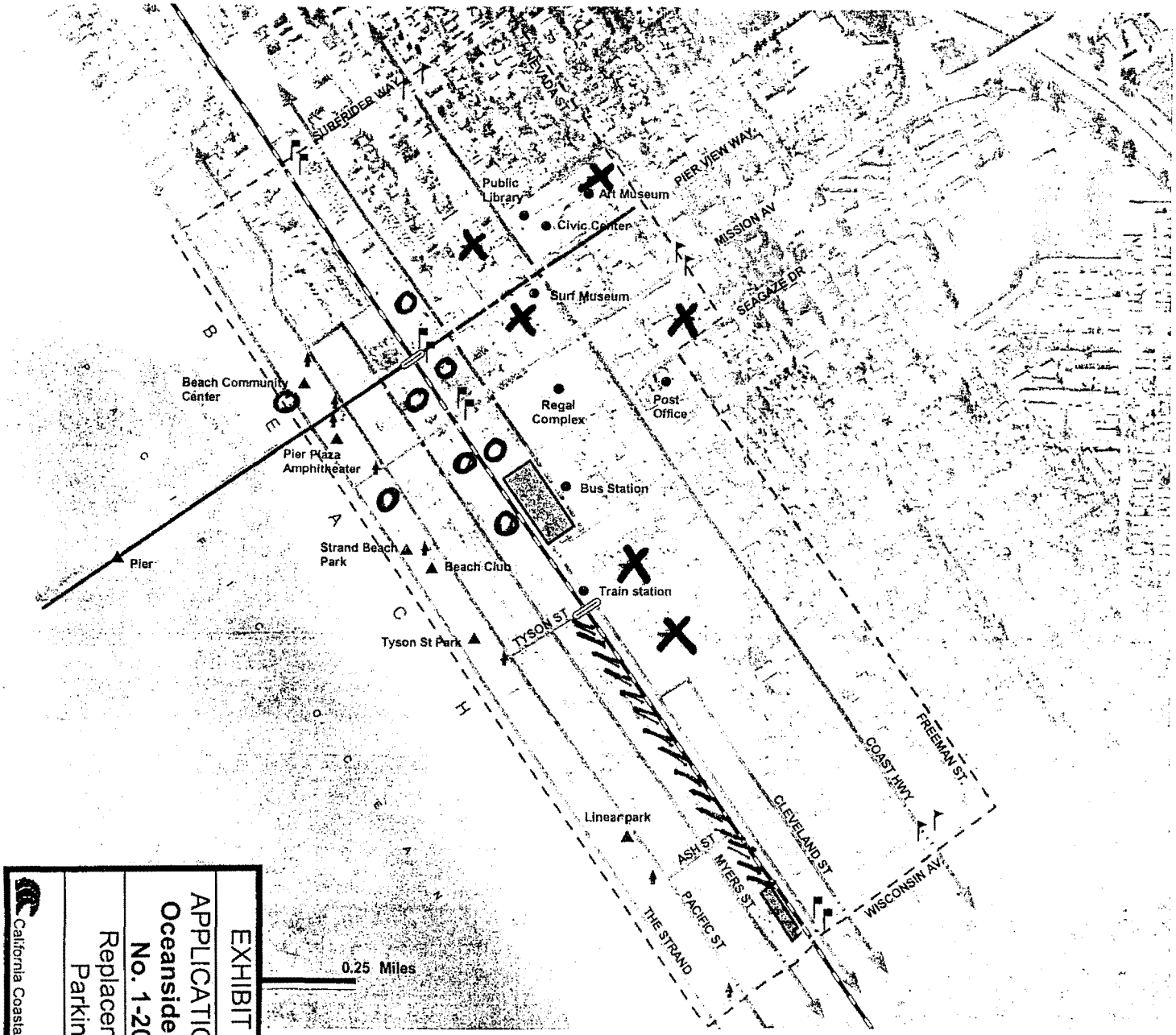


EXHIBIT NO. 4
APPLICATION NO.
Oceanside LCPA No. 1-2001
Downtown Public Parking
1 OF 2
California Coastal Commission

DOWNTOWN PARKING LOTS

Lot	# of Spaces
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
Total	**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

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

California Coastal Commission

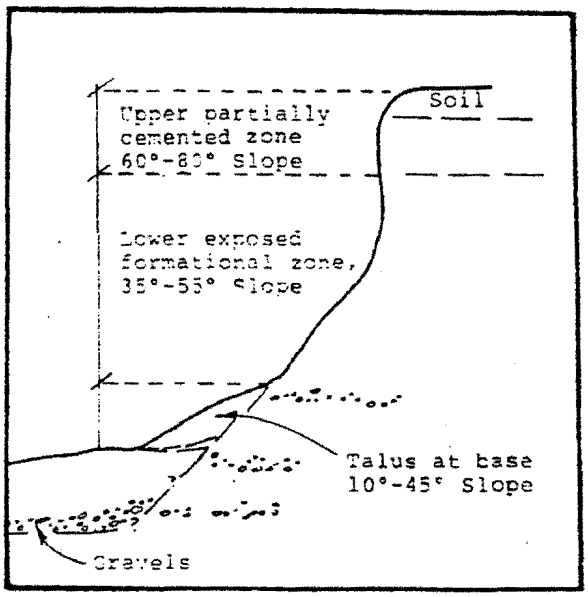


Figure 2 Typical Bluff Profile

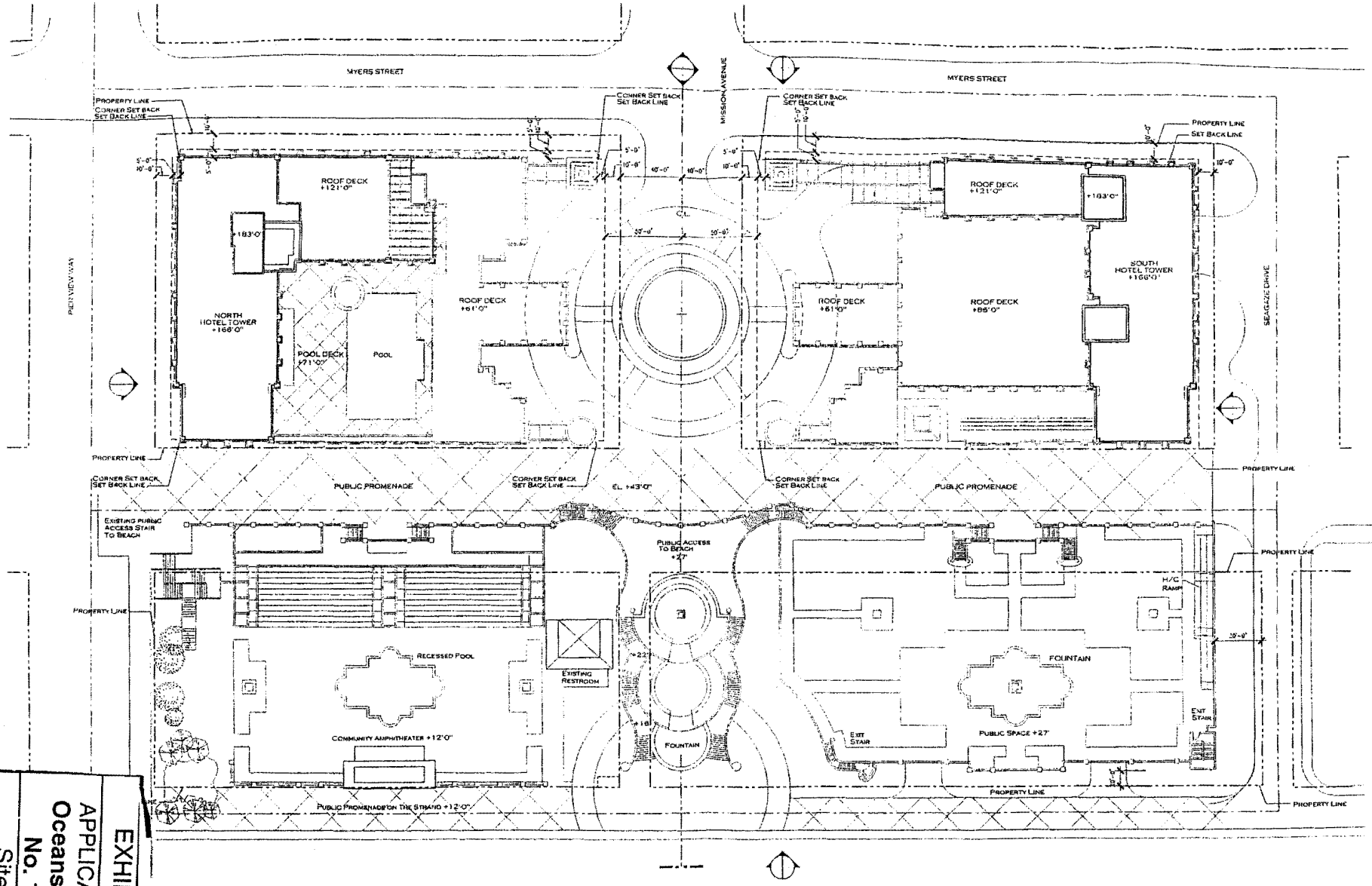
Source: Artim 1981

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

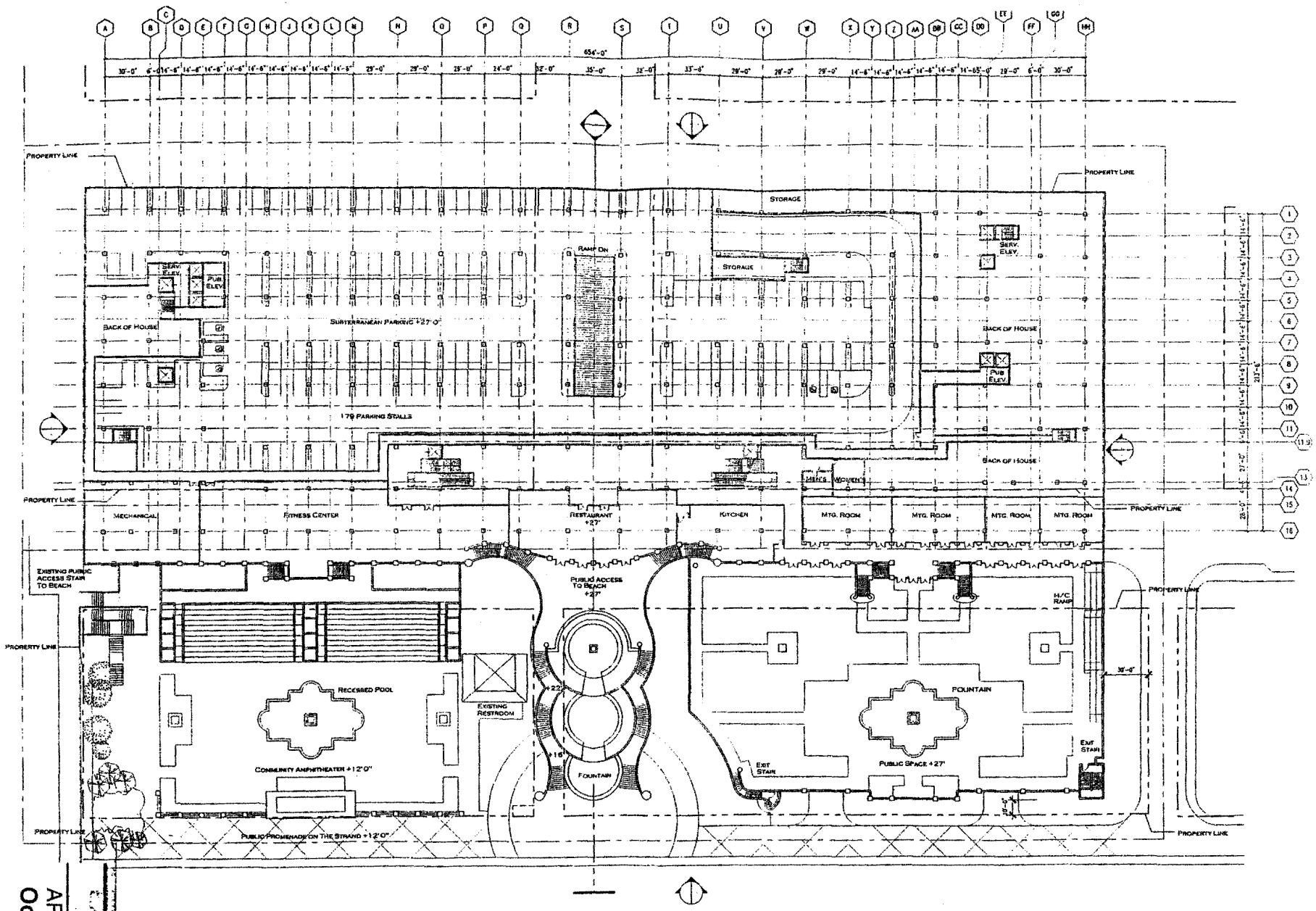


SITE PLAN

OCEANSIDE BEACH RESORT

OCEANSIDE , CALIFORNIA

EXHIBIT NO. 7
APPLICATION NO.
Oceanside LCPA
No. 1-2001
Site Plan
Oceanside Beach Resort
California Coastal Commission



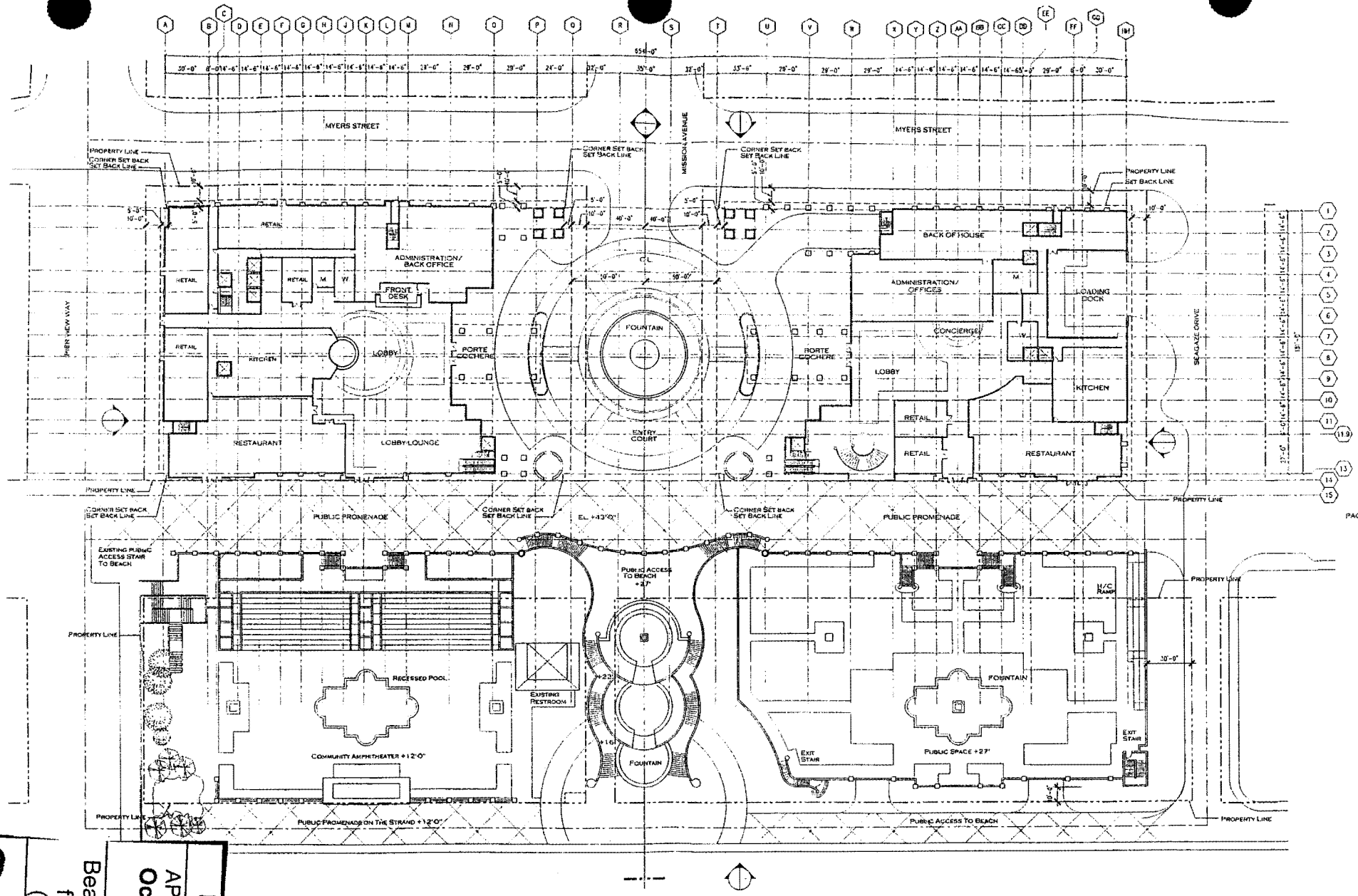
BACK OF HOUSE & PARKING PLAN +27'-0"

OCEANSIDE BEACH RESORT

OCEANSIDE, CALIFORNIA

EXHIBIT NO. 8
APPLICATION NO.
Oceanside LCPA
No. 1-2001
Beach Resort at 27
foot elevation
(Meeting rooms)

California Coastal Commission



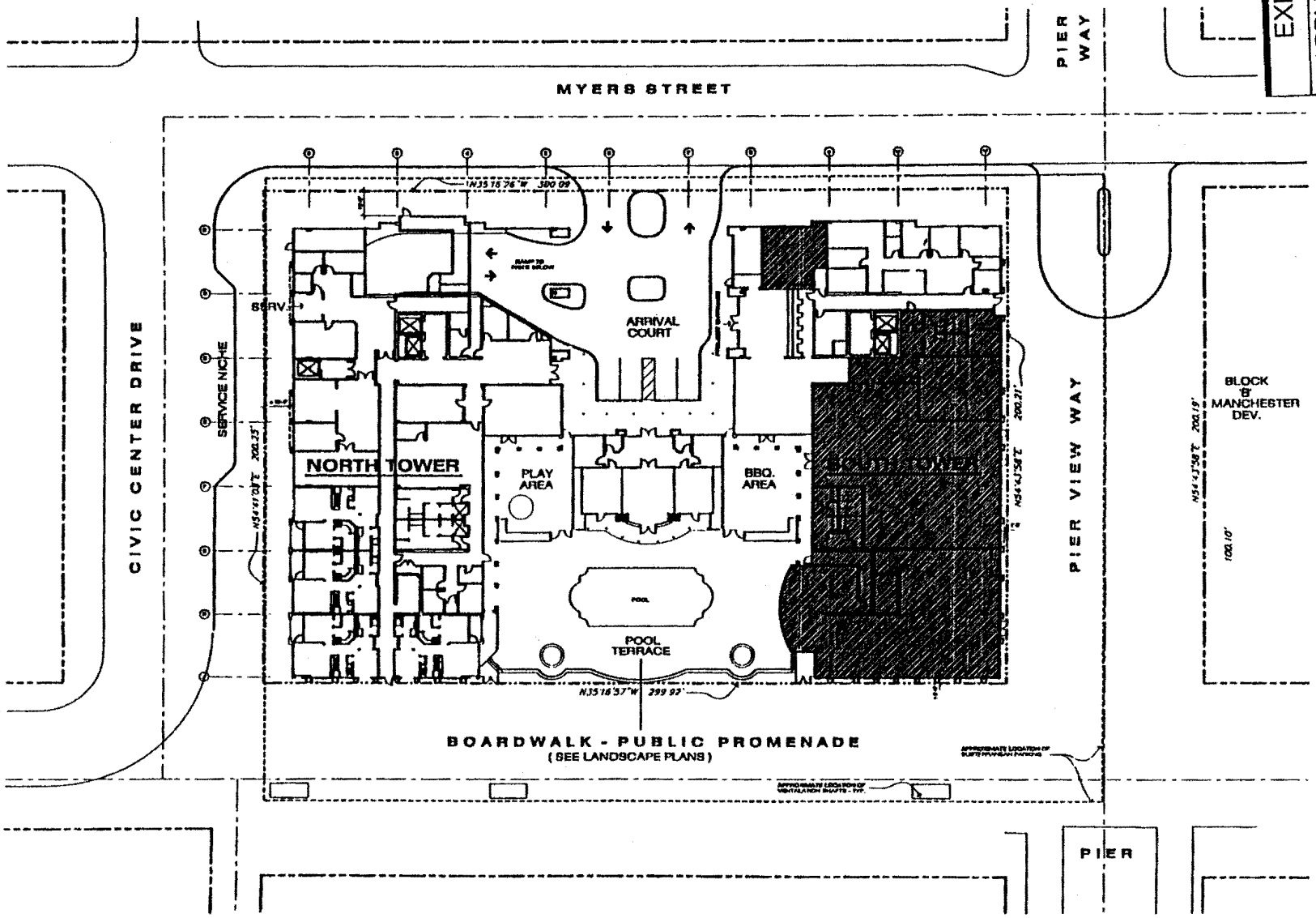
ENTRY LEVEL PLAN +43'-0"

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

EXHIBIT NO. 10
APPLICATION NO.
Oceanside LCPA
No. 1-2001
Site Plan & Elevations
Pier Resort
Timeshare
Page 1 of 2
California Coastal Commission



PROJECT SUMMARY

BUILDING AREA SUMMARY

REQUIRED PARKING

PROVIDED PARKING

OCEANSIDE PIER RESORT

OCEANSIDE, CALIFORNIA

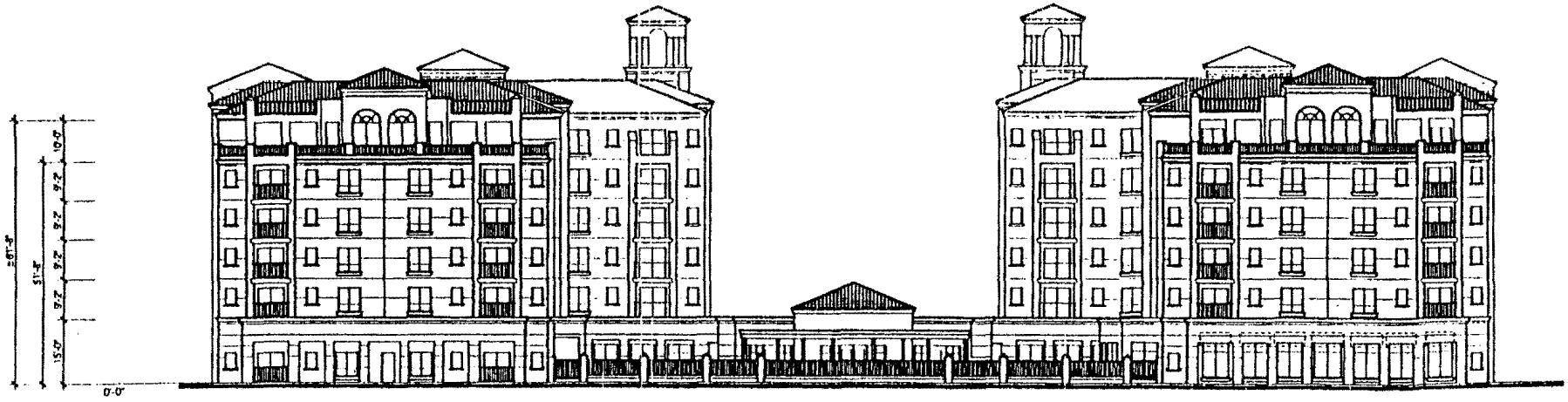
SITE PLAN A-1

WINNERS CIRCLE RESORTS INTERNATIONAL, INC.
1442 CAMINO DEL MAR, STE. 215
DEL MAR, CA 92014

Y0053 08-17-01
REVISE: 10-01-01

LEE & SAKAHARA ARCHITECTS AIA

NORTH ELEVATION (CIVIC CENTER DRIVE)



WEST ELEVATION (BOARDWALK - PACIFIC PROMENADE)

OCEANSIDE PIER RESORT

OCEANSIDE, CALIFORNIA

NOTE : SIGNAGE TO BE SUBMITTED AT A LATER DATE.

0 16 32' 64

ELEVATIONS A-7

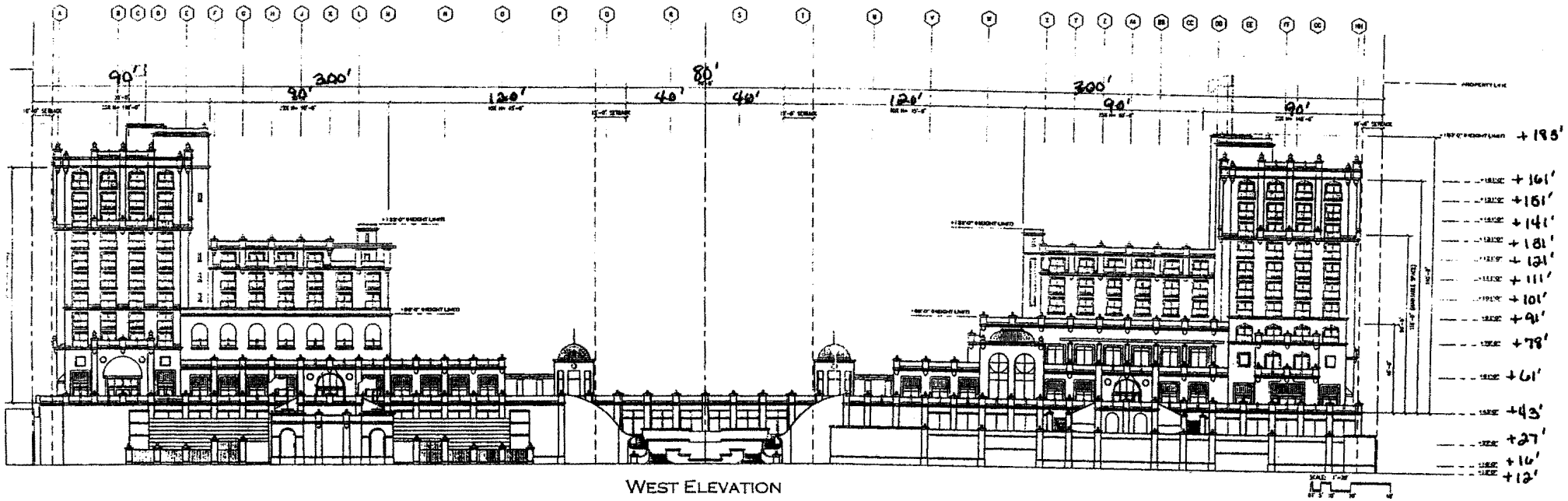
WINNERS CIRCLE RESORTS INTERNATIONAL, INC.

1442 CAMINO DEL MAR, STE. 218
DEL MAR, CA 92014

Y0053 06-31-01

LEE & SAKAHARA ARCHITECTS AIA
ARCHITECTURE PLANNING INTERIORS

NORTH ELEVATION



WEST ELEVATION

MANCHESTER RESORTS

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

RECEIVED

APR - 3 2002

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT

April 2, 2002
727 Rivertree Drive
Oceanside, CA 92054
PHONE: (760) 966-1854

Coastal Commission
7575 Metropolitan Drive - Suite 103
San Diego, CA 92108

ATTN: Bill Ponder

Dear Mr. Ponder:

Some people are saying that the endless delays requested by our City Council are happening because four members of our Council are hoping there will be a change in the membership of the Coastal Commission. It's been said that Doug Manchester is hoping he will be able to "influence" any new Commission members into allowing him to proceed, no matter what the negative consequences to Oceanside. We have already seen how his influence "bought" the passage of the tainted Prop V (written by Manchester's attorneys), by a very small majority of votes.

I an writing once more to plead with the Commission to stop this greedy once and for all. We have one of the few remaining "good" beaches on the coast. Tourists can come any time; there are plenty of places for them to stay and still use our beaches. But to produce a traffic gridlock so bad that no-one can even get to the beaches, much less our downtown streets, is nothing short of insanity.

Our resources are already stretched to the breaking point. Water is a precious and critical commodity in California: yet Manchester plans to squander our water on his fountains and swimming pools. Years ago it was predicted, through studies and research, that future wars will be fought over water. (We even had that problem when the West was young, and cattle ranches depended on water for their cattle; and farmers, for their crops.) Periodically we have suffered drought, and have been on the cutting edge when our water departments issued warnings not to wash cars, water lawns, or waste water. There were warnings of heavy penalties: fines or having water to homes of violators shut off. However, some people, for political reasons, refuse to "see the writing on the wall."

Already Oceanside has closed off an expansive downtown ocean view with a massive theater complex. This Manchester project would not only block more ocean views, but would also take away public beach access which is now still available. This would be a disaster for Oceanside, and a slap in the face for tourists who now come to enjoy the beaches on a weekend and could face harassment by Manchester hotel security. There are plenty of hotels in the Carlsbad and Oceanside area to accommodate tourists without such an enormous project that doesn't even fit in aesthetically to the surrounding area.

I came originally from a small town in Illinois and we had no tourist trade.

Oceanside LCPA No. 1-2001
Letters of Comment

We did very well. We had no traffic jams, no over-population to drain our resources and, as small as our town was, we had cultural events at our local high-school; much better than anything Oceanside has to offer. However, our Oceanside Council seem like lemmings, who throw themselves over cliffs and into the sea to drown; under present Council leadership, it seems we are headed for a real disaster. The Council wants more tourists, more industry, and more people: all in the name of increased "tax revenue." But at what great sacrifice!

The tragedy of it is that they are willing to trade our standard of living for the almighty tax dollar. So we get hotel taxes (from an enormous, half-filled hotel), and in the meantime, we get more downtown hookers (always a big problem in Oceanside) to entice the tourists, we create a need for more police and firemen to protect our city (jobs for which we even now do not have the money to support), for water, utilities, and more schools. *It's a vicious circle.* We are already "bustin' at the seams" trying to provide the necessities of life for our citizens. I don't want to live in a city with a downtown ghetto, and I don't believe tourists will be attracted to a decaying downtown, with a serious crime and traffic problems in an area they must traverse to get anywhere away from the hotel itself.

It has already cost the City a lot in the way of money, years of wasted time and effort, divisiveness. We could have had Catellus's project (smaller, non-invasive, and already approved, I am told, by the Coastal Commission) five years ago. We would not have had to sacrifice the bluffs, the streets, and the standards we had been used to. And this waiting, and dickering, with each new contract demanding a bigger chunk of Oceanside.

With streets blocked off, and no longer available for use by people who live here, (right this moment, there are people living near the beach who are fined for parking in front of their homes--see North County Times, April 1st edition), I tremble to think how many more police we will need to protect us from the crime should this project go through. Even now, the City Council is using El Corazon (*another proposed acquisition of D. Manchester*) as the scapegoat, blaming the people trying to protect El Corazon for a long-standing deterioration in our City Communications System. Crazy? No. Political? Yes.

We've waited almost five years now, plagued by delay after delay, while Manchester swallows up all he intends to take over (airport supporters are now talking about the airport "serving tourists too." Another Manchester acquisition in the future? It's time to put a firm, and irrevocable, stop to this. It's in your hands. May God give you guidance to save us from this greedy developer and end this mess, once and for all.

Thank you very much for your patience.

Sincerely, Mrs. June Kristapovich

June Kristapovich

Tue 5b

STATE OF CALIFORNIA - THE RESOURCES AGENCY GRAY DAVIS, Governor
CALIFORNIA COASTAL COMMISSION
SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
(619) 767-2370

IMPORTANT PUBLIC HEARING NOTICE
CITY OF OCEANSIDE LOCAL COASTAL PROGRAM
MAJOR AMENDMENT 1-2001

Ronald Ballard
4211 Beach Bluff Rd.
Carlsbad, CA 92008

I. HEARING TIME AND LOCATION

DATE: Monday, April 8, 2002
TIME: 10:00 a.m.
LOCATION: Radisson Santa Barbara
1111 East Cabrillo Blvd.
Santa Barbara, CA

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COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

II. HEARING PROCEDURES

At the time of the public hearing, staff will make a brief oral presentation to the Commission. Immediately following the presentation of the staff, a representative or representatives from the City of San Diego may address the Commission regarding the local coastal program amendment. Upon conclusion of the City's presentation, interested members of the public and agencies will have an opportunity to address the Commission and comment on the amendment. The Commission will then close the public hearing; and, since there are preliminary recommendations and findings prepared for the Commission, the Commission may take final action on the amendment request at this time.

III. BACKGROUND

NO NO NO

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. 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. 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.

IV. AMENDMENT REQUESTS

NO NO NO

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.

NO NO NO

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).

V. AVAILABILITY OF STAFF REPORT

A staff report on the LCP amendment containing recommendations has been prepared for the Commission. If you would like the full text of the staff report, call or write the San Diego Area Office of the Coastal Commission and request a copy of the "City of Oceanside Local Coastal Program Amendment No. 1-2001" staff report. A copy will be mailed to you promptly. Questions regarding the report or hearing should be directed to Bill Ponder at (619) 767-2370.

We apologize if you received duplicate notices; however, because of the overlap of persons with interest in more than one community on our mailing lists, the duplications are unavoidable.

1223 Hill Place
Port Townsend, WA 98368

March 29, 2002

Mr. Bill Ponder
California Coastal Commission
7535 Metropolitan Drive, #103
San Diego, CA 92108-4402

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APR 0 2 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RE: Oceanside Beach Resort

Dear Mr. Ponder:

Although we have moved from the Oceanside community, we continue to be concerned about the environment and justice — and that is why we write to you again about the Oceanside Beach.

The Coastal Commission is the only defense of the Oceanside Beach against the organizations that wish to privatize it. To do this, they will close a public street, bulldoze coastal bluffs, block view corridors and cause parking inconvenience to Oceanside citizens. In fact, the entire project prevents coastal access to residents.

Public parkland should not be controlled by a developer.

We thank you and the other members of the Commission for protecting this bit of the California coast.

Sincerely,

Gene Cavanagh
Jo Cavanagh

Gene and Jo Cavanagh

Sherilyn Sarb

From: Coast4U
Sent: Tuesday, April 02, 2002 10:21 AM
To: Sherilyn Sarb
Subject: FW: Oceanside Beach Resort

-----Original Message-----
From: grady hopkins [mailto:grady4qlm@yahoo.com]
Sent: Thursday, March 28, 2002 1:56 PM
To: coast4u@coastal.ca.gov
Cc: grady31@lycos.com
Subject: Oceanside Beach Resort

Hello Commissioners

Thank you for the hard work you have chosen to do.

I understand you have already sent out notices stating that the Beach Hotel project in Oceanside will be on the Agenda April 8th, and you have posted it on your web site.

I also understand that the city of Oceanside has been asked by the Manchester company, to ask that you delay looking at the project until June.

Please do the Citizens of Oceanside a favor, and keep your date, extending the date will not in any way make a difference. If the Manchester company does not know what your objections to their project are then maybe they should not be the builders in the first place. Most of the citizens know what the objections are, they have been printed over and over again. The developer has been informed of the do's and don't s (if you will) of the Coastal Plan.

Please address the issue on the 8th, then maybe we can start working together towards a positive project in Oceanside.

Thank you;
Rev. Grady E. Hopkins
Quest For Life Ministry's

FILE COPY

Do You Yahoo!?
Yahoo! Movies - coverage of the 74th Academy Awards®
http://movies.yahoo.com/

Oceanside LCPA 1-2001

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APR 0 2007
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dana Bellafaire
4683 Strasburg Ct
Oceanside Cal/
92056

Dear Calif Coastal Comm

Thank you for sending me the notice on the public hearing about the Manchester resort project. I along with many many many oceanside residents who are against the resort would love to attend the hearing, but we live in oceanside. So why don't you have the meeting at city hall in oceanside, since that is where the controversy is. If the California Coastal Commission was really concerned about the residents of oceanside and their neighboring cities, you would have made this meeting more convient for those people who want to attend. There is plenty of room in oceanside's city hall to have this meeting, or any other number of meetings it may take to get to the truth on how the public really feels about this resort project. But for some reason you can't move the meeting to oceanside, I'll like to give you my thoughts on the Manchester resort project. First I think the California Coastal Commission is doing the right thing by listening to the people and not just themselves. Manchester resorts want to block off access to the beach which he has no right, since that access belongs to the city of oceanside and not the developers. And now he wants to do something wit the cliff by the parking lot. That cliff is part of oceanside's natural developement and its bueaty it should be preserved at all cost. If this resort plan goes through oceanside beach will never be the same again. Just imagine going to the beach, but it takes you half an hour to get through all the chaos of traffic jams and crowds of people. And when you finally make it to the beach it's full of trash, because the people from the resort are just passing through and don't care what the beach looks like. There will be no more bueatiful cliff to look at because it will be turn into a parking lot. And the band shell forget it it will be gone. Don't forget oceanside beach is a hot spot for holiday festivities, making movies, and photographers use it to take pictures of bueatiful models there as well. Please California Coastal Commission don't let Doug Manchester take ours and your beach away from us, just so he can make money from our unhappinies. Please write back to me in response to my letter as soon as possible thank you for your attention.

Sincerely Yours
Dana Bellafaire
Dana Bellafaire

Ron & Lorraine Bradshaw
1467 Nighthawk Way
Oceanside CA 92056-5442

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CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

3/30

California Coastal Commission
San Diego, Ca

Dear Sir:

We difinitely oppose the closure of any "public" streets. This will not improve the access, by the general public, to our Oceanside beaches. The pier is a wonderful place for families to share fishing, walking & the view of the Coastline & closure of Pacific street would discourage & intimidate this access.

Please do not approve the amendments to LCPA. Thank you, Lorraine & Ron Bradshaw

P.S. It is not possible for us to travel to Santa Barbara for this meeting. In all fairness to Oceanside residents, the meeting should have been held locally!

Please send me a copy of the City of Oceanside Local Coastal Program Amendment # 1-2001 report

Thank you

Arthur Halsted

5235 Champlain Street
Oceanside, CA 92056

Fax 760-945-6987
Home Phone 760-945-6987
Email arthal@netmes.net

RECEIVED
APR - 2 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 30, 2002

California Coastal Commission
San Diego Coastal Area
7575 Metropolitan Drive, Suite 103
San Diego CA,
92108-4402

Dear Staff and Members:

I am opposed to the Manchester Hotel Project proposed for downtown Oceanside and also the one proposed for El Corazon Park. The siting of the downtown hotel is wrong. If anything it should be adjacent to the Regal Theater Complex, rather than at the Beach. If you have ever visited Waikiki Beach on Oahu you know how the ocean view is blocked by high rise buildings fronting on the Ocean. It is a disaster and the area poorly serves visitors to Waikiki whose beach access is severely restricted by tall buildings. Similar to the Oceanside proposal Public Access is restricted to public ways between buildings.

Secondly, I am opposed because of the offensive plans to restrict auto traffic in the area. The area now is a nightmare of one way streets and closed access. I realize measures were taken to prevent "cruising" but that problem could have been handled by police action and increased fines.

It is my opinion that the Oceanside City Council as presently constituted will not exist after November 2002. The citizens have effectively rejected the actions of the Council and will reject the project in November since they put it on the ballot with the initiative process.

Sincerely

Arthur Halsted

Arthur Halsted

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CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

921 Hillcrest Place
Oceanside, CA 92054

March 30, 2002

California Coastal Commission
San Diego Area
7575 Metropolitan Drive Suite 103
San Diego, California 92108-4402

Dear Coastal Commissioners:

The City of Oceanside Local Coastal Program Major Amendment 1-2001 deserves to be rejected in its entirety. This proposed amendment conflicts with the Coastal Act and is not in the best interests of all Californians. The closure of Pacific Street, the bulldozing of coastal bluffs, the blocked view corridors, the traffic and loss of parking, the control of public parkland by a developer, and the restrictions on COASTAL ACCESS are all reasons to reject this proposed amendment.

Sincerely,

Lou Fenton

Lou Fenton

California Coastal Commission
Attn: Bill Ponder
7575 Metropolitan Drive # 103
San Diego, CA 92108-4402

Dear Sir:

I have lived and worked in the Oceanside area for over fifteen years and have lived on Pacific Street for the past eight years. I have enjoyed the beach, both walking and swimming and especially driving along the beach corridor where I can bask in the beauty of the sun and surf. This is the reason so many others and I bought in the beach area. I am extremely upset to think that any private enterprise will be allowed to not only close off this wondrous drive but will also be closing access streets, parking areas and the four or five blocks of Pacific Street in the pier area to the local citizenry and worse yet, place multi-story buildings cutting out the bountiful view of the beach and water that we, the local citizens bought here to enjoy. We do not need all the horrific traffic problems that will undoubtedly ensue in the entire beachfront area. Already, we tend to have gridlock west of I-5 during the summertime. We definitely do not need it all year long. Coast Highway and Pacific Street has already become a very big problem, closing the Strand, Pacific Street and adding all the homebuilding and the anticipated hotel/motels will cause terrible gridlock and total frustration to those of us living and working in the area. Not only will the above streets be jammed but so will the VERY FEW connecting streets.

I am not saying we don't need or can't use some great hotels or even time-shares, but let us not cut off the Oceanside citizens just for the sake of tourism. This does not a happy citizenry make....Just think, Atlantic City, Waikiki Beach, a number of areas in Florida where the skyscraper projects have been built at the beach edge (for tourism) and the homes, small businesses and the streets have gone downhill and unattended. This is not good !!!!! There will be pollution, noise, gridlock, lack of parking and then the crime will be a problem too. Hopefully things won't escalate to this extent but Please, don't let it even start.

Bill L. Lewis
910 N. Pacific Street
Oceanside, CA 92054

California Coastal Commission
Attn: Bill Ponder
7575 Metropolitan Drive # 103
San Diego, CA 92108-4402

APR - 2 2007

Dear Sir or Madam:

I am a long time resident (since 1976) of Pacific Street in the city of Oceanside and I am extremely fearful that closing the two to five blocks of Pacific Street in the pier area will cause horrific traffic problems in the entire beach front area. During the summer traffic already "crawls" so slowly on Coast Highway and Pacific Street becomes a raceway. Now, with the influx of homebuilding and the anticipated hotel/motels not only will the two above streets be jammed but so will the VERY FEW connecting streets.

I have questioned the City Council /Manchester and others about parking in the area. There is not enough now. When all the building is finished there will be even fewer parking spots. Already, as I understand it, there are plans for building the new Catellus Project (about 5 blocks being utilized for off road parking now) and again, with no where near enough parking. What are they thinking?

Some of our biggest problems will be *lack of parking, pollution, noise* and *definitely gridlock west of I-5*. Another of the problems is the fact that the Manchester Project will be taking the beach access from the Oceanside residence and catering to those occupying the time shares, hotels and motels. All in the name of private enterprise! Please don't let this happen.

Thank you for taking the time to listen to those many people (local citizens of the Oceanside beach area) that really enjoy seeing and hearing the beautiful beach.

Sharon Lucarelli
910 N. Pacific Street # 4
Oceanside, CA 92054

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APR - 2 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

3/30/02

California Coastal Commission;
re: City of Oceanside Local Coastal Program
Major amendment 1-2001

I find any amendments unacceptable, as I feel the huge complex proposed would do nothing for our citizens. Creating multi structured parking spaces restricts access for the public. No closure of streets, no grading on fragile bluffs.

No, No, No to the city — too little beach is left, at all, in California.

Norma J Wolf
2457 Levante St.
La Costa
Ca 92009

Unable to travel to hearing in Santa Barbara

Bill Ponder

From: dzajic1 [dzajic1@cox.net]
Sent: Sunday, March 31, 2002 11:31 AM
To: Lola Sherman; Esther Sanchez; Ron Raposa; Opinion NCT; Carol McCauley; Shari Mackin; Caroline Krammer; Terry Johnson; David Hydegger[OCoC]; Jerry Hittleman; Betty Harding; Jack Feller; Letters to the Editor; Melba Bishop
Cc: Bill Coastal Comm Ponder
Subject: Roses & Rasberries

March 31, 2002

Melba Bishops [LTE] was right on the mark! I've never met Melba, Carolyn, or Shari, but I share their feelings toward the Manchester Fiasco, for the reasons, listed in the Melba's letter, and the Coastal Commission report, as well as, for the probable negative cash flow into the City General Fund.

I've asked the NCT and the Oceanside Chamber to arrange for an unbiased cash flow analysis of this monstrosity, ie, expected average yearly occupancy rate, TOT resulting from same, 1% sales tax from area, and the offset, yearly repayment of $20 million bond, cost of new unusual fire and emergency equipment, additional unusual City employees to cope with Resort requirements.

Oceanside City & Council, Manchester & I, are deemed biased information sources, not capable of issuing an unbiased estimate of NET return to the City. Their are such national organizations, [NOT San Diego Based] that do this regularly, it would be interesting to get an unbiased analysis from a Chicago or New York financial outfit, and see what the estimated cash flow results would be. Manchester has to much influence on the local outfits, in fact, it's alleged, he's gone to San Francisco to sue a local Port Director.

These women deserve Roses, whether you deserve a Raspberry, I don't know, but Oceanside deserves a financially viable Beach Resort, to complement the best sand beach in San Diego County, for Oceanside residents.

Dick Zajic
Dick Zajic, Oceanside, CA.

Bill Ponder

From: Carolnoceanside@cs.com
Sent: Friday, March 29, 2002 9:57 AM
To: bponder@coastal.ca.gov
Cc: smackin@nctimes.net; Mag0121@aol.com; jjackso1@ix.netcom.com; mark.massara@sierraclub.org; savewetlands@compuserve.com
Subject: Oceanside LCP amendments

Hi Mr. Ponder: We have received a copy of the CCC Staff Report on the Oceanside LCP amendments. It is our understanding that the Manchester people and our City Council and Staff were completely surprised by the recommendation to deny. Now we have heard that they want to postpone the hearing until June. Can you please verify this information? Are we being heard in April in Santa Barbara??

I apologize for using the e-mail as I am sure you are plagued with an enormous amount of mail but sometimes it takes less time than a phone call. Thank you again for all your hard work. It is much appreciated. Thank you,
Carolyn Krammer
Citizens for the Preservation of Parks & Beaches
(760) 439-0863 phone

RECEIVED
MAR 29 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 26, 2002

Dear Mr. Ponder:

I desire to add my voice to those others who have expressed grave reservations concerning the feasibility of the Manchester Project in Oceanside. Since Mr. Manchester does not seem willing to build a hotel and timeshare project that does not take over parts of Pacific Street, does not intend to build without bulldozing a section of the coastal bluff and intends to take away the beautiful view from others by creating such a tall, unwieldy structure, it seems that Manchester has attempted to bite off more of Oceanside than many of us can chew.

Others who built before the Manchester Project was conceived were capable of building without taking any beach or streets or views away from the citizens of Oceanside. If Mr. Manchester cannot follow in their footsteps, perhaps another developer who can tread more conscientiously upon our precious resources would do. Thank you for your time.

Sincerely yours,

Marianne Hesse

Marianne Hesse
101 Belvedere Street
San Francisco, CA 94117
Mhesse@pacbell.net

Citizens for the Preservation of Parks & Beaches

RECEIVED
MAR 29 2002
CALIFORNIA COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 29, 2002

To: City of Oceanside
Steve Jepsen, City Manager
Mike Blessing, Dep. City Manager

Dear Mr. Jepsen and Blessing:

Could you please clarify for me whether or not the City of Oceanside, or anyone for that matter, can demolish a structure in the Coastal Zone without a permit from the Coastal Commission? I have just come from the historical house located at 101 Mission Avenue (Corner of Pacific and Mission Ave) and found that the brick patio, brick fireplace brick barbecue and the exterior surrounding area is being demolished by Rancho Del Oro Landscape. When questioned who authorized the work I was told the City of Oceanside.

I would like to have a clarification on whether or not a permit is necessary for the demolition.

Thank You,

Carolyn Kramma

Carolyn Kramma, Chairperson
904 Leonard Avenue, Oceanside, CA. 92054
(760) 439-0863 (760) 757-5820 fax

cc: Mr. Bill Ponder, Coastal Commission
Shari Mackin, CPPB

Bill Ponder

From: Anne Johnson [burtannea@cox.net]
Sent: Thursday, March 28, 2002 6:56 AM
To: Bill Ponder
Cc: Jeff Scullin; Coast News; CNS Publishing; North County Times
Subject: Oceanside Manchester Resort and L.C.P. Amendments

March 28, 2002

Dear Mr. Ponder and California Coastal Commission Members,

In a time when honor among public officials is no longer the rule, it is heartening to observe your position on the proposed Oceanside Manchester Beach Resort project and Local Coastal Plan Amendments. In standing fast for the principle of protecting public interests, public coastal access and coastal integrity, you did the right thing in deciding to deny the amendments to the L.C. P. which would have paved the way for the project. The concept of the Manchester Beach Resort has been wrong from inception. The city council should have selected either of the other developers at the time who submitted plans for projects which met Coastal Commission guidelines. The Manchester plan to close three city streets (including Pacific), grade coastal bluffs, restrict public beach access and eliminate street parking should never have been sanctified by local city officials.

Manchester's next move to try to convince you of the value of the public promenades and "urban plaza" atop Betty's parking lot is ridiculous. If the public cannot park near the beach and pier, they cannot use the promenades and "urban plaza". Manchester's theory that "enhanced mass and alternative transportation would reduce the need for
parking" is missing the point. Local southern Californians and Oceanside residents will be driving down to the beach and pier. There is insufficient parking in that area for them now. All of the planned development in that locale outlines underground parking for the residents or guests of the structures. There are no plans for accommodating public parking. The city council seems unable or unwilling to grasp the concept of providing public uses for community residents. They seem totally obsessed with catering to the hoped for wealthy tourist dollar.

I expect Manchester will revise his project plans for an Oceanside Resort, (or abandon the project) and that the city will come up with a plan for low cost public parking adjacent to the beach and pier if you stand firm on all points. I hope and trust you will do so.

Anne E. Johnson
1719 Woodbine Place
Oceanside, CA 92054 (760) 721-5222

March 26, 2002

California Coastal Commission
7575 Metropolitan Dr.
#103
San Diego, Ca 92108-4402
attn: Bill Ponder

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MAR 2 8 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Re: Manchester Resort Development - Oceanside

I would like to express my gratitude to your staff for recommending denial of the city of Oceanside's request to amend its local coastal plan. They saw all the right reasons for denying this intrusive plan & I hope the Coastal Commission will follow their lead at the hearing.

Thank you,
Harriet Bledsoe
2166 Grandview St
Oceanside, Ca
92054-
5622

Bill Ponder

From: dzajic1 [dzajic1@cox.net]
Sent: Wednesday, March 27, 2002 11:04 AM
To: Lola Sherman; Esther Sanchez; Ron Raposa; Bill Coastal Comm Ponder; Opinion NCT; Carol McCauley; Terry Johnson; David Hydegger[OCoC]; Jerry Hittleman; Betty Harding; Letters to the Editor; Jack Feller
Cc: Surfrider; Jack Orr
Subject: Another Manchester Delay

March 27th, 2002

Letter to The Editor:

LEXICON OF
DOUBLESPEAK

This date another requested Manchester delay !! [S.D.Trib]

The Coastal Commission, for the last five [5] years, have been looking at the McCauley/Manchester Beach Resort plans, and they have said.....NO STREET CLOSURES, NO BEACH ENTRY RESTRICTIONS, ADEQUATE VISITOR AND HANDICAP BEACH PARKING, among other things.

All Coastal Commission comments are in English, apparently McCauley/Manchester and some City Management have difficulty with English, they only understand McCauley doublespeak. After five [5] years, you would think, even McCauley would get it !

Don't worry, Manchester will ask for additional delays again, and McCauley will get it on November 5th, 2002,..Election Day!

I hope she gets whatever Manchester promised her, logically, reviewing the City's advantages vs disadvantages, their can't be any other reason !

Why can't we have an acceptable Beach Resort by late 2003 or early 2004 !

Dick Zajic
Dick Zajic, Oceanside, CA.

Ruth & Ray Steiner
5069 Corinthia Way
Oceanside, CA 92056

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MAR 2 7 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission
Attn: Bill Ponder
7575 Metropolitan Dr. #103
San Diego, Ca. 92108-4402

March 27, 2002

Dear Mr. Ponder,

We moved to this area in 1978 to escape the congestion, traffic, air pollution, etc. of Los Angeles. Oceanside has a magnificent beach, enjoyed by so many of our residents. We need to protect it from the overbuilding and blockage of entrance to the ocean.

When our City Council made it's deal with Manchester, they were only thinking of money and what was in it for themselves..... not for their constituents, the residents.

We need you to help protect us from their poor judgement, and force them to comply with your rules about not blocking our public streets or access to the beach. We are very concerned about Manchester's Monster being too high, blocking views, causing incredible traffic, eliminating parking and controlling public parkland.

Sincerely,

Ruth + Ray Steiner

3615-34 Vista Bella
Oceanside, Ca. 92057
March 24, 2002

California Coastal Commission
Attn. Bill Ponder
7575 Metropolitan Dr. #103
San Diego, Ca. 92108-4402

RECEIVED
MAR 2 6 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear Mr. Ponder, et al:

I hope that you will deny the Manchester Resorts Beachfront Hotel because it restricts public access to the beach, closes the portion of Pacific Street that has the best view ~~and~~ of the ocean, eliminates an existing parking lot at the beach, gives Manchester Resorts the control of a popular beach amphitheater, and permits Manchester to grade the bluffs which will eliminate the existing seating for people to view the public concerts at the amphitheater. Also the closure of Pacific Street and the western end of Mission Avenue will force traffic onto other busy streets.

Not only Oceanside residents, but many people from the surrounding cities of Vista, San Marcos, Fallbrook, Bobsall and Escondido use the Oceanside beach. During the summer the beach is crowded from the Oceanside pier north to the San Luis Rey River and to the south for at least a mile.

Public access to the beach is mainly at the Oceanside pier which Manchester would control. Public access to the beach from the south end of Oceanside north to Buccaneer Park, a distance of at least one mile, is practically non-existent. Wealthy homeowners have installed locked gates at the stairways from the beach to Pacific Street.

If the Manchester Resorts is built, the vast majority of the jobs produced will be low-paying jobs and some may even be minimum wage. Where will these people findhousing when a one bedroom apartment rents for about $1000 per month? Primarily, it will make only a few rich people richer.

I believe that you should support your staff and deny the City of Oceanside's request for changes in coastal development guidelines, and I believe that you are justified in denying Manchester's proposed project, which has dragged along for five years.

ENOUGH ALREADY !!!

Sincerely yours,
Louis R. Bales

Louis R. Bales
760-439-3117

Oceanside, CA 92054
22 March 2002

Calif. Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108

RECEIVED
MAR 25 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

attn: Bill Ponder, Staff

Gentlepersons,

Your attention is directed toward a project in the city of Oceanside known locally as "The Manchester Project". This project includes a twin hotel tower, design of twelve stories situated directly on the beach but with its associated development closes one and perhaps three of our downtown streets to vehicular traffic. Points which need scrutiny and are repulsive to me are as follows:

1. The twin towers are much too tall for this placement. Mitigation will certainly be eliminated for these landmark of them. What because of airspace restrictions or deed? they apply here?
2. Parking is touted to be increased but in reality it is removed from close beach access to almost three-quarters of a mile distant to beach access. Lots given to the city years ago, deeded as parking lots only are being taken over by a private developer.
3. Closure of streets to facilitate space for a project is questionable. In addition the beach area is being forfeited to the developer. What happened to public access to beaches?

3. (cont'd) This will most assuredly impact the travel and mobility in that area.
4. Access to what beach will be left is greatly restricted. Claims are made for a "large stair", "added access" but this is smoke and mirrors to cloud the fact most access will be done thru the hotel which can be easily restricted at any time.
5. Last but surely not least is the fact private entities will have dominion over what is intended to be public lands. This is no more than "leasing agreements" can be quickly revoked, if desired. Public means public, not private by permission.
6. One more consideration is the coastline bluff which the developer wishes to all but eliminate. Certainly the Coastal Commission as a policy group and protector of our natural environment should examine and consider very carefully this aspect of the project.

Thank you for your attention.

Sincerely,
Joan Brubaker

Mar. 25, 02

Members of the Coastal Commission

We were amazed by your recommendation to deny the Manchester Resort in Oceanside due to a need for more affordable accomodations. Oceanside has more of this already — far more then other cities along the coast.

Was the same requirement needed for La Jolla? Coronado? Del Mar? Solana Beach? We'd like the addresses of the affordable accomodations in those locations.

Oceanside has more miles of public beach and more parking facilities than most of these cities already. Your decision appear biased to us.

Sincerely

RECEIVED
MAR 26 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

M/M. V. McKeen
4942 Galicia Way
Ocean Hills, CA 92056

March 21,2002

Dear California Coastal Commission;

As an Oceanside resident and user of our magnificent beaches, I want you to know of my opposition to the proposed Manchester beach hotel. It is far too large and will control the coastal access in the entire South Pier area. It will block the view corridors so that one will not be able to see the ocean from downtown as one presently can. Also, the restrictions that will be imposed on Pacific Street will cause traffic tie-ups all along the bluffs and will contribute to a parking problem that already exists along this section of the beach.

I do not object to a considerably smaller hotel or two at this location but this Manchester hotel is simply too large and cuts off access to too much of the beach.

Please reject the Manchester hotel and protect our coastal areas.

Thank you,

George McNeil

George McNeil
2153 Anda Lucia Way
Oceanside, CA 92056

RECEIVED
MAR 25 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Bill Ponder

From: dzajic1 [dzajic1@cox.net]
Sent: Sunday, March 24, 2002 11:08 AM
To: Lola Sherman; Esther Sanchez; Ron Raposa; Bill Coastal Comm Ponder; Carol McCauley; Terry Johnson; David Hydegger[OCoC]; Jim Hoelscher; Betty Harding; Letters to the Editor; Jack Feller
Cc: Jack Orr
Subject: McCauley Doublespeak

March 24, 2002

LETTER TO THE EDITOR:

McCAULEY
DOUBLESPEAK

Five years of McCauley/Manchester doublespeak...and alas,..NO Beach Resort, maybe, just maybe,... the other Councilmembers and the City Management are beginning to understand the Coastal Commission Mandate, ie, No Street Closures, No Restrictions of Beach Access, maintain convenient and handicap Beach parking.

We should help McCauley out, she wanted to pave over acres of sand beach for that "fish" outfit, we don't know what Manchester promised her during those "secret meetings", hope she gets something, come November 05th, we'll should help her out!

Hopefully we can soon get a developer to build a reasonably sized Beach Resort, that doesn't require giving away our great sand beach, doesn't restrict Beach access, doesn't eliminate park entities, doesn't eliminate convenient parking, or delete the General Fund!

Dick Zajic
Dick Zajic, Oceanside,CA.

Bill Ponder

From: dzajic1 [dzajic1@cox.net]
Sent: Sunday, March 17, 2002 7:50 AM
To: Lola Sherman; Esther Sanchez; Ron Raposa; Jack Orr; Carol McCauley; Terry Johnson; David Hydegger[OCoC]; Betty Harding; Letters to the Editor; Jack Feller
Cc: Surfrider; Bill Coastal Comm Ponder; Opinion NCT; Terry-home Johnson; Jerry Hittleman
Subject: Election Day Triple Play

March 17th, 2002

Letter To the Editor:

"AN ELECTION DAY
TRIPLE PLAY"

Just think, on Tuesday Nov.5th, Election day, we vote on the park petition we signed, as well as the McCauley/Manchester version of the El Corozan initiative.

We also vote for or against the current Councilwomen McCauley and Harding, or we can vote for reputable, unbiased, overt individuals, who understand the General Fund.

On a SINGLE day , we can, with your vote, change this situation from a "RAPE OF OCEANSIDE" feeling, to a wonderful feeling of a City Awakening.

To compare.. "see website", Carlsbad Aviara Resort, without any beach access, charges $850/day, [one nite, one round of golf & one spa treatment], if one threw in our sand beach,.. what would McCauley/Manchester charge per nite? How many days of each month will the C.O.A.S.T. or the Chamber people, individually, book into this proposed Beach Fiasco.

I can't afford that lifestyle, but I can currently take my kids and grandkids to the beach,.. I'm not a tourist, I live here !

[Try "L'Auberge Del Mar type resort, I've done that, I can afford that !!]

Dick Zajic
Dick Zajic, Oceanside, CA.

{LTE Note: Less than 200 words.}

Citizens for the Preservation of Parks & Beaches

RECEIVED

JAN 2 2 2002

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT

file

January 14, 2002

Sherilyn Sarb & Bill Ponder
California Coastal Commission
7575 Metropolitan Drive #103
San Diego, CA. 92108-4421

FAX (619) 767-2384

RE: City of Oceanside Proposed LCP Amendments

Dear Miss Sarb and Mr. Ponder:

It is my understanding that you will be meeting today to discuss the proposed changes to the Oceanside LCP. Please understand that we are not against some kind of development at the Oceanside Pier area. But, we are opposed to this kind of development that would close public streets, bulldoze our bluffs, and tower above our beachfront.

First, The Strand has been closed illegally by the City of Oceanside for quite some time and is currently being used as a pedestrian promenade. No vehicles are allowed between the Pier and Seagaze Drive except to enter the public parking lot (Betty's lot). We feel that The Strand, between the Pier and Seagaze Drive directly adjacent to the beach and sand, is the most appropriate place for a pedestrian promenade.

Second, the LCP changes have proposed the closing of public streets, namely Pacific Street, Mission Avenue and Pier View Way. These streets provide direct access to the beach and pier area. Mission Avenue is a direct vehicle access route from Interstate 5 and Coast Highway. With the closure of The Strand, Pacific Street is the only remaining first coastal roadway along the coast thru Oceanside. Pacific Street also provides parking along the roadway to give direct access to the beach and pier area. It also affords the disabled a way to access the pier by way of being dropped off. If Pacific Street is closed, the current parking would be relocated approximately 8 blocks to the south of the Pier area. Pier View Way also affords the public a place to park directly across from the Pier and beach area. The parking lots to the east of the railroad tracks are privately owned and on lease to the City of Oceanside. They will soon be gone. Also, the public parking lot between Seagaze Drive and Tyson Street are currently not available for the public. They are being used by the North County Transit District for transit users only.

These changes will move the public out of the Pier area and to the south. WE WOULD SUGGEST THAT ONLY ONE PUBLIC PROMENADE IS NEEDED AND THAT SHOULD BE THE STRAND, NOT PACIFIC STREET.

The proposed changes would allow the height of a development to be 12 stories. The presence of six (6) and twelve (12) story towers will block public views of the ocean and are not compatible with the surrounding area. The towers will act as a barrier to the Pier and beach area. The surrounding developments around the area are no more than three (3) stories. The proposed changes will forever change the viewscape of the Oceanside coastline. A project that is no more that 3 stories tall would be more compatible and acceptable.

The bulldozing of the last remaining natural landforms in Oceanside is also proposed by the LCP changes. We strongly oppose the bulldozing of our coastal bluffs.

We are also concerned that not enough information has been presented on the Watkins Timeshare project.

We understand that you have a multitude of projects that you are working on and they are all so very important. We appreciate all the long hours and hard work that it takes by the staff to help enforce the Coastal Act and protect our coastline. I am sending to you via mail copies of approximately 60 letters we have accumulated from concerned beach users and visitors to Oceanside, a sample is attached.

We would very much like to meet with you, the Staff, if time allows. If there is any other information that we can help with or provide, PLEASE contact me. We need to know as soon as possible the scheduled date for the hearing in February in San Diego for these amendments. Thank You.

Carolyn Krammer

Carolyn Krammer, Chairperson
Citizens for the Preservation of Parks and Beaches
904 Leonard Avenue
Oceanside, CA. 92054
(760) 439-0863 / Fax (760) 757-5820

California Coastal Commission
7575 Metropolitan Drive #103
San Diego, CA. 92108-4421 FAX: (619) 767-2384
Attention: Mr. Bill Ponder

RE: Oceanside/Manchester Beach Resort and Pier Resort Projects
Local Coastal Plan Amendment

Dear Commissioners:

I am very concerned about the proposed projects for the Oceanside Pier and Beach area of Oceanside. I am a frequent user and visitor to the California Coastline and feel that this project will adversely affect the public's access to this very special place.

The closure of Pacific Street to vehicles would make access to the beach 3 blocks away and access would be thru the private property of the developers. The closure of Pacific Street and other public streets would relocate parking to new lots 5 to 8 blocks from the Pier area.

The presence of six (6) and twelve (12) story towers will block public views of the ocean and are not compatible with the surrounding area. The towers will act as a barrier to the Pier and beach area. The project also seeks to bulldoze and demolish the coastal bluffs and the historical history of the area. The project's design plans will control the public's parkland by way of an agreement with the developer.

Under the provisions of the Coastal Act, we respectfully request that you deny the proposed amendments to Oceanside's Local Coastal Plan and protect the public's right to access, use and enjoyment of the Oceanside Beach and Pier area.

Thank you,

Richard Langer
Name

1/6/02
Date

3751 Westhaven Drive
Address

Carlsbad, Ca, 92008
City, State, Zip

60 of these letters

1. Pacific Street would be closed to traffic, adversely affecting public access to our beach area. Pacific Street is the 2nd street from the beach, but our 1st through coastal roadway. Do not close Pacific Street!

2. The project, 11 stories, is too high. The project blocks our view of the ocean and suggests that the "fix" is more tall buildings. Do not block our view of the ocean!

3. The project will demolish our bluffs. Do not destroy our bluffs!

4. The project seeks destruction of existing historical buildings and is not consistent with the surrounding area. Maintain our design theme!

5. The project does not adequately address parking issues. Don't take away our parking! Don't create a higher demand for parking without providing more parking nearby!

6. The project's redesign and plan for control of our public parkland will adversely affect our access, use and enjoyment of our parkland. Maintain our public access, use and control of our parkland!

Signature: Aaron Perkins Name: Aaron D. Perkins
Street Address: CAN 733 Phone: 967-914
City: Oceanside State: CA Zip Code: 92054

623 of these letters

CALIF COASTAL COMMISSION
ATTN: Bill Ponder FAX 619 7672384.

RECEIVED
JAN 0 9 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

To Whom it may concern.

I would like to state our families opposition to the proposed Manchester development of the Oceanside pier area. Please note our views are for the proposed development, not the development which is needed.

Beside the Harbor area of Oceanside the only area for a family to enjoy the beach is the pier area. When my mother was alive because of her age, she couldn't walk but she could sit in a car at the parking lot at the base of the pier and enjoy her grandchildren surfing. For the handicapped and elderly this was a god send.

To allow a 400 room hotel to be squeezed into a area that would be better served by a 200 room hotel is criminal. The avg Marriott and Sheraton around the country is only 225 rooms, so it can't be said that 400 rooms is the only break even for development. The public, no matter how it looks on paper, will be discouraged from using the public beach and pier area if this hotel is allowed to go in. Just look at Redondo Pier, Salt Creek, and the Del in San Diego for areas that the public no longer have complete access to. And are no longer welcomed.

Parking around the pier is now difficult. To move it 4 to 6 blocks away will only be more discouragement to the public. When the presentation of the time share portion was given the city council, no one questions their parking spaces (which were totally inadequate). They said they would have at least 50 employees a day, and that 70% of the time share owners live within a 50 miles driving radius. The parking for this development will also, along with the hotel spill over to the city lots. So much for leaving the pier area public. It will be left a public area with absolutely no access to get to it.

The City council have tried for years to make the road along the beach in front of the proposed hotel private, so the condo owners would not have to bother with the public, or in Manchester words "the undesirables". With the addition of the hotel it will make it easier to close the road, have limited public access to the pier, and very little public parking to enjoy the beach.

We are asking the coastal commission to reject, based on the original charter, the high density proposed development of Manchester, and require the city to go back to the drawing board with a smaller, public friendly project.

No where in the EIR presented and approved by the city was true figures used. We have less and less access for drinking water in S. Calif. The Oceanside beaches are polluted and closed because of inadequate sewer systems. The scope of a 400 room hotel just can't be handled by existing infra-structure.

To allow a high rise, high density, high end hotel at the city pier, when the city doesn't even have low cost housing, homeless shelters, and low cost hotel rooms in place now, will only aggravate the problems of beach elitism that has proliferated all along the Calif coast line.

We hope the coastal commission is not swayed by promises not in writing and sends the Oceanside Beach Resort plan back for revision, or preferably dumping.

John, Jill, Jason & Jamie Lagardere - 2955 Butler St. Oceanside, CA 92054 (760.757.2601)

Please MAKE this part of the public record.

JAN 0 8 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

January 5th, 2002

Dear Mr. Bill Ponder,

I am addressing this issue because it means so much to me "Oceanside" means beside the Ocean. People have settled here for generations for its beauty and the quality of life. We defile the name by our City by erecting tall buildings that obscure the Ocean view.

Giving the right to build out of scale buildings on the water front robes the majority of the people of Oceanside their right to a seaside life style.

If Manchester and others of this kind are given some of the prime property, it imposes a lot of people in Oceanside, to what is the price of our rights as Oceanside residents?

The Manchester Resort plans does not fit in with the surroundings and the intentions of the community. The plans are Roman in its architecture design and seems out of place.

Sincerely
Virginia M. Klein

Calif Coastal Commission

MAR 19 2002

Dear Mr Ponder —

In regard to the Oceanside Manchester project at the pier, I would like to repeat my objection to the whole idea

Council and Mayor persist in giving away public streets and height limits to almighty Manchester, totally oblivious to public interest.

I believe they would take the pier and sand if they could get away with it.

I wonder what magic influence his highness, Manchester has over his trained seals in city hall.

Hopefully the next election will remedy the situation. Most people I've talked to don't trust any of them.

So far you have been our only salvation. I hope you can hold out to finally junk the whole idea and make Manchester a distant memory —

Sincerely

Larry Keyes

Oceanside, Ca.

L Keyes.
960 Leonard
Oceanside Ca.

March 15, 2002

RECEIVED

MAR 19 2002

California Coastal Commission
7575 Metropolitan Drive, #103
San Diego, CA. 92108-4402
Attn: Bill Ponder

It is so necessary to have a commission who looks after our coastline. Developers approach cities with great ideas for construction in all open areas regardless whether our beaches are affected or not. The residents living in the city of Oceanside are trying desperately to preserve our beaches and the encroachment by developers in this area has become very obvious so we need your help to see that developers do not build structures 12 stories high and take over much public land to build their resort hotels. Free access to the beach draws many visitors and is enjoyed by all the residents, not only in Oceanside but all the surrounding cities. There is very little open space left so we must protect what we have left. I do want to thank you for all the work you are doing to see that the beachfront is protected.

Sincerely,

Jean Kujawa

Jean Kujawa
4914 Glenhaven Drive
Oceanside, CA 92056-6655
Phone: and Fax: 760-945-6986

March 13, 2002

California Coastal Commission

Dear Mr. Ponder,

Please stop the madness of this Manchester Beach Resort project in my beloved Oceanside. It's too tall; blocks our view; destroys the bluffs and takes away my coastal access. Something small and not so invasive and destructive would be fine but not this monster. Please kill this project

Patrick M Hickey

2302 Cartagena WAY Oceanside 92056
760 433 4799

Patrick & Joyce Hickey
2302 Cartagena Way
Oceanside, CA 92056
(760) 433-4799

Oppose.

MARCH 14, 2002

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MAR 15 2002

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST

Dear Mr. Sinder,

Just a note to tell you I am very still concerned about the Manchester project. Please think of our concerns when you making your decision, we don't think this project is good for Oceanside.

Thank you,

Mary E. Dixon

MAR 14 2002

March 12, 02

Dear Coastal Commissioners:

As a 26 year resident of Oceanside I implore you "Do not let "Manchester" take away the access to our beaches and Pier by closing Pacific Street.

I am a senior woman alone and it is one of my pleasures to drive down Pacific Street on a summer day or evening and see all of the young people and families "coming and going" to the beach and pier.

It seems our City Council wants to put "tourism" above the good of the citizens of Oceanside.

Sincerely,

Mary L. Schmaal
3800 Nutmeg Way
Oceanside 92057

March 13, 2002

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MAR 1 3 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission
Attn: Bill Ponder
Fax. 619.767.2384

Re: Oceanside Development

Mr. Ponder,

My family and I have written before on our opposition to the proposed development of the Oceanside Pier. My husband and I were raised in areas like Hermosa Beach and Redondo Beach so we have see first hand the destruction of development that is not controlled.

The proposed hotel for the pier area is just too big for such a limited space. The closing of a road, Pacific Street, when it is the last area in Oceanside you can drive by with a ocean view is wrong.

Please see another development within the Coastal Commissions area in the attached article. Hi Rise development, and crowded (read every square inch) of area used for living space, is a sure destruction of family friendly beaches. Allowing Oceanside to build housing up to the rail road tracks, just packing them in, and allowing multi level parking (to help the future Pier Development) and also allowing under track walkways (again because of future plans) is only allowing the City to pave over every bit of land left for the public.

The city, using other reasons, is slowly eliminating all civic activities at the Pier to make ready for the private development coming in. With no concerts in the band shell and no recreation programs at the center, why shouldn't the Pier Hotel get to keep it all private. There will be no reason for the public to go to the Pier. Therefore the City and the Private Developer win and when money is involved, again the Public loses.

I hope the Coastal Commission considers all aspects of a development area, and not just the piecemeal that's presented to you to keep you confused. Thank you for reading my ramblings, I can't wait for the hearings.

Jill, John, Jamie, Jason Lagardere
2955 Butler St
Oceanside, CA 92054

Jill Lagardere

Attachment: 1

AROUND NORTH COUNTY
NORTH COUNTY TIMES

Downtown Oceanside project unveiled

■ Plan would add 174 condominiums near the beach

JEFF SCULLIN
STAFF WRITER

OCEANSIDE — Developer Catellus Residential Group unveiled plans Tuesday to build a 122-room hotel, 174 condominiums and shops on a five-block property between Ocean Place and Manchester Resorts' proposed 400-room hotel.

"One Mission Avenue," which developers pitched to about 80 people at a special community meeting, consists of a 12-story hotel and four four-story buildings of upscale townhouses and flats ranging in size from 1,000 to 1,700 square feet.

Shops and restaurants would occupy the ground floors of the residential buildings and the first two floors of the hotel, though Catellus officials said the hotel project might not be built if Manchester's project goes forward.

The Catellus project area is bordered by Cleveland and Myers streets to the east and west, Civic Center and Seagaze drives to the north and south and is in the city's redevelopment area.

Oceanside Economic Development Director Jane McVey said the project would play a key role in drawing people downtown.

"This is an integral part of what we're trying to do," McVey said.

Developers said that One Mission Avenue is intended to stimulate an emerging downtown neighborhood where people can easily walk to nearby shops and restaurants and use public transportation.

Oceanside resident Sam Oliver said developments such as the one Catellus plans to build are helping to create more exciting urban areas.

"They are getting people out of their houses into the street," he said.

The project's townhouses feature front stoops and courtyards where residents could set up tables and chairs or keep bicycles, giving the houses "a little more life and animation ... so it looks like somebody lives there," said Richard Emsick, the project's architect.

Building designs incorporate distinguishing elements such as two-story bay windows, cantilevered decks, awnings and towers at the corners.

However, several residents at Tuesday's meeting said the buildings looked boxy and should adopt more of a mission-style architecture in keeping with Oceanside's history.

"Who wants to live in a box?" Sleene Kosinar said. "When you come to a place, you want to see some of the culture."

Others questioned the project's failure to provide onsite parking for commercial tenants.

Plans call for 569 underground parking spaces for residents and hotel guests but did not specify where shoppers would park. Existing parking spaces also would be lost because the city currently leases the five-block Catellus property for parking.

Developers said they plan to meet with city officials next week to address the parking issues.

The planned hotel likely would not be built if the Manchester project goes forward as proposed, Catellus Vice President Stewart McPherson said.

That would satisfy requirements in the city's Local Coastal Plan for a total of 240 hotel rooms in a nine-block area near the beach, which includes the Catellus property.

If plans for the hotel are scrapped, developers plan to build more residences and commercial space in its place.

Contact staff writer Jeff Scullin at (760) 901-4067 or jscullin@nctimes.com.

December 21, 2001
727 Rivertree Drive
Oceanside, CA 92054

RECEIVED
DEC 24 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Mr. Bill Ponder
c/o California Coastal Commission
7575 Metropolitan Drive - Suite 103
San Diego, CA 92108

Dear Mr. Ponder:

I have written to you in the past about this agonizingly long debate about Doug Manchester's beach resort. I understand that in February a meeting will be held by the Coastal Commission in San Diego to either accept or deny his right to build his monstrosity on our beaches. Thank you for the change to San Diego, instead of Santa Barbara, where I was told it originally had been scheduled. I probably won't be able to go even this far because of a long-standing back problem and because my husband (a blinded veteran) would not be able to make the trip. So I'm writing to give you my comments on this project and hope that they will be considered at that meeting.

It would be unjust to take this property away from Oceanside residents, as well as those who travel from other parts of the state to enjoy our beaches. This belongs to the people of California, and should not be "donated" to a private investor for his own personal benefit. It doesn't fit into the surrounding area aesthetically: it is a huge dinosaur among residential properties...too wide and too high. Our Council, against "standing room only" public opposition, has taken properties away from home owners by eminent domain to build this private project. This is absolutely horrible! Unfortunately, our City Council doesn't listen to the people they are elected to represent. Prop V was written by Manchester's attorneys, while we were told that "it isn't about Manchester, it's about the parklands" (our parklands; **California's parklands**), and even with all Manchester's glitzy publicity campaign Prop V barely passed.

It is sheer insanity, what our Council is doing. Some of this property was actually deeded "to the people of Oceanside" to be used for their enjoyment, with the stipulation that it was **never** to be used for commercial or private interests. I don't know how Manchester can get away with stealing public land deeded to the people. I guess in Southern California, deeded land can be stolen by eminent domain for anyone with enough money to buy off the right people. Eminent domain is supposed to be for the benefit of the public, not for private developers to line their own pockets. It's sick. Really sick! and this should be stopped.

Not only is our "paid off" Council putting Oceanside's financial future in jeopardy, but he will be robbing the people of California, of beach recreation that we have always taken for granted. He will be making it more difficult for outsiders (anyone who is not staying at his private hotel) to use the beach, and is destroying the peaceful atmosphere that we have come
to enjoy. If the Coastal Commission approves the Manchester project, this will create a Pandora's box that would ruin our beaches for public us. We don't want to be another

Waikiki. I visited there two years ago (after having lived there for quite a while). The changes were shocking. I have friends on the Windward side of the Island who **never** go to Waikiki *because* of the big hotels. One hotel got in...then another...and another: now it's a place where tourists roam, but residents avoid. Where do they go to enjoy the ocean? I'll tell you where. They go to Kailua, on the other side of the island. Well, our Kailua will end up in Carlsbad, because we will no longer be welcome anywhere near Manchester's private domain. When I went there two years ago even the tourists were scarce on the beaches: they all come to spend their money on muumuus and Don Ho shows, and then go back home with souvenirs that will end up in garage sales years later. It's really pathetic. We don't want this to happen here.

We moved to Oceanside eleven years ago, and have seen the City plan failed projects: one after another. The theater complex downtown is one of the latest. It's in bankruptcy, and it's colors are gaudy that it looks like something in a ghetto. It's a real eye-sore. Because the City fined people for parking near the theater for going overtime while watching a movie, shops remain empty. No-one wants to shop downtown and end up paying a fine of $50 or even more for the privilege. And now our Council wants to turn our beach over to a man who is having severe financial problems. He has fired his top guns and had to back out of a hotel project in San Diego. He has no business tampering with our beaches. It seems to be his last-ditch effort to "stay afloat." Please, please, don't let him ruin one of the last beaches along the California coastline that is entirely for the use of residents and visitors who come from all over to enjoy our open beaches; people who could not afford to stay in an expensive beach hotel complex. The beaches, created by God, should be for the public: not for the rich only.

We must not let this hotel steal our beaches from us. The are there now for anyone who wants to fish, swim, use their surfboards or watch a glorious sunset. It would be a terrible injustice to deny this to the people of California: to be shoved aside by a private investor who takes properties away from residents by eminent domain (at the City's expense) and even then can't "keep his head above water." Without Oceanside's multi-million dollar donations to Manchester, he cannot build. Unfortunately, our City Council is willing to sacrificed our financial future to satisfy his greed. He can't afford this project, and neither can we. We are fighting for survival.

I hope and pray that the Coastal Commission will protect us from this cancer that our Council has saddled us with. We have no protection from the four Councilmembers who have betrayed their own City. Only Esther Sanchez stands as a representative of the people of Oceanside, and of California, in this matter. May God bless her and may God bless and lead you and the Coastal Commission to a decision to stop Manchester now and forever.

Sincerely, Mrs. June Kristapovich

June Kristapovich

California Coastal Commision
Attn: Bill Ponder

March 13, 2002

I am a concerned citizen of Oceanside, Ca., regarding the Manchester project. The Manchester people and the city want to close a city street and restrict coastal access. If you go both ways, north and south from this proposed hotel site, you will find limited public beach access in San Diego County, as well as other counties. There is only so much beach access left. If you approve this project, you will be approving the city and Manchester the right to close the beach in this area. You might as well approve a solid line of hotels along the coast, and forget about the public's interest, because this is what is going to happen in the future.

Thank You
Aubrey Fisher
2150 Sorrento Dr.
Oceanside, Ca. 92056

MAR 14 2002

RECEIVED
DEC 04 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

11/27/01

California Coastal Commission
re: Manchester Resort, ~~Carlsbad~~ Oceanside, California
Lack of a listing for you in the San Diego Telephone Directories has kept me from commenting before. I asked the planning department for ~~Carlsbad~~ Oceanside said they looked it also ?!? Agreed to call me back, never heard, no message on my recorder.
But my assemblyman came forth.
I think the project is far too large, on the wrong side of the street.
One of the few things of joy, free, is an ocean view, a slim beach to walk on.
Using public land to provide parking and restricting public access is wrong.
No, No, No, to the project! Not on the beach side. Preserve our Parks + Beaches

Norma J Wolk
2457 Levante St
Carlsbad
Ca 92009

RECEIVED
DEC 03 2001
CALIFORNIA
COASTAL COMMISSION

RECEIVED
DEC 03 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

ATTN: Bill Ponder

December 3, 2001

FAX619-7672384

California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 92103

Subject: Manchester Project (Prop V)
Oceanside

Dear Commission Planners:

Following my letter of June 14, 2001, I wish to again respectfully ask your commission not to approve the Final Supplemental EIR - AKA Oceanside Beach Resort.

Building of monuments to tourism, while destroying natural terrain, park land, and beach access, is unacceptable.

This developer has persisted in bulding this project (I term a "land grab") regardless of public opinion, and disguising motivations as bring prosperity to our City.

I pray we will have protection under the law and be able to leave a legacy for future generations that we can all be proud of.

Sincerely,

Janice C. Newman

Janice C. Newman
602 Topeka St.
Oceanside, CA 92054

/jn

RECEIVED
NOV 29 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

4456 Old River Street
Oceanside, Ca 92057

California Coastal Commission
7575 Metropolitan Drive #103
San Diego, Ca. 92108-4421

Attention: Mr. Bill Ponder

Ladies and Gentlemen:

I oppose the development of the Oceanside Manchester Beach Resort project. The project lends itself to cater to just a specific class of people. I believe Oceanside residents would like something built there that would cater to everybody that lives and comes to Oceanside. A kind of statue of liberty you might say.
The main issues are the closing of Pacific Street, the bulldozing of the coastal bluffs, the blocking of the view corridors, loss of low cost parking for everyone near the pier, and controlling public parkland by way of an agreement with a private developer. Please stand firm in declining approval one more time.

Best Regards,

Ronnie Jordan

Ron Jordan

4456 Old River Street
Oceanside, CA 92057

RECEIVED

NOV 2 8 2001

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT

Nov 27, 2001

California Coastal Commission
7575 Metropolitan Drive Ste 103
San Diego, Ca 92108

Bill Ponder

We, the responsible, conscionable Oceansiders are wholeheartedly in favor of promoting and encouraging viable development and considerate planning that will enhance our City's most precious beach and pier area.
Certainly there must be an honorable developer who would not tie up this choice area for the past 4 years with unacceptable EIR reports.
A builder to whom we would not have to forfeit 15 million dollars - close off Pacific Street - plus restrict access to our Pier and beach area — and lose accessible public parking.
Help, save us from this massive give away that is NOT in the best interest of Oceansiders.

Very truly yours,
Donna C Haynes
802 Topeka #103
Oceanside, Ca 92054

RECEIVED

NOV 2 6 2001

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT

1530 Glacier Rd.
Oceanside, Ca
92056

11/23/2001

Coastal Commission

We live in Oceanside and are opposed to what Manchester wants to do to our beautiful beach

Our City Council is giving away too much of our public land, which we feel is going to ruin the bluffs

It will also block off Pacific St. We hope that you will vote against it

Sincerely
William and Margaret Kistler

11/26/01

RECEIVED
DEC 0 4 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear Editor -

I've been thinking about our scenic environment & our "community character" which seem to be our jewels: our pier, strand & wide, sandy beaches; the small craft harbor & lighthouse; the small (almost neighborhood) airport; San Luis Rey Mission; new live theatres & opera downtown; our thriving agricultural community, making ours a truly unique community compared to the faceless and anonymous "tourist destinations" north & south of us. How will another concrete 12 story Miami-like highrise ON THE BEACH improve this picture?? If Manchester really, really cares about Oceanside, why can't he "fluff us up" and build a "world class" resort EAST of I-5 like the 4 Seasons and La Costa in Carlsbad? without our money!!

Shirley Cates
P.O. Box 2982
Vista 92085
760 967 6615

City Manager ... said.

... district ... add to $1

Escondido council to consider hotel study

ERIN MASSEY
STAFF WRITER

ESCONDIDO — The City Council will be asked Wednesday to consider studying the feasibility of putting a resort hotel next to the Vineyard Golf Course.

The council will consider hiring consultants New Century Entertainment and Columbia Hospitality during its 7:30 p.m. meeting Wednesday in council chambers at City Hall, 201 N. Broadway.

Mayor Pro Tem June Rady and Councilman Tom D'Agosta have been working with developer New Century Entertainment to bring a resort hotel to city-owned land next to the golf course now under construction southwest of Highway 78 and Interstate 15.

"I am very excited about this project," Rady said. "It is an opportunity to bring a five-star resort to Escondido. It would be a European-like resort, not a high-rise glass hotel. It has got to meld with the very sensitive environment out there."

The study, by independent consultant Columbia Hospitality, would review the entire city to pinpoint the best place for a hotel, D'Agosta said.

"They have to see the whole area to determine if this thing makes sense," he said. "You don't do a project like this without studying the demographics all around the deal."

Rady said she also wants to study the possibility of building a business-class hotel on the vacant Montgomery Ward site, which is coveted because of its location on the heavily-traveled roads of Escondido Boulevard and Valley Parkway and its proximity to the California Center for the Arts, Escondido and City Hall.

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I-15 & RANCHO CALIFORNIA ROAD
SPY GAME (R) 1:15-4:15-7:15-10:15
* HARRY POTTER (PG) 11:00-12:00-1:00-2:30-3:30-4:30-6:00-7:00-8:00-9:30-10:30
MONSTERS, INC. (G) 12:30-3:00-5:20-7:45-10:00
* BLACK KNIGHT (PG-13) 11:00-1:30-4:00-6:45-9:15
SHALLOW HAL (PG-13) 11:15-2:00-4:45-7:30-10:15
X-PAT (PG-13) 1:00-
LIFE AS A HOUSE (R) 12:30-3:2
THE ONE (PG-13) 12:15-2:2

"Funny and sma

22 October 2001

RECEIVED
OCT 2 4 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108

Attn: Bill Ponder, Staff

Subject: Manchester Project Oceanside

This is my fourth letter concerning public beach-frontage for private gain. WHY is this infringement on public land still being considered?

Please review just WHY the Coastal Commission was established. You are to act in the public's behalf. Our beaches should be for all families/people wherever they live: Poway, Rancho Santa Fe, Vista, Escondido, Fallbrook, New Jersey, Illinous, New York. To cage this wonderful pier-and-beach off from the public is unjust.

WHY should future generations be deprived? Do we want to leave a legacy of beach or a wall of hotels? This is public park land.

If this monster gets an o.k. from the C.C.C., the Commission should be eliminated. There's simply too much inconsideration and greed.

This letter may be used, read, or whatever, for the cause. Thank you.

Sincerely,

Florence C. Light

Florence C. Light
311 Corto Street
Solana Beach, CA 92075

P.S. I've lived in San Diego County for 52 years and have witnessed the loss of public beach.

RECEIVED
Oct 20, 2001
OCT 2 4 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission,
Attention Bill Ponder,

Please support the citizens of Oceanside

Manchester wants to close the two main roads to the pier, beach area.

If Pacific St. and Mission St. are closed traffic will be kept from having access to the beach.

We will also be forced to park 7 blocks away to use the beach. How will families walk that far with several children?

Manchester can build on the East side of Pacific. And not disturb our streets.

The resorts of Carlsbad have not had to close streets inorder to have successful resorts.

We do not feel that Manchester should have control of our Parklands.

Please fight against the Manchester project

Sincerely
Frank & Leslie Moon

FRANK and LESLIE MOON
2111 OCEANVIEW ROAD
OCEANSIDE, CA 92056

10-23-01

Dear Coastal Commission Members :

I am a Life Time resident Of Oceanside, California, I'm writing to express my concern with the actions the Oceanside City Council has taken to give the Manchester Resort Co. permission to build four ten story time shares and hotel on Beach Front Land which is Public Parklands restricted by Deed against use by Private For Profit Enterprises, like Manchester Resorts of San Diego. This project will greatly restrict public access to our public beach, but Manchester Resorts has mandated Public Land in another part of the city, that was to be used as a Park by the Citizens of Oceanside, to be used to construct a Golf Course for Manchester Resort Patrons.

I have lived in Oceanside all my life and I consider this Project will mostly benefit Manchester Resort People while depriving the Citizens of Oceanside access and view of our Beautiful Beach Areas. We who pay taxes here and have a real interest in our City and preserving our Beach. Manchester has painted a pretty picture but we citizens will loose one of our most valuable treasures,which can never be replaced again. We ask for your Commission to please investigate hourly ,this stealing and destroying of our Parkland.

Sincerely : Margaret & Chris Hernandez

Dear California Coastal Commission
I oppose the Manchester Project. I live close to downtown & use the beach & surrounding area often. I am worried about public access, 17 stories will ruin our view, parking is already tight, I'm worried about the bluffs & don't want to give up the amphitheatre or the "Top Gun" house. I feel all these are good reasons to not give the Manchester project the green light. Please make my concerns part of the record. Thank you

Constance Boone
125 Ellery St.
Oceanside, CA 92054

Constance Boone

Dear Sir,
Please do not let Manchester close Surfside Street & take over our Beach & Bandshell. The rich should not have control of our lives. This is not a good plan for Oceanside. Please, please do not let money take away our great way of life.

Billie Warner

MR. & MRS. CLYDE W. WARNER
2254 Edgewood Pl.
Oceanside, CA 92054-3615

September 5, 2001

RECEIVED
SEP 1 2 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108

Attention: Bill Ponder, Staff

Dear Mr. Ponder:

An urgent plea from Oceanside, home of the 2001 California Little League Champions –

As a 10-year resident of Oceanside, please hear the plea of many of us who do not want the Manchester Resort built on Pacific Street, blocking the residents' enjoyment of a fantastic view. This part of the beach has been open for ALL people to enjoy and should not be blocked for the enjoyment of only the rich who can pay for it. Aviara in Carlsbad, a monied enterprise built away from the beach, manages to enjoy a bountiful income, even inland. Oceanside can do the same by building a first-class hotel a few blocks away where hotel patrons can walk to the beach and enjoy it with the rest of the population.

The proposed 12 story buildings are a disheartening replacement for the beautiful open views and sunsets all can see coming down Mission Blvd. Please don't condemn us to another Miami or Waikiki shore where people must skinny along hotel sideyards to get to their own beach. Consider the possible demise of the bluffs, the closing of Pacific Street, the loss of beach parking, and the underhanded changes by our City Council in Oceanside's own Coastal Commission laws to accommodate Manchester.

Commissioners, please see Oceanside through this land grab and help us save our beach for its citizens and tourists of all monetary incomes.

Please make this request a part of your record.

Respectfully,

Josephine L. Olinski

Josephine L. Olinski
346 Luiseno Avenue
Oceanside, CA 92057

Cc: Gov. Gray Davis; Lt. Governor Cruz Bustamonte; Sen. Dede Alpert; Sen. Jim Battin; Sen, Ramond Haynes; Sen. Bill Morrow; Assemblywoman Patricia Bates; Assembly Speaker Robert Hertzberg; Assemblyman Dennis Hollingsworth; Assemblywoman Christine Kehoe; Assemblyman Mark Wyland; Assemblywoman Charlene Zettel; U.S. Representatives: Susan A. Davis; Randy Cunningham; Darrell Issa; U.S. Senators: Barbara Boxer; Dianne Feinstein

Kathryn Puckett
2198 Castilla Way
Oceanside, CA 92056

RECEIVED
SEP 1 2 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

September 5, 2001

Governor Gray Davis
State Capitol Bldg.
Sacramento, CA 95814

Re: Oceanside Beach Resort – Manchester Project

Dear Governor Davis:

I am writing to ask your help in retaining the vanishing public parkland in Oceanside where my family resides.

The Manchester Oceanside Beach Resort as currently planned will close Pacific Street, which means that access to the beach is restricted for the residents of Oceanside. It also means that public parking will be from four to nine blocks away from the beach. For those of us with small children, it makes going to the beach laborious. In effect the Manchester Project relinquishes control of PUBLIC PARKLAND by an operating agreement. This is absolutely unacceptable to the residents of Oceanside. In addition, the current plan has an adverse affect on our bluffs and will destroy existing historical buildings.

My family and I would appreciate your assistance by reviewing this unacceptable project and helping our officials find an acceptable resort project that will preserve the bluffs, keep our streets open, retain the public beach and parking for the **public**, and maintain our view corridors. It is most urgently important to the residents of Oceanside to retain control of our precious and diminishing parkland.

Thank you for your attention. We ask your help in defeating this corporate land grab of the best beach in Oceanside and our public parkland, I request that this letter be made part of the public record.

Yours very truly,

Kathryn Puckett

Kathryn Puckett

Cc: California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108

RECEIVED
SEP 07 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

4910 Kalamis Way
Oceanside, Ca. 92056
September 2, 2001

California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108
Attention: Bill Ponder, Staff

To Whom it may concern:

We in Oceanside feel very fortunate that we have a commission to protect our interest, and inviroment and beauty. I am sure you take your jobs very seriously, and give every decision yourbest. Keeping in mind the different age groups, ecomonical groups, that have enjoyed the freedom at the beach and pacific ocean. Please don't leave the little guy behind. Don't ruin the surfers day at the beach, the grandparents and grandchildren fishing at the pier.

The parkland that was voted to change from parkland to Commercial,,Should be reversed, or the land given back to the heirs of the Estate. It was unlawful to break a will.

Can you believe a City Council would break a will?
Can you believe they would finance a Resort with tax payers money?

Good
Examples: Ala Moana Park at the beach in Honolulu. The park at San Clemente. They are few and far between in California... Lets keep the last one....I just have a feeling that is why they even have a Coastal Commission...If you blow this ... there will be no need for a Commission and you will loose you jobs..No coast to protect... no commission. You are important to us...I trust you were choosen to protect our interest.

To close off street is the biggest violation of all.

Safety//// NO access to the beach by the fire department, ambulances. ??

The Economy at this time is very uncertain around the world and effects us all. This is a very high risk investment... It is like buying a Teck Stock...

Lets end this nonsense once and for all...No public beaches... No Commission.....

Very Sincerely.

Kathleen F Moran
Kathleen F. Moran

cc/Governor Grey Davis
Diane Feinstein
Barbara Boxer
R. Cunningham
Bill Morrow

RECEIVED
SEP 05 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Sept 3, 2001

California Coastal Commission,

attn: Bill Bonder and staff,

Please help us keep Pacific St open to traffic here in Oceanside.

The beach access will limit parking to seven blocks away.

The beach should be for public use, not for just the rich who will stay at the Machester Resort.

Closing Mission and Pacific street will be a huge, huge mistake.

Once Manchester takes over the beach area, distroying the bluffs, taking the parking area, there will be NO going back.

Please help us in Oceanside to keep our beach area.

Thank you

Miranda Moon
211 Oceanview Rd
Oceanside Ca.

August 31, 2001

attn: Bill Ponder, Staff

Coastal Commission, California
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108

RECEIVED
SEP 04 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear California Coastal Commission members,

I am writing to you, a government official, in hopes that you will do what you can to protect the public interests in the City of Oceanside, (San Diego County) California. For several years, local residents have been struggling against a short sighted city council and developer Doug Manchester to prevent a monster resort project from swallowing up beachfront and public parkland adjacent to our public pier. The Manchester Beach Resort project would give Doug three blocks of beachfront parkland to "operate". His project would close two blocks each of four major streets down by the pier, which would mean that the public could not get close to the beach, parkland or pier with their vehicles. The project would create and "auto free" zone with the closing of Pacific Street, which would mean no one could ever again drive by to see the spectacular views of surf and pier. All present pier and parkland metered accessible public parking would be removed and replaced six blocks away. This would effectively discourage public use of pier and beach near the resort. At least three houses of great historical significance would be destroyed by the project. Public views of the pier and beach would be further blocked by the project's massive bulk and 12 story towers. Coastal bluffs would be bull-dozed. Manchester states that his revised project would be built east of Pacific Street. This is not so. He would build under what is now Pacific Street (restaurants and shops) and on top of the present Pacific Street, leaving the public with a narrow pedestrian promenade through his private grounds.

Our Oceanside City Council is so desperate to have a big hotel, that they have agreed to every demand by Manchester. The City would even support this project by giving Manchester property to build upon, and $18,000,000 in financial assistance. Those of us who oppose the project are not opposed to a hotel, just THIS hotel resort project. We object because of the negative effect this project would have on the public's use and enjoyment of the public beach, pier, and parkland, the "operating agreement" for public parkland, the loss of our views of the pier and surf, the destruction of the three historic houses, and the closure of the four public streets in the area.

Please help the citizens of Oceanside, our children, and our grandchildren preserve the treasures we have. Please help us defeat the Manchester Beach Resort project.

Sincerely,
Anne E. Johnson

Anne E. Johnson
1719 Woodbine Place
Oceanside, CA 92054

I am a California Native, and registered voter.

And Only Memories Remain

by Anne Johnson August 1, 2001

In the twilight's glow I see her,
blue eyes crying in the rain.
For these views so many treasure
When lost, will ne'er be seen again.

So oft she drove along Pacific,
then stopped to watch with day's last light.
But now, with excavations starting,
she knows she'll no more see this sight.

Now the park is filled with people
the pier, the bluff, the beach, the Strand.
But with their streets and parking taken,
their welcome surely will seem banned.

From city downtown looking westward,
the pier, the sky, the surf, the space,
how our hearts soared as we viewed this,
now blocked, so soon, our pretty place.

She mourns the old historic houses
which soon will face the wrecking ball.
But none can hear their silent torment,
and none will heed their fervent call.

She lifts her eyes in seeking comfort
from the losses and the pain.
But all is lost and there's no solace,
and, only memories remain.

BP

RECEIVED
SEP 0 4 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear Sir,

I would like to see a project in Oceanside that protects our beaches & parks, for the general public. Manchester Project does not do this, in the vernacular of today's language, it sucks.

I would like this letter made part of the record. Respectfully, Mary Sadler

RECEIVED
AUG 2 4 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

August 22, 2001

California Coastal Commission
7575 Metropolitan Drive
No. 103
San Diego, CA 92108

re: Manchester Resorts
proposed Oceanside
project

To Whom it may concern:

Oceanside needs your help if scenic Pacific street in our city is to be saved from being closed off by development.

This public thoroughfare with it's magnificent ocean view belongs not just to Californians but to any pedestrian or motorist alike caring to enjoy it. The public should not be deprived of it because a private company wants to enhance his development for gain.

This developer has now adopted the strategy of soliciting Oceanside's neighboring cities, hoping to convince them that this development is something they should endorse as an economic benefit to them as well as Oceanside. They are also using the same approach to politicians on the state level. Unfortunately, this blatant attempt to use these cities and lawmakers to achieve their objective is sanctioned by the majority of the Oceanside city council in the hope it will serve to influence your Commission.

I hope you will be remain prepared for the pressure that will be brought to bear and continue to stand firm as you have done in the past.

Respectfully,
Harriett Bledsoe

Harriett Bledsoe
2166 Grandview St.
Oceanside, CA 92054-5620

ph. 760-757-0133

This copy for California Coastal Commission

TO: Jerry Hittleman, Senior Planner
Oceanside Planning Department

FROM; June Kristapovich

DATE: July 30, 2001

RE: **Draft Supplemental Environmental Impact Report for the Oceanside Beach Resort Development SCH #1998081057**

RECEIVED
AUG 1 0 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

The newest "revised" plan for Manchester Resorts does not conform to California Coastal Guidelines. Nor is it in compliance with our local Coastal Plan. Therefore, I ask that the EIR's approval of this revised plan be denied, and further drastic changes be required before consideration of any further revisions in the future.

The following are objections pertinent to this revision:

1. This plan calls for permanent closure of Pacific Street to all traffic, as well as closure of parts of Mission and of Meyers. All public parking on those streets would be permanently lost. Parking would be switched to Oak and Tyson, and this is too far for reasonable public access. The California Coastal Commission guidelines require free or low-cost parking "nearby." These closures would make that requirement impossible.
2. The resort will remove present activities and eliminate free access to the beach and the parklands. They will then become a part of the Manchester private resort property; thus discouraging their public use. This land was **given** to the people of Oceanside, by means of a **legally-binding will**, which stipulates that the land is **never** to be used for private profit or commercial projects. **Can a developer nullify the terms of a legally-binding document simply because he feels he needs the land to line his own pockets?**
3. This 11 to 12 story behemoth would be a blot on the landscape forever. It would block the views of the shoreline, coast and pier; and is not in keeping with the local, surrounding architecture.
4. The project calls for bulldozing the bluffs: completely demolishing them. A narrow promenade would be built at roof level with the structures completely negating the "linear park" requirement for parks and beaches. The bluff and its many features, paid for with taxpayers funds, would now be gone forever.
5. Three historic buildings would be "sacrificed: taken by force through eminent domain to satisfy the project plans. This **could** happen, even though eminent domain **legally** may only take over property for the good of the public; not for the financial welfare of a private developer. We are, at this point, passing the beyond the question of illegality and entering that of possible outright corruption.
6. The public was lied to about the project being completely east of Pacific Street. These revised plans **still** encroach on Pacific, with a grand staircase to benefit Manchester's private guests.

BP

RECEIVED
AUG 0 3 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

3615-34 Vista Bella
Oceanside, Ca. 92057
August 1, 2001

California Coastal Commission
7575 Metropolitan Drive,103
San Diego, Ca. 92108

Re: Oceanside Beach Resort--Oceanside, Ca.

Dear California Coastal Commission Members:

Please do not permit Pacific St. to be closed between Civic Center Drive and Seagaze Drive, nor allow Mission Avenue to end at Myers St, because these streets provide public access to stairways and ramps to the beach.

Also don't approve essentially total control by private interests of the public area presently occupied by the amphitheater, band shell and Community center. This area presently provides recreation, entertainment and food services for the public. Private interests essentially will close these facilities to the public.

The Oceanside Beach resort, as proposed by the City of Oceanside and the developers, will eliminate many vehicle parking spaces. These spaces are needed, not only by Oceanside residents going to the beach, but also beach-goers from Vista, San Marcos, Escondido and Fallbrook; especially on the weekends.

Sincerely yours,

Louis R. Bales

Louis R. Bales
760-439-3117

July 31, 2001

RECEIVED
AUG 0 1 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Jerry Hittleman, Senior Planner
City of Oceanside Planning Department
300 North Coast Highway
Oceanside, CA 92054

Re: Draft Supplemental EIR for the Manchester Beach Resort

Dear Mr. Hittleman:

I cannot support the Manchester Beach Resort project for the following reasons:

1. The project proposes to build a 12-story hotel, marring the character of Oceanside's downtown and beach.
2. The project proposes to restrict public access to the pier and surrounding beach.
3. The project proposes to close Pacific Street to through traffic.
4. The project proposes to destroy the amphitheater, an historical structure and public treasure.
5. The project proposes to destroy the environment by demolishing the sea bluff.
6. The project proposes to block the public's view of the Pacific Ocean.

Sincerely,

Alice Brzovic
1626 S. Tremont St.
Oceanside, CA 92054

Cc: California Coastal Commission

7. A rooftop garden is proposed on private grounds over Betty's parking lot. This also is **not in compliance.**

8. Oceanside's amphitheater would become the private property of Manchester Resorts, under these revisions, with the City of Oceanside being required to **beg** for access to our previously City-owned amphitheater. We would be allowed to use it for only 15 or 25 days out of 365 each year, and the times and dates would be completely at the option of Manchester.

We will, in effect, be subject to a vast take-over of our property rights, and discouraged from use of our own beaches, so Manchester can lure tourists to his resort. This project, **as it still stands,** represents an immoral, illegal, and disastrous assault against the people of Oceanside, and all those who presently enjoy the use of our beaches: our greatest asset.

I beg you, members of the Planning Department, not to take our legacy from God away from the citizens of Oceanside. Let us, instead, continue to enjoy our beaches that we have learned to accept as a way of life. Manchester's plans are still entirely unacceptable, and should be overwhelmingly rejected.

June Kristapovich
727 Riverview Drive
Oceanside, CA 92054
Phone: (760) 966-1854

Citizens for the Preservation of Parks & Beaches

July 27, 2001

Mr. Jerry Hittleman
Planning Department
City of Oceanside
300 N. Coast Highway
Oceanside, CA. 92054

RECEIVED
JUL 2 7 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RE: Oceanside Beach Resort
Environmental Impact Report

Dear Mr. Hittleman:

I am writing this letter to formally ask for an extension of the comment period on the Oceanside Beach Resort Environmental Impact Report. We are asking that the comment period be extended until August 15, 2001, which amounts to a 2-week extension.

We have been contacted by many people asking that we request additional time to review the complex and critical details of the report. As you know, Oceanside Schools are closed for Summer vacation. Many families take advantage of this time to take extended vacations and are not at home or available to review such an important document.

It has also come to our attention that the comments that were made in the previous EIR will not be forwarded to this new version. We have contacted many of the people who did make comments in the old EIR and they were not aware that their comments were now invalid. We request the additional time to allow their comments to be included.

Since the deadline is drawing near I request a return phone call with your decision. I can be reached at (760) 439-0863. Thank you for your consideration of this request for an extension.

Sincerely,
Carolyn Krammer
Carolyn Krammer
Chairperson, CPPB

Cc: Files
cc: Coastal Commission - Request Denied by City 7-27-01 3:00pm.
904 Leonard Avenue - Oceanside - CA - 92054

Paid for by the Citizens for the Preservation of Parks and Beaches

---

Sirs & Ms -

7/22/01

As a citizen of Oceanside I am angry at the Manchester giveaway engineered by Mayor Lyons & continued under Mayor Johnson. Granting the Manchester grp land that was deeded as a park in perpetuity, our public parking lot, almost encircling our pier, 350 acres for a golf course, closing out views of the ocean along Pacific Av, raising or diverting taxes to pay for Mr. Manchester's personal gain, & should it fail, leaving the citizens of O'side to pay off its debt, is anathema to citizens. Please vote 'no' to the whole thing.

Palmer Cobb/20

7/22/01

Sirs & Ms -

As a citizen of O'side I am angered at the Manchester giveaway engineered by ex Mayor Lyons & continued under Mayor Johnson. Granting the Manchester grp. land that was deeded as a park in perpetuity, our public parking lot, almost encircling our pier, closing out views of the ocean along Pacific Av., a 350 acre golf course, raising or diverting taxes to pay for Mr. Manchester's personal gain, & should it fail, leaving the citizens to pay off its debt, is anathema to its citizens. Please vote 'no' to the whole thing.

Palmer Cobb/20

6/12/01

Dear Coastal Commission,
The work you do to protect the entire California coastline is so important. Please do all you can to prevent the building of seawalls, which obstruct natural beach processes. My favorite coastal spots are Ocean Beach along the entire western edge of San Francisco, and the long sandy beach at Manchester Beach State Park. Please continue to protect these and other areas.

Marcia Mpenn

6/20/01
(760) 433-9428

Dear Calif. Coastal Commission -

I am writing to let you know that I am opposed to the Manchester project in Oceanside + also to the proposed El Corazon golf course + hotel. They must not get our beach and our public lands. Thanks for your help.

Tecla Rose - 349 Arbor St. - Oceanside CA 92054

AHN: BILL PONDER

FAX619-7672384

June 14, 2001

RECEIVED
JUN 14 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 92103

Subject: Manchester Project (Prop V)
Oceanside

Dear Commission Planners:

It is my understanding that this project has not received final approval of their EIR, and therefore I am writing this letter.

To begin I wish to thank the Commission for their work on behalf of the City of Oceanside.

I fear this project will eventually materialize regardless of its basic grossly inappropriate nature in proportion and location.

I wish to urge you to consider the unwisely closing off our promenade and streets (i.e. Pacific St.). Also, our city should maintain control of our park land facilities, including Betty's Lot adjacent to our park land bandshell.

Due to Manchester's stubborn position combined with strong political backing, I fear we will have another "White Elephant" to contend with. I refer to McMillan holding valuable land for YEARS with no consideration of building anything other than a Theatre and there it stands today!

If the Manchester Group continues its course without sensible opposition I believe Oceanside will be "set-back" another 30 years or fade into oblivion as just another "tourist trap".

Your assistance has been sincerely appreciated.

Sincerely,

Janice C Newman

Janice C. Newman
802 Topeka St., Apt. 412
Oceanside, CA 92054

CA. COASTAL COMMISSION FAX (619) 767-2384
OCEANSIDE CITY COUNCIL
300 N. COAST HWY
C. KRAMMER FAX (760) 757-5820

HAROLD STROH
200 N EL CAMINO REAL #59
OCEANSIDE CA 92054-1794
(760) 759 4558

One More Opinion by HS 4/22/01

Oceanside City Council has done it again; ignoring laws already on the books in approving funding for the unnecessary underpass of RR. tracks on Pier View Way.

This is a back door approach to Manchester-Watkins Pier Area Development which require complete Environmental Reviews for their Impact on the area.

Basic in both developers plans is the closure and or elimination of Pacific Street and The Strand leaving Meyers Street the only street remaining parallel to the ocean (from 200 feet of roadway to just 60 feet). If roadway closures or eliminations are permanently omitted from plans, no major damage will have been done by building this underpass. The Strand is still closed.

If Basic demands of Developers persist, this underpass will effectively cut off Meyers Street sealing off Developers Projects to become private beach clubs no matter what they choose to call them. Area north of Pier View way should then become public free parking lot.

The Ca. Coastal Commission should become involved by ordering the City to cease and desist this underpass effort, now! City should open The Strand, now, by Ca. Co. Com. order.

Harold Stroh

P.S. The City of Oceanside has changed its Local Coastal Plan to allow the closure and vacating of The Strand, Pacific Street, Mission Ave, and Pier View Way but none of the changes have been approved by the Coastal Commission. I pray they never will approve this theft of Public Beach Access Roadways.

The City continues to act as if all their changes to their Local Coastal Plan are lawful. HS.

RECEIVED
APR 24 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Bill Ponder

From: Richard Zajic [dzajic1@home.com]
Sent: Thursday, April 05, 2001 8:31 PM
To: Bill [Coastalcomm] Ponder; Terry Johnson; NCT Opinion

Recall Manchester not Johnson!

The Thursday [4/5/011 S.D.Tribune, carried the story that JMI Realty was suing the S.D.Port Authority for abrogation of their hotel development contract and the awarding of it to Manchester.

Manchester doesn't have financing, or Coastal Commission approval as of now, on the S.D. Port property, with this litigation it may be years. Remember they have said Oceanside Beach comes AFTER they have financing and all other approvals on the S.D. hotel.

Manchester doesn't have Oceanside City approval, they don't have financing in place, or Coastal commission approval in Oceanside, in fact, the proposed 2002 finish date could now be 2005 or 2006, ... don't you think it's time to give it to a reputable developer, rather than Manchester ??

I'll still bet they will want El Corozan if we close them out.

Dick Zajic
Oceanside

RECEIVED

APR 0 4 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

316 Missouri Ave
Oceanside CA 92054
April 2, 2001

Dear Sir and Madames,

Please turn down the Manchester project under consideration for development in the coast in downtown Oceanside. It is ecologically ill-considered, even in its scaled back version, and it is insensitive to the needs of the citizens and city of Oceanside. The redevelopment of the California coastline must serve people in larger numbers than a hotel, with some access restricted, can.

Thank you for your time.

Yours,
Daniel A. Duand

March 30, 2001

RECEIVED

MAR 3 0 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Attention:
STATE COASTAL COMMMISSION
7575 Metropolitan drive #103
San Diego, Ca. 92108

Regarding proposed Manchester Resort at Pacific ave. and Mission in Oceanside, Ca.

I, along with many others in town, am greatly opposed to the plan to close-off Mission ave and Pacific! I can't imagine not being able to drive down the coast while glancing over to see the blue water. As it is now, most of the local access streets are blocked by railroad tracks! Also, Oceanside does not need such a resort.

Remember what built this town, Camp Pendleton! How many young military families will actually be able to afford a visit to such a resort? Spend a weekend down here, on the very corner of Pacific and Mission, and just observe the types of people going by! Mostly younger families with military ties! The Harbor is already filled with activities for those with higher income. Let's not take away what little there is left for some of us to enjoy! Let them build such a resort in Del Mar or Coronado where it would be more fitting. Please reconsider their proposal.

Concerned citizen
407 n. Tremont
Oceanside, ca. 92054

RECEIVED
MAR 30 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 29, 2001

State Coastal Commission:

Please do not let the Manchester Project take our public park land.

You have no idea how much we love having the strip along the beach open where we can park and walk each night to enjoy the sunset and talk to interesting Oceanside citizens.

Please could Manchester stay completely east of Pacific.

We want to keep our valuable assets.

Sincerely,

Mr and Mrs Richard Miller
2896 Carto St. Oceanside 92054

RECEIVED
MAR 30 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

State Coastal Commission:

Please make Doug Manchester plans for his Oceanside Beach Project that do not include the Amphitheater, Public Parking and the Strand and closing public streets.

Would you be allowed to put your private hotel on public land and close public streets for your personal gain?

M. Fisher
1828 So. Clementine St
Oceanside, Ca 92054

3/30/01

Coastal Commission

re: Manchester Grand Plan
Oceanside CA

Airs:

Please be aware that most of the citizens of Oceanside do not want Manchester to develop a high cost project that restricts our use of land dedicated to the city for a proposed park, for restricted access to the beach, & for a loss of ocean view which I have enjoyed for years. Please consider the citizens wishes & turn down the Manchester proposal.

Thank you –

Roland Carlson

State Coastal Commission
7575 Metropolitan Drive Suite 103
San Diego, CA 92108

MAR 2 9 2001

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Gentlemen:

We, the residents of Oceanside have been deprived of Recreation Facilities all because of Manchester and the delays he has wrought on the city knowing full well that his plans do not conform to the Coastal Commission ruling. We will make every effort to vote out the two women who will be running for re-election in 2002 and support Manchester in his refusal to abide by the Coastal Commission ruling. Manchester is a very shrewd operator and the City of Oceanside is merely a pawn in his hands. We residents need your support and help in dealing with this shrewd operator. Thank you.

Sincerely,

Jean Kujawa and neighbors

Jean Kujawa

4914 Glenhaven Drive
Oceanside, CA 92056-6655
Phone and Fax 760-945-6986

Please do not let Manchester take over our Bandshell and beach. Nor let them close Pacific St.

Billie Warner

CLYDE W. WARNER
2254 Edgewood Pl.
Oceanside, CA 92054

Bill Ponder

From: Richard Zajic [dzajic1@home.com]
Sent: Saturday, February 24, 2001 9:37 AM
To: Bill [Coastalcomm] Ponder; NCT Opinion; BzShari
Subject: Coastal Development

My picture appeared in the "Daily Blade" with Watkins, circa 1990, [11years ago], in front of the Beach building, Watkins explaining the proposed "Pier Plaza" development, for the beachfront lots on Pacific St. Today we have a Manchester, who can't get financial backing, didn't get approval from the Coastal Commission ,in fact cancelled the request, and will not prepare a new request for approval, has relegated Oceanside to second place after San Diego hotel funding, same also doesn't have Coastal Commission approval.

Manchester has a exclusive development lock on the beachfront property and the El Corozan property, considering their financial ability to borrow money, it wouldn't surprise me to have them ask for relief of that obligation, which Manchester would favorably consider if Oceanside would deed El Corozan to Manchester "gratis".

I'd like to see the Watkins group begin construction on the Northern section, EAST of Pacific St., with their own financing. If they stay EAST of Pacific St. I understand we are already have Coastal Commission approval.

We need development of the beach property NOW, we don't need a $15 million give away, we need reputable developers who perform on a timely basis, I believe we can EASILY get Coastal Commission approval, if the entire development is EAST of Pacific St., and the street exists.

In my opinion Oceanside should be #1 in the development of Oceanside property, and in the heart of it's taxpayers.

RECEIVED
JAN 1 6 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RECEIVED
JAN 1 2 2001
CALIFORNIA
COASTAL COMMISSION

1/5/01

California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Re: Oceanside Manchester Hotel Resort

Dear Commissioners:

We strongly urge you to deny the Manchester Hotel Resort permission to build this resort for the following reasons:

1. They plan to close part of Pacific Boulevard so their hotel and pool can be closer to the beach.

2. They plan to change/destroy the bluff that is part of the coastline.

3. The amphitheater that has been a vital part of Oceanside activities would be totally changed with fountains and water in front of the stage area. Why have fountains when the beachfront and ocean are naturally beautiful? This strongly suggests a "Las Vegas" look.

4. The public pier is easily accessible to everyone, but with the closure of Pacific Blvd. and the addition of a pool, landscaping, etc. it would hinder or deny this access to local people who go there to fish.

Please consider all the negative affects this complex would have on the children and adults who love our oceanfront.

Sincerely,

Ron Bradshaw

Ron & Lorraine Bradshaw
4967 Nighthawk Way
Oceanside, CA 92056

June R Weers
1717 Downs Street
Oceanside, CA
92054-6192
(760) 757-0793

RECEIVED
JAN - 8 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

3 January, 2001

Bill Ponder, Clerk
California Coastal Commission
3111 Camino Del Rio N, Suite 200
San Diego, CA 92108

Dear Mr. Ponder,

I am a long time resident of Oceanside. Actually, I was born in Oceanside in 1960 and was gone from 1984 to 1987 then again 1991 to 1996. I am home now and plan to raise my children here.

Please help the beach lovers of Oceanside to maintain the FREE to the PUBLIC sandy beaches.

Say no to Manchester and let him build elsewhere. The coastline is ever changing and needs to be kept open.

Thank you in advance for considering my request.

Sincerely,

June R Weers

June R Weers

RECEIVED
JAN 0 2 2001
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

12/28/00

re: Manchester Resorts proposed development for Oceanside

California Coastal Commission
7575 Metropolitan Dr.
No. 103
San Diego, CA 92108

To Whom it may concern:

Please continue to monitor this pending development with the same diligence you have shown in the past regarding it.. This needs to be done to ensure the Coastal Act is followed as prescribed by law.

Currently, there is reason to believe Manchester Resorts wants Pacific street to be closed off to vehicular traffic so a promenade area can be provided to enhance this private development. The majority of our city council appears to be supportive of the idea.

If this plan prevails, this scenic thoroughfare enjoyed by anyone who cares to drive it will be lost forever. The experience of seeing this panoramic ocean view will be denied present and future generations. It is an asset not only to the city of Oceanside but to the State of California as well, and is an important tourist attraction.

Please look after the welfare of the residents and keep a watchful eye on this project as you have done so admirably in the past.

Thank you,

Harriett Bledsoe

Harriett Bledsoe
2166 Grandview St.
Oceanside, CA 92054-5420

ph. 760-757-0133

October 20, 2000

RECEIVED
NOV 3 0 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

The Honorable Sara Wan
Chair, California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

Hon. Chairperson Wan,

I once again thank you for the opportunity afforded my on Friday, October 13, to address the Commission in support of the Oceanside "Manchester Project."

Because I was the last speaker on a morning of tiring discussion of minutiae, especially those pertaining to the Pepperdine University construction plans, I was unable to present my written words to the Members of the Commission beforehand.

Herewith is the statement that I read that morning.

Respectfully,

Robert R. Almanza
1036 Granada Avenue
San Marino, CA 91108

c: Commissioners
Dave Potter
Paula Daniels
Christina L. Desser
Shirley Dettloff
Cecilia Estolano
Gregg Hart
Christine Kehoe
Cynthia McClain-Hill
Pedro Nava
Mike Reilly
John Woolley

STATEMENT IN SUPPORT
OF
THE OCEANSIDE MANCHESTER PROJECT

I am Robert Almanza, a resident of San Marino, California, and an owner/occupant of a condo on South Myers Street. My wife Graziella and I came to Oceanside last night to make sure we could be at this meeting of the Coastal Commission to express our support of the Oceanside Manchester Project.

Our love for Oceanside started in the early 70's when I was in this City on a convention and Graziella, our two children and I enjoyed the wonderful California beach, which we think is second only to the one at Santa Monica.

Having been in the military, I realize how important it is for people in uniform to have a city that welcomes them, and Downtown Oceanside has done that but in the process it has neglected other potential visitors and in so doing it has failed to provide broad vistas for the Marines themselves.

Recent residential construction and the establishment of Regal Cinemas and the adjunct shops and restaurants augur well for Downtown Oceanside, but the wide range of attractions that the Manchester Project will bring will make the area a Mecca for residents and visitors alike. Families will not only be seen on the way to and from the beach, but they will be seen day and evening in restaurants, in shops, and otherwise enjoying what is now a vacant and blighted area.

The imminent success of the Manchester Project will promote a desire on the part of business people and of owners of residential housing and their tenants to improve their properties, all resulting in a better and more attractive Downtown and Beach zone.

I hope the Members of the Coastal Commission will consider the fact that naysayers and NIMBYs are unduly vociferous and that those of us who support the Manchester Project look only to the betterment of this area that we love in spite of its present shortcomings.

Robert (and Graziella) Almanza
1036 Granada Avenue
San Marino 91108

92054 Oceanside "Second Home"
200 Pine Street, #4
Corner of Pine and Myers Streets

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NOV 3 Y 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

3737 Southridge Way
Oceanside, CA 92056
November 20, 2000

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

Attn: Bill Ponder

On Nov. 18 my wife and I attended an Oceanside workshop which focused on the public "parkland" space around the proposed Manchester Hotel project. A two page draft mission statement, goals and strategies was distributed and discussed.

This letter is intended to provide the Coastal Commission with a partial list of the many concerns that we hope will receive serious and thoughtful consideration:

1. Proposed strategy #6: "Provide a seamless transition from the resort to the beach. Resort guests

should not have to cross traffic to get to the beach." This one strategy would require:
   - bulldozing the bluffs
   - closing Pacific Street
   - removing natural vegetation
   - replacing natural beauty with man-made features and structures
   - making more parking problems for non-hotel guests
2. An elaborate architectural drawing was presented. It depicts a so-called "waterfeature" (a performing fountain and pool) located within the ampitheater area between the bandstand and the tiered seating. According to strategy #5: "A performing fountain has proven to be a destination by itself." We believe:
   - Any fountain(s) should be built east of Pacific St.
   - The parklands should not be "taken over" by any

developer.

- The beach, the ocean itself, the pier and natural surroundings including the bluffs should be the "center of attention that serves as a magnet to the area." (See strategy #5.

A much longer list of concerns must be considered by the Coastal Commission. We hope that decisions will be based upon the following principles:

1. Parklands must be kept under the control of city, county, and/or state agencies.
2. The natural beauty of the coast must be retained.
3. Coastal development must not limit the use of our beach and its facilities for non-hotel guests.
4. The historical elements of the area must not be

destroyed in an effort to make "a more aesthetically pleasing and attractive part of the area." (see strategy #13).

We appreciate the efforts of the Coastal Commission to preserve and protect what is left of the undeveloped California coast.

Sincerely,
Per Gladys Laird,
Members of the
following organizations.

Sierra Club
National Parks and Conservation Assn.
Natural Resources Defense Council
The Nature Conservancy
Save Our Environment Coalition
Earthjustice Legal Defense Fund
Environmental Defense

RECEIVED
NOV 14 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

HAROLD STROH
200 N EL CAMINO REAL #54
OCEANSIDE CA 92054-1794
(760) 754-4558

One Man's Opinion 11/11/00

Regrets can not be choosers, but Oceanside's City Council lacks a single spine amongst all of them, they accept developers demands without a single counter demand!

I pray the Ca. Coastal Commission rules against Oceanside's latest gambit and in effect make Pier Project design stick to within limits of commercial properties of three plots which are basically each two hundred feet by three hundred feet, no public roadbeds which are vital for this whole area west of railroad tracks.

If they (developers) can not do this, then they should be made to sacrifice one of these plots for free public parking; the most logical plot would be the one starting at Pier View Way going northward, leaving adjacent roadways open to service this lot.

When and by whom are the public to be protected?

Government ruled by developer fiat (with City Council rubber stamp approval) stinks.

Harold Stroh

P.S. Thirty Five million dollars in public roadways to become walkways and with no free parking at ringside? RIDICULOUS!

What a crying shame!

Harold Stroh

HAROLD STROH
200 N EL CAMINO REAL #54
OCEANSIDE CA 92054-1794
(760) 754-4558

One Man's Opinion 11/11/00

A copy of the "First Amended and Restated Negotiating Agreement" between Oceanside Community Development Commission and Manchester Resorts dated 30 Oct '00 on receipt by Oceanside City Clerk Dept. has its "Good Faith Negotiation" clause again, only its more specific in claiming Pacific Street, Pier View Way and Mission Ave. for Project.

The only input by City to this document is by City Attorney Duane E. Bennett who now attests to its legality! What a crock! Yes, the City Council did pass a City Ordinance which changes its self governing local Coastal Plan this year 2000, but any changes to its local Coastal Plan must be approved by the Ca. Coastal Commission before they can be "legal" and effective.

According to our lame duck Mayor, the Ca Coastal Commission won't even see this change, why not? The Strand is also named in Local Coastal Plan as being closed, a change. Why?

All done to promote a private Beach Resort by its exclusion, thats why. Shame on City Council for their rubber stamp approval!

Harold Stroh

PS Looks like our City Attorney wants to keep himself and family living at standards to which they have become accustomed. Other?

HS.

1948 Vineyard Ave
Vista, CA 92083

October 26, 2000

California Coastal Commission
7575 Metropolitan Drive, Ste 103
San Diego, CA 92108

RECEIVED
OCT 30 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

ATTENTION: Diana Lilly

RE: Proposed Oceanside Beach Resort

Dear Ms. Lilly:

We have written before in opposition to the proposed resort at the Oceanside beach. And we continue to be concerned that the Manchester people are trying to manipulate the letter of the law in violation of the spirit of the law which guides the Coastal Commission's mandate. Please make sure that the final plans for this resort are brought before the Coastal Commission and scrutinized.

Specifically, we are concerned about:

1) The height of the buildings
2) The closing of Pacific Street
3) The bulldozing of the bluffs
4) The restriction of access to the public, especially to lower and middle income families.

It has become obvious to us that you are the only agency who can protect Oceanside from the parties who continue to disregard the wishes of Oceanside citizens, the laws protecting beaches and public parkland, and the environment.

Thank you for your consideration of our concerns.

Sincerely,

Eugene J. Cavanagh

Eugene J. Cavanagh

Jo Cavanagh

Jo Cavanagh

Manchester is so greedy they haven't changed! Please save Pacific St and our beach for us. We love it as is, after 42 years, it's great. Please let us keep our access to the beach and bandshell.

Billie Warner
2254 Edgewood Pl.
Oceanside, CA. 92054

RECEIVED
OCT 30 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

October 27-00

California Coastal Commission
7575 Metropolitan Dr. #103
San Diego, CA. 92108

I urge that the Manchester project in Oceanside Calif. be brought before the Commission & that it will compey with the Coastal Act.

Sincerely,

Claire Barry
P.O. Box 316
Valley Center, CA.
92082

760-749-0804

Bill Ponder

From: CDGG@webtv.net
Sent: Sunday, October 29, 2000 4:52 PM
To: Bponder@coastal.ca.gov
Subject: Oceanside Manchester Project

Yes, sorry to say we are still at it...the city council here is not complying with the COASTAL ACT...and we are still very much concerned that they are using
tactics to get around your control over coastal abuse!!! They are using the terminology "Operating agreement" which to us means they are giving the developer some control/use over our Public Parks and beaches here!!! Please isn't there anything you can do to stop all this unethical shinanigans they seem to be so good at and help save our beaches, bluffs, scenic drive, scenic corridors etc.???? We need your help...or they will destroy it all...we don't have many beautiful public parks and beaches any more..please help and save ours!!! Thank you for anything and everything you can do..before it is too late!!!! I would like this communication to be made part of the record.
Sincerely, Carrie Doolittle

McKenna & Associates
Mickey McKenna

523 North Horne Street
Oceanside, CA 92054
PH (760) 721-4114 Fax (760) 721-6684

October 24, 2000

RECEIVED
OCT 26 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Attn: Diana Lilly
Staff, Ca. Coastal Commission
7575 Metropolitan Drive #103
San Diego, Ca. 92108

Dear Ms. Lilly,

I have written the Commission about the Manchester properties and will continue to voice my objections, as the changes by Manchester are no better than the first plans.

The continued closure of city streets, the blocking of ocean views, inadequate parking, the taking of public property and land; all of these things still exist in the "revised" plans as submitted.

As the Oceanside project is not to be started until Mr. Manchester's hotel in San Diego is a go, it would appear there would be no "go" as Mr. Manchester cannot secure financing on that project and the ballpark is at a standstill as I write this.

San Diego is considering having another hotel go forward that is not on Port of San Diego land, etc. You probably know a lot more about this process than I do, but my objection to the Oceanside project has not changed, regardless of the status of the San Diego project.

For 23 years, I have watched every bad deal the City of Oceanside has tried to force on the taxpaying citizens who live here. NOT ONE OF THESE PROJECTS WERE EVER GOING TO GO ANYWHERE, AS THEY DO NOT DEAL WITH PEOPLE WHO HAVE THE FINANCES TO PAY FOR THEIR OWN PROJECTS.
Our own redevelopment IS TOTALLY BANKRUPT...THEY HAVE NO MONEY.

It is beyond my understanding why the idea that public land remain public, that taking property belonging to the public, by restricting access to the coast has to go before the commission. The City should have made decisions based on good financial considerations and the will of the MAJORITY of the people who live here.

To continue this fight when other alternatives could be out there: perhaps bids from Catelus? Other developers who have cash? It strikes me as very odd that a RICH? Developer can ask for millions from the city, but a resident of the city who owns beach property cannot get assistance. At least I pay city taxes, but for 8 years have

been unable to develop my own property that I am willing to support with my own money. What is wrong with this picture?

While you may hear from a vocal MINORITY, if you have been able to attend City council meetings, you would know for that for every 10 people for the project, there are 50 who are against it. When the council met on this issue last year, the first 8 people ALLOWED TO SPEAK WERE SUPPORTERS OF THE PROJECT, the next 100 where against it. The 10 preferred speakers had put in their request ONE-WEEK BEFORE THE MEETING, while the others thought you had to put in your request at the meeting. Do you smell an odor?

It should reach San Diego.

Sincerely,

Mickey McKenna

Bill Ponder

From: Bonnie Matheny [bmatheny@ucsd.edu]
Sent: Tuesday, October 24, 2000 12:14 PM
To: bponder@coastal.ca.gov
Subject: Preserve Oceanside Beaches

Dear Mr. Ponder:

I am a full supporter of most Sierra Club environmental proposals and I feel adamant about preserving and protecting the natural beauty of our area, our state, and our world. I ask that you allow full consideration and careful review of the project proposed by Manchester, Oceanside Beach Resort at the Oceanside pier. While tourism and resorts may be important to our economical growth, we should never sacrifice our public resources for private monetary gain. The use of our beaches, views of our ocean, the natural bluffs that enhance the beauty of our shorelines, our parkland and the preservation of community cultural buildings - all of these gifts should remain accessible to the public and our community citizens.

Please allow the proposed LCP amendments be heard during the October meetings in Oceanside, so that everyone who may be impacted will have an opportunity to know what changes are being proposed.

Bonnie Matheny
UCSD
Rehabilitation Counselor
and naturalist

California Coastal Commission
7575 Metropolitan Drive #103
San Diego, Ca. 92108

October 19, 2000

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OCT 2 3 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

TO WHOM IT MAY CONCERN

Regarding Manchester Group which is trying to build a hotel, etc on Oceanside's Coastline: Please let it be known that it would indeed be a major mistake for the future of the city, its inhabitants and particularly the environment> PLEASE.....PLEASE....do your homework very thoroughly. Right now, we have a beautiful unencumbered beach and coastline. We do not want a "Las Vegas Attraction" to replace God's gift to us. It is my understanding that Manchester's Sacramento lobbyists are trying to convince the public that the project is acceptable. IT IS NOT! Please protect our beach, our environment for the future of our children!

With deep appreciation of all that you do .

Sincerely,

Grace M. Carson

Manchester still not being built east of Pacific

Rick Riavic's Oct. 3 letter is absolutely correct. The Manchester project being built east of Pacific Street is too good to be true and it is not east of Pacific Street.

East of Pacific Street means east of the east curb of Pacific Street, not a promenade on Pacific Street, not a deck over our public parking lot, not bulldozing the coastal bluffs, not Las Vegas-style fountains on public park land, to keep children and other people off the parkland, not an operating agreement to control the use of public parkland.

This new development is encroaching west of Pacific Street. This new project is not in compliance with local coastal plan amendment 1-91. Get a copy and see for yourself. Manchester's group and his Sacramento lobbyists are trying to convince the public and state officials that the project is acceptable. This project is not acceptable.

Please write the California Coastal Commission at 7575 Metropolitan Drive No. 103, San Diego 92108, fax (619) 767-2384. Request that this project be brought before the Coastal Commission and comply with the Coastal Act.

CAROLYN KRAMMER
Oceanside

Manchester's "New plan" just throws a little swope in the public's eyes.

The City Council of Oceanside is not listening to the will of the people of Oceanside or North County.

If Manchester is allowed to proceed, it is just another case of "Big Money" buying a city council.

Manchester's "New plan" is not in compliance with a beach available to all - just visitors.

Many people are impressed by waterfalls and high rise Condos but many also favor a little bit of heaven that we enjoy in Oceanside.

Please bring this project before the Coastal Commission and comply with the Coastal Act.

Sincerely

10-17-2000

M. H. Abernathy
1558 Buena Vista Dr
Vista, CA
92083

© HMK CDS.

Dear Coastal Commission

Is this true?

I enjoy walking this area - friends & family use it.

Please, look into this & comply with the Coastal Act.

Thank you

Constance Boone

ter's group and his Sacramento lobbyists are trying to convince the public and state officials that the project is acceptable. This project is not acceptable.

Please write the California Coastal Commission at 7575 Metropolitan Drive No. 103, San Diego 92108, fax (619) 767-2384. Request that this project be brought before the Coastal Commission and comply with the Coastal Act.

CAROLYN KRAMMER
Oceanside

October 19, 2000

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CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission
7575 Metropolitan Drive, No. 103
San Diego, California 92108

To All Commission Members:

In the face of all the double-talk and manipulations of the project's promoters, the so-called revised plan for the Manchester firm's resort development in the City of Oceanside's municipal pier area is a clear misuse of public properties for private use.

Accordingly, to represent the true public interest, I request that the Coastal Commission call for a complete re-submission and review of this project before the full commission.

Despite all the smoke-screen and false promises, this newly revised plan still calls for massive encroachment upon vital and invaluable public lands, through closing and private use of Pacific Street, bulldozing of coastal bluffs, and construction of useless and unneeded fountains on irreplaceable public park lands.

As still constituted, this so-called revised plan is in violation of local coastal plan amendment 1-91 and is completely unacceptable to any informed and fair-minded citizen.

These historical public properties are far too valuable and precious to be turned over to <u>any</u> private source. Please bring this matter before the entire Coastal Commission and insist that it conform to and meet the <u>public's</u> interest, with <u>all</u> development clearly and purely <u>east</u> of Pacific Street, with no exceptions.

Sincerely yours,

Jack R. Estes

Dr. Jack R. Estes
Villa Real Apts. #160
Avenida De Anita
Carlsbad, CA 92008

RECEIVED
OCT 1 9 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Gus and Betty Evans
3755-58 Vista Campana No
Oceanside, CA 92057-8120
October 17, 2000

California Coastal Commission
7575 Metropolitan Dr. #103
San Diego, CA 92108

RE: Manchester Towers' proposed Time-Shares and Hotel facilities plus other "Constructions" -- actually, <u>OBSTRUCTIONS</u> to Oceanside residents.

Dear California Coastal Commission members.

PLEASE! continue to review this project in light of what is not only **legal** but the ramifications of what should be in **Oceanside residents'** best welfare vs the detriment of our access to **our** beach area.

There is something intrinsically wrong when Manchester, and to the exclusion of other developers, can dictate to Oceanside what it is going to do with **our** assets– and with our council's blessing.

Both Manchester and the council have seemed to have pulled in "their horns" – a little. Too many of us are NOT comfortable with the "undertow" of politics still going on.

Thank you! all for your ongoing concern for our great coastal assets for us to pass on to future generations.

Sincerely,

Gus & Betty Evans

NORTH COUNTY TIMES
TUESDAY, OCTOBER 17, 2000

Manchester still not being built east of Pacific

Rick Riavie's Oct. 3 letter is absolutely correct. The Manchester project being built east of Pacific Street is too good to be true and it is not east of Pacific Street.

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This new development is encroaching west of Pacific Street. This new project is not in compliance with local coastal plan amendment 1-91. Get a copy and see for yourself. Manchester's group and his Sacramento lobbyists are trying to convince the public and state officials that the project is acceptable. This project is not acceptable.

Please write the California Coastal Commission at 7575 Metropolitan Drive No. 103, San Diego 92108, fax (619) 767-2384. Request that this project be brought before the Coastal Commission and comply with the Coastal Act.

CAROLYN KRAMMER
Oceanside

October 15, 2000
727 Rivertree Drive
Oceanside, CA 92054

RECEIVED
OCT 1 8 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission
7575 Metropolitan Drive - Suite 103
ATTN: Diana Lilly
San Diego, CA 92108

Dear Ms. Lilly:

I wrote to you on August 22 about the Manchester project in Oceanside. I was not only disheartened, but shocked, when I heard that "the Coastal Commission may not be giving further attention to the Manchester project," since some changes have been made. Oh, please. The changes are minor, and the major problems still exist. Water pollution from the three 12-story units (we already have had portions of our beaches closed for pollution—we don't need any more from Manchester), not fitting in aesthetically with the surrounding areas, blocking off the ocean views, a horrible view from the city-side of the project (Manchester has never had nerve enough to show us that...only the view from the ocean side of the project), unimaginable traffic tie-ups, major use of the water and electricity by the monstrous project (when shortages exist...and they do...periodically, it will be the Manchester project that will be provided with water while the citizens go thirsty and dirty in a drought situation).

These are all negatives that should b taken into consideration. For the protection of the coastline, as well as the city of Oceanside, the Coastal Commission should pay close attention to these problems, before our city is condemned to future sewage, traffic and water problems that will destroy our standards of living and bring down the value of our homes. Our homes will be practically worthless because no-one will buy in a city with such insurmountable problems as those arising when, and if, this project is ever finished.

With the extreme traffic overload in our downtown area, can anyone really believe that tourists who must wait for hours to get into traffic, coming and going back to the hotel, will ever come a second time. Oceanside already has a bad reputation as far as crime is concerned. We will then have the added reputation of inaccessibility to the hotel and to downtown streets. Of course, maybe there will be tourists who will be willing to spend every day in their rooms, watching the waves come in and go out, but I think they will be very few.

Local businesses, unaware of the way the closed streets and excess traffic jams will negatively affect their businesses, will close their doors and move to other cities where developers are not considered of more importance than residents and businesses. They will have learned the lessons too late. Tourists will want to see San Diego and Carlsbad. Our businesses cannot even attract our local people; how in God's name can they attract outsiders who are paying premium prices for their hotel rooms? Of course, there are

always the strip joints downtown and the panhandlers and drug dealers. There may be tourists whose main interests center on these things. Who knows! Maybe this type of tourist can be relied on to keep our city going financially.

And if Carol McCauley gets elected to the Coastal Commission, with her public record of bad business dealings....well, then, God help us all. The way she lost her business (she brags about being a successful business person...uh, huh) is now coming to light. *And she is the one responsible for the Manchester project!* Ask Terry Johnson, is you don't believe me. As far as I'm concerned, she has gone a long way toward ruining the future of Oceanside...and she's trying to get on the Coastal Commission??? God have mercy!

Please...please...please. Don't skim over this tragic problem. We need Coastal Commission intervention. Don't let this City Council and their personal friend, Doug Manchester, take our city to the cleaners. We desperately need your help: not only for the sake of Oceanside, but for the sake of our local beach that is supposed to be the property of everyone in California. We deserve better, and so does the state of California.

Sincerely,

June Kristapovich

Mrs. June Kristapovich
PHONE: (760) 966-1854

10-17-2000

California Coastal Commission:

I am requesting that the Manchester project be brought before the Coastal Commission to comply with the Coastal Act.

Thank you,

Mary F. Fisher
1828 So Clementine St
Oceanside, Ca. 92054

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OCT 18 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

619-767-2384

Oct 16-2000

Lana Alexander
536 Vine St
Oceanside, CA
92054
(760) 439-0845

This is inregards to the Manchester / Watkins Project - We the people of Oceanside want the Coastal Commision to hear us. We are not happy with what Manchester is proposed. Please hear are concerns.

Sincerly Concerned Citzen
Lana Alexander.

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OCT 17 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Bill Ponder

From: papap@nctimes.net
Sent: Tuesday, October 17, 2000 10:43 AM
To: Bill Ponder
Subject: [Fwd: Oceanside, CA beach front use]

Oceanside, CA beach front use

Mr. Ponder,
Again I am voicing my concern about the closing of Pacific Street in Oceanside due to the newly revised Manchester Resort plans. I do not believe the closing of Pacific Street is in the best interest of the people of Oceanside and North County as a whole. I do not have a problem with the resort being built east of Pacific Street, just don't allow the street itself to be closed to vehicular traffic. Also I'm not too happy about the large fountains being planned for the amphitheater area. I believe that public parklands should not be used for the enhancement of a private resort.

Yours truly,

Phil Bone

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OCT 1 0 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

2397 Carriage Circle
Oceanside, CA 92056
September 25, 2000

Ms. Diana Lilly
California Coastal Commission
San Diego Coast Office
7575 Metropolitan Dr., Suite 103
San Diego CA 92108-4402

RE: Oceanside Beach Resort

Dear Ms. Lilly,

We moved to Oceanside two years ago, although our jobs are in Orange County. We chose Oceanside because we felt it had great potential as a developing coastal town.

We voted for Proposition V believing that the Oceanside Beach Resort project would help the city realize some of that potential.

With the recent changes to the plan that Manchester Resorts has made, we feel the project is better than ever. It preserves yet improves the areas for public use. It closes Pacific Street to vehicular traffic, but makes it a public promenade ideal for accessing the beach without the risk associated with a busy street.

We believe the revised plan compliments the coastline and enhances it, so that it becomes more attractive and appealing. Thereby it will draw many more residents and visitors alike. That is our wish for our beaches—that more people can enjoy them than currently do.

If you are looking for effective coastal development that offers and encourages beach access, this revised Oceanside Beach Resort certainly fits that description.

Sincerely,

Michael and Jeri Cunningham

CC: Coastal Commission Members and Alternates
Coastal Commission Staff at the San Diego Coast Office.

Dear California Coastal Comission

I have been Living in Oceanside for over six years. And The Thing I Like most about Oceanside is going To The beach. Every Time I go to Oceanside beach it Looks more and more bueatiful than before. Now in my opinion one of the nices beaches in Southern California can be ruin for good.

Douglas Manchester did every Thing in his power To put up his 12 story hotels right next To oceansides pier. He even went so far as to hide meetings with City Counsels behind closed doors. Since The meetings didnt work He Threatend to use eminent domain and use the courts to take The Land from the owners and you cant get any sleezier than That. Now in Douglas Manchesters Last attempt to win The approval of The California Coastal Commission, he thinks he will have a better chance if he puts his hotel east of pacifica street. And if he does That he plans to block off part of pacifica street, which is illegal because that street belongs to the City of ocean side. No matter how far east of pacifica street he wants to build he's hotels They will always be blocking The bueatiful view of The beach. And with all the Tourist staying at This hotel The roads will be Jamed packed all The Time. The beach will be Trashed

with all kinds of Litter From The Tourist and There won't be enough Trash cans available to hold all of it. And if That happens oceanside beach will no Longer The bueatiful beach it was. These are just a few reasons why I hope you do not give your approval on This development project.

The reason I Think so many people of Oceanside believe That The California Coas comission is being paid off is Because most the residents of Oceanside are against thi project. Please remember The California Coastal Comission is for The good of peopl who enjoy The Beach The way it is now. A if you do approve Douglas Manchesters ne proposal you are Thinking of yourselves an not The residents of oceanside. You may Think your doing good for oceanside but onl The residents can decide That, because They Live in oceanside every day of Their Lives. I hope you do The right Thing By turning down This proposal and Think of The public and not The concerns of Douglas Manchest because he only thinks of himself.

I plan to attend all The workshops meet I can in protest of This proposal to Let This development Project go Through. An

even if it does get approved I'LL Feel Better Knowing I tried to stop it. Just remember California coastal comission that at any beach I visited in Southern California not one has a big hotel blocking the view of the beach.

Thank you for Listening and if you can please send me a copy of dates when the workshops meetings are going to take place. my address is 4693 stransburg ct Oceanside California zip 92056

Sincerely
Dana
Bellafaire

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OCT 1 0 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

1306 Avocado Rd.
Oceanside, CA 92054
760-757-3877

Monday, September 11, 2000

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OCT 0 4 2000
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Diana Lilly
Coastal Commission Staff
San Diego Coast Office
7575 Metropolitan, Suite 103
San Diego, CA 92101

Subject: Oceanside Beach Resort

Dear Ms Lilly,

*It is **the will of the people** to have the Oceanside Beach Resort built. This project offers a lot to our city and beach area. It takes nothing from us. Why would the Coastal Commission even consider not having this resort built as proposed? It is extremely mind-boggling to us, the majority of voters, who approved this superb development. Our votes count and should not be overturned. The Oceanside Beach Resort it is something that has been desperately needed at our beach area for a long time. It was even apparent to the Coastal Commission back in 1985 when they realized how much our city was void of ways to accommodate tourists.*

Oceanside lacks a destination hotel with the amenities that would encourage families to stay and vacation in Oceanside. In the Environmental Impact Report of 1985, which was approved by the Coastal Commission, it states: "An upscale venue will help the city to improve services for those who access the beach." It also states that the City lacks a high quality tourist destination hotel in the beach area. High quality coastal-oriented restaurants are also needed to attract new visitors. It was very obvious to the Coastal Commission that our City needed to promote coastal tourism by revitalizing the coastal area and improving visitor amenities.

The citizens of Oceanside unanimously voted to approve the use of parkland for this purpose in November 1998, in order to achieve these objectives. Respect the democratic process. Approve the FEIR.

Most sincerely,

T Causseaux

Tony Causseaux

Note: Please copy for Staff and Commisioners

Citizens for the Preservation of Parks & Beaches

January 2, 2002

Mr. Bill Ponder
California Coastal Commission
San Diego Section
7575 Metropolitan Drive #103
San Diego, CA 92108-4421
RE: Proposed LCP Amendment – Oceanside

RECEIVED
JAN 0 4 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Dear Mr. Ponder,

I wish to comment on Planning Director Gilbert's letter of December 17, 2001 wherein he summarizes development items identified in your letter.

Issue 1: Site coverage requirement – Maximum coverage of 60 % based on entire gross acreage Master Site Plan.

City of Oceanside Response: The **gross** acreage of the Master Site Plan is approximately 180,000 square feet for the Beach Resort with a building footprint of 74,485 square feet, which equates to a 41 % coverage. See Exhibit 1.

CPPB Response: Exhibits 1,3,4, and 5 show the "entire gross acreage as being that of two (2) blocks" the gross acreage of the Master Site Plan for that portion of the development (Oceanside Beach Resorts excluding the Watkins Project) would be 120,000 square feet and not 180,000 square feet as the city states. The table in Exhibit 1 should be adjusted to the following:

TOTAL SITE COVERAGE REQUIRED = 60%
TOTAL GROSS SITE AREA 120,000 S.F. (EXCLUDING WATKINS PROPERTY)
TOTAL BUILDING FOOTPRINT = 74,485 S.F.
BUILDING SITE COVERAGE = 74,485/120,000 = 62%

The Oceanside Beach Resort project proposal does not meet the present LCP development standards requirements – its footprints exceed the permitted development standards. If the Watkins Project (timeshare) square footage is to be included in the **gross** Master Site Plan, Watkins project footprints need to be added into the "project footprints."

Issue 3: A pedestrian promenade shall be required adjacent to development on Pacific Street.

City of Oceanside response: A pedestrian promenade has been proposed adjacent to development on Pacific Street.

Citizens for the Preservation of Parks & Beaches

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SAN DIEGO COAST DISTRICT

CPPB response: The "pedestrian promenade required" should be constructed where the present easterly sidewalk of Pacific Street (adjacent to development on Pacific Street) *within* the project master site and *not* on Pacific Street.

Issue 4: A minimum of 30% of the entire Master Site Plan area shall be for public or semipublic 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.

City of Oceanside response: Exhibit 4 illustrates the areas designated for public or semipublic uses. The area of the master Site Plan is approximately 180,000 square feet. As illustrated on Exhibit 4, there is approximately 103,032 square feet of public or semipublic space, which is approximately 57% of the site plan area. Of the 103,032-square feet there is 63,472 square feet devoted to outdoor public space where 54,000 square feet is required. The remaining 39,560 square feet is enclosed recreation space, where a minimum of 8,100 square feet is required.

CPPB response:

A. Exhibit 4 includes Pacific Street and Mission Avenue in their public or semipublic uses requirements. The minimum of 30% of the entire Master Site Plan area should be relating to the present LCP and *not* the proposed changes the city seeks to the present LCP therefore, Pacific Street and Mission Avenue should be *excluded* from the "master site plan."
B. The Watkins Timeshare Project has not been included in Exhibit 4. The calculations in the table of Exhibit 4 use the measure of 180,000 square foot as the entire Master Site Plan area. *Again*, calculations for the Oceanside Beach Resort should be calculated at 120,000 square foot (project area)[1] and not 180,000 square foot project area[2].
C. According to Maps 147-07 and 147-26:

Pacific Street	61,200 sq. ft.
Mission Avenue	16,000 sq. ft.
Total Sq. ft. Pacific and Mission:	***77,200 sq. ft.***

[1] Maps 147-07 and 147-25 (attachment 1)
[2] Tentative Map/Development Plan Oceanside Pier Project – Watkins Project (attachment 2)

904 Leonard Avenue ~ Oceanside ~ CA ~ 92054

Citizens for the Preservation of Parks & Beaches

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COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Assuming one counts the square footage of Pacific Street and Mission Avenue as "public area", the total "Provided outdoor public area" listed in the table in Exhibit 4 is 63,472 Sq. ft.:

Total sq. ft. Pacific and Mission	77,200 sq. ft.
Total *Outdoor Public Area* from table Exhibit 4	63,472 sq. ft.
Missing square footage of "assumed" public areas from Mission and Pacific Street.	13,728 sq. ft.

D. Exhibit 4 shows an area- 6,360 Sq. ft. listed as an outdoor public area. In actuality, it (the area) is covered by a water fountain in the middle of what is to be a hotel drop off area – an auto zone and the only true outdoor public area **within the project site** available to the general public would be the landscape area around the entrance to the hotel.

In closing, the proposed project is not in compliance with the present LCP, nor would it be if the commission approved an amendment to the LCP. In the proposed plan, the "public offering" (Pacific Street and Mission Avenue) doesn't even equate to what the public now has in square footage. The proposed project is massive and reduces/removes present public access to the beach, hinders/blocks public views, closes our streets and takes convenient beach parking away from the general public and gives it to hotel guests.

I have enclosed overlays[3] for your view; they work well with the *Hotel Site Plan and Public Improvement Concept Plan* Figure 3-3. We look forward to our day at the coastal commission. Please feel free to call if you should have any questions.

Sincerely,

Shari

Shari B. Mackin

Attachments:

cc: files

[3] Exhibit 4 (attachment 3) and Exhibits 3 and 5 combined (attachment 4)

904 Leonard Avenue ~ Oceanside ~ CA ~ 92054

Citizens for the Preservation of Parks & Beaches

RECEIVED
MAR 0 4 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 1, 2002

Attn: Bill Ponder

Dear Bill,

In one of my earlier letters to you, I expressed serious concerns I had regarding the proposed "Walkable Communities Plan" the City of Oceanside would like to implement. I have attached a copy of the Oceanside City Council's Weekly Update (March 1, 2002) wherein on page 2 of 3 the proposed Walkable Communities Plan is discussed. Between the proposed street closures and massive beach resort, won't the "reduction of travel lanes on Coast Highway and Mission Avenue" further impede coastal access by the "hassle factor" or in other words, *no way to get to the beach*? Is the proposed Walkable Communities Plan within the coastal zone and subject to review by the Coastal Commission?

I am very concerned that the City of Oceanside and Main Street Organization would like to implement this plan with the proposed LCP changes and street closures heading your way. Won't this skew any traffic reports previously submitted? If possible, I would like you to consider this plan as you review any present or future traffic reports submitted by the city.

If I can be of further assistance, please feel free to call.

Sincerely,

Shari

Shari B. Mackin
760-433-9899

cc: C. Krammer
CELP

Post-it® Fax Note 7671	Date 3/1/02	# of pages ▶
To Bill Ponder	From	
Co./Dept.	Co.	
Phone #	Phone #	
Fax # 619-767-2384	Fax #	

904 Leonard Avenue ~ Oceanside ~ CA ~ 92054

COUNCIL WEEKLY UPDATE

March 1, 2002

Lowe's pulls building permit

The building permit for the 160,000 sq. ft. Lowe's home improvement store at Old Grove Marketplace has been issued and construction is underway. The contractor has indicated that they will be maintaining a very aggressive construction schedule and the store could open this fall.

Police Multi-purpose Training Facility

A public meeting for the Police Multi-purpose Training Facility was held the evening of February 26th; 10 residents attended, including a representative from the Abby. The agenda included presentations on the necessity of firearms training and the need for adequate facilities to support the training; the history of ranges in Oceanside; and comparisons of a new building versus using other agency facilities. The majority of questions were general in nature. Chief Poehlman addressed the requirement for night and weekend training and emphasized the Police Department's flexibility in scheduling range usage. There were no resident requests for any hours of operation limitations for the facility. The Conditional Use Permit hearing for the facility is scheduled for the March 11th Planning Commission meeting. City Council authorization for this project is anticipated in May, 2002.

Cannon Road Update

This past Tuesday evening, Feb. 26th, the Vista City Council approved an EIR and an updated Circulation Element. As requested by Oceanside, Carlsbad and SANDAG, the planned extension of Cannon Road between Melrose Drive and Hwy. 78 were retained in Vista's Circulation Plan.

Carlsbad staff is currently working on getting permits for the construction of Reaches 2 and 3 of Cannon Road as part of the Calavera Hills Master Plan. Regarding Reach 4 of Cannon Road, Carlsbad staff is in the process of preparing an RFP to hire a consultant for the environmental and preliminary engineering for an alternative alignment and design for Reach 4, which is the segment adjacent to Ocean Hills. Carlsbad has pledged to work with Oceanside staff and area residents on this alternative effort.

Light Rail Workshop (NCTD)

North County Transit District (NCTD) has been scheduled for a City Council Workshop on Wednesday, March 13th in the afternoon and will present an overview of the Oceanside - Escondido light rail line. The Council will be asked to consider the concept of using a Memorandum of Understanding (MOU) to guide the local review process for this important regional project. NCTD will be proposing that they host a public workshop for the residents of the City to review and comment on the six new transit stops, design themes,

landscaping and other aspects of those future stations. In addition, the Council may request that NCTD make presentations to the Planning Commission in lieu of the formal Conditional Use Permit (CUP) process that NCTD is not legally bound to follow. NCTD would agree, through the MOU, to consider all such public input prior to final approval and construction of the project.

Zoning Text Changes

The Planning Department has been working with a Council/Planning Commission ad hoc committee to prepare updates to the City's zoning ordinance related to various residential standards and potential mixed uses. One significant change would allow residential density in several commercial zones, thus providing for mixed use development opportunities in various commercial centers throughout the City. In addition, other zoning ordinance changes are being proposed, including requiring body-piercing activities to be considered as a regulated use (requiring a CUP), and new provisions prohibiting temporary political signs in roadway medians and requiring temporary political signs to be removed within 5 days of an election (instead of 10 days). The Planning Commission public hearing on these changes is set for March 11, 2002 and the City Council hearing is set for April 3, 2002.

Transit-Oriented Development (TOD) Planning Project

A pre-proposal meeting for firms interested in the Transit-Oriented Development (TOD) Planning Project will be held on Tuesday, March 5th at 1:30 p.m. in the Council Chambers. This TOD planning project is funded by a $200,000 grant from Caltrans; a related environmental impact study is funded by a $50,000 grant from the Air Pollution Control District. The TOD project will develop proposed General Plan Amendments and changes to the Zoning Ordinance to support new development around each of the six new transit stops as well as in the downtown Transit District overlay around the Transit Center. More than fifty firms from throughout California and some out-of-state firms have requested copies of the Request for Proposal. The Planning Department anticipates at least thirty firms to be represented on Tuesday, together with staff from various City departments, Caltrans and North County Transit District

SANDAG Regional Summit - Friday, March 8

SANDAG is hosting a Regional Summit this coming Friday, March 8, 2002 from 8 a.m. to 1 p.m. at the San Diego Marriott Hotel and Marina in downtown San Diego. The primary goal of the summit is to provide a public forum to evolve Region 2020 into a planning strategy that will be coordinated with San Diego's 2030 Regional Transportation Plan and 2030 Growth Forecast. If Councilmembers are interested in carpooling to this Summit, please contact Deputy City Manager Mike Blessing.

Walkable Communities Plan

The next committee meeting for the Walkable Communities Plan is scheduled for Monday, March 4th at 6:00 p.m. in the Community Rooms. The committee will be reviewing a draft plan and an analysis of the committee's earlier recommendations regarding the reduction of travel lanes on Coast Highway and Mission Avenue. The next step is a public workshop, which will be held in April, to allow broader public comment on the plan before finalizing it for the CDC.

Watkins Property Acquisition

Escrow closed on Monday, February 25th, for the property acquired from Oceanside Pier Resort (Watkins). There is one vacant structure on the property at 101 Mission Avenue, which had been previously occupied by Seagaze Realty. The building is included in the City's cultural inventory,

and is subject to various conditions as part of the historic mitigation measures in the Beach Resort EIR.

Redevelopment Bond Rating

Standard & Poor's raised its long-term rating for the redevelopment tax allocation bonds from an "A-" to an "A" on February 27th. The rating upgrade reflects our proximity to the broader San Diego area economy, solid growth in assessed valuations, a diverse tax base, and solid coverage of 1.7 times the maximum debt service on all outstanding senior lien obligations.

Weekend Events

Friday - March 1	Oceanside Valley Little League	North River Road Park 7:00 p.m.
Friday - March 1	Mary Murphy Concert	Sunshine Brooks Theater 7:00 p.m. and 8:30 p.m.
Saturday - March 2	National Little League	Martin Luther King Park 9:00 to 11:00 a.m.
Saturday - March 2	American Little League	Ron Ortega Park (Cook-out 4:00 pm. Program & Fireworks 6:30 p.m.)
Saturday - March 2	Mayor's Sister City Delegation	Ensenada, Mexico 9:00 a.m. breakfast 11:00 a.m. City Hall Reception
Saturday - March 2	"Try-on" Soap Box Derby	Soap Box Derby Track Loretta Street 10:00 a.m. to 2:00 p.m.
Saturday - March 2	Senior Dance - Rumble Seat Rascals	Senior Center 7:00 p.m.

Citizens for the Preservation of Parks & Beaches

RECEIVED
MAR 2 1 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 20, 2002

Sherilyn Sarb & Bill Ponder
California Coastal Commission
7575 Metropolitan Drive #103
San Diego, CA. 92108-4421

Fax: (619) 767-2384

Dear Miss Sarb & Mr. Ponder:

Today we received a copy of a memo from Mr. Mike Blessing, Deputy Manager of the City of Oceanside. The memo was addressed to the City Council regarding the Oceanside Local Coastal Plan proposed Amendments that have been presented to Coastal Commission Staff. In the memo it states "Commission staff indicated that this item is scheduled to be on the Commission agenda for the April meeting in Santa Barbara ..... Commission staff did caution that until the final meeting agenda is released this Friday, nothing is absolute. But all indications are that we will be heard at the April meeting." I am attaching a copy of the memo for your file.

The Citizens for the Preservation of Parks and Beaches respectfully requests that the hearing on the LCP Amendments be heard at a meeting location closer than Santa Barbara. It is our understanding that the Coastal Commission will be meeting in June in Long Beach. Long Beach is much closer for those very concerned Oceanside citizens that would very much like to be a part of their coastline's future.

Thank you very much for your consideration. A response via fax would be greatly appreciated.

Sincerely,

Carolyn Krammer

Carolyn Krammer, Chairperson
904 Leonard Avenue, Oceanside, CA. 92054

Phone (760) 439-0863
Fax: (760) 757-5820

cc: Joan Jackson, League for Coastal Protection
Marco Gonzalez, Surfrider and Baykeeper
Mark Massara, Sierra Club

RECEIVED
MAR 2 1 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

To: Honorable Mayor and City Council
Steven R. Jepsen, City Manager

From: Mike Blessing, Deputy City Manager

Date: March 19, 2002

Subject: **Meeting with Coastal Commission Staff**

City staff and a representative of Manchester Resorts met today with San Diego District Manager Sherilyn Sarb and Coastal Commission staff analyst Bill Ponder regarding the pending Local Coastal Plan Amendments on file related to the beach resort hotel and timeshare project.

Commission staff indicated that this item is scheduled to be on the Commission agenda for the April meeting in Santa Barbara. An extra meeting day has been added (Monday, April 8), so they will be meeting all week in Santa Barbara (April 8-12). The exact meeting day for our item will not be known until late Friday afternoon, March 22, 2002, when their meeting agenda is finalized. Commission staff did caution that until the final meeting agenda is released this Friday, nothing is absolute. But all indications are that we will be heard at the April meeting.

Staff will schedule meetings in the next several days to brief Councilmembers on issues discussed with Coastal Commission staff. Their staff report and final recommendations are scheduled to be released late this Friday afternoon, March 22, 2002, and copies of their staff report will be distributed to Councilmembers and the public as soon as we receive it. This staff report will also be posted on the Coastal Commission Internet site sometime next week, according to Coastal staff.

///

RECEIVED
MAR 25 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 20-02

Dear Mr Ponder

Please, please do not allow Manchester to take away my access to the beach. Along with many others, I enjoy walking this area. I love showing visitors our wonderful beach. A nice hotel downtown would be wonderful but not one that takes beach access away from the people.

Thank you for reading this

Constance A Boone
760-433-0569

Constance Boone
125 Ellery St
Oceanside CA 92054-3752

Bill Ponder

From: Anne Johnson [burtannea@cox.net]
Sent: Thursday, March 28, 2002 6:56 AM
To: Bill Ponder
Cc: Jeff Scullin; Coast News; CNS Publishing; North County Times
Subject: Oceanside Manchester Resort and L.C.P. Amendments

March 28, 2002

Dear Mr. Ponder and California Coastal Commission Members,

In a time when honor among public officials is no longer the rule, it is heartening to observe your position on the proposed Oceanside Manchester Beach Resort project and Local Coastal Plan Amendments. In standing fast for the principle of protecting public interests, public coastal access and coastal integrity, you did the right thing in deciding to deny the amendments to the L.C. P. which would have paved the way for the project. The concept of the Manchester Beach Resort has been wrong from inception. The city council should have selected either of the other developers at the time who submitted plans for projects which met Coastal Commission guidelines. The Manchester plan to close three city streets (including Pacific), grade coastal bluffs, restrict public beach access and eliminate street parking should never have been sanctified by local city officials.

Manchester's next move to try to convince you of the value of the public promenades and "urban plaza" atop Betty's parking lot is ridiculous. If the public cannot park near the beach and pier, they cannot use the promenades and "urban plaza". Manchester's theory that "enhanced mass and alternative transportation would reduce the need for
parking" is missing the point. Local southern Californians and Oceanside residents will be driving down to the beach and pier. There is insufficient parking in that area for them now. All of the planned development in that locale outlines underground parking for the residents or guests of the structures. There are no plans for accommodating public parking. The city council seems unable or unwilling to grasp the concept of providing public uses for community residents. They seem totally obsessed with catering to the hoped for wealthy tourist dollar.

I expect Manchester will revise his project plans for an Oceanside Resort, (or abandon the project) and that the city will come up with a plan for low cost public parking adjacent to the beach and pier if you stand firm on all points. I hope and trust you will do so.

Anne E. Johnson
1719 Woodbine Place
Oceanside, CA 92054 (760) 721-5222

Bill Ponder

From: Anne Johnson [burtannea@cox.net]
Sent: Thursday, March 28, 2002 6:56 AM
To: Bill Ponder
Cc: Jeff Scullin; Coast News; CNS Publishing; North County Times
Subject: Oceanside Manchester Resort and L.C.P. Amendments

March 28, 2002

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Anne E. Johnson
1719 Woodbine Place
Oceanside, CA 92054 (760) 721-5222

Robert F. Mason
5154 Via. Portola
Oceanside, CA 92057-4508

4-3-02

Calif. Coastal Commission
Att: Bill Ponder
7575 Metropolitan Drive, #103
San Diego, Ca. 92108-4402

RECEIVED
APR 0 [illegible]
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO [illegible]

Dear Mr Ponder:

Thank you for contacting the parties concerned about saving Oceansides number one family asset, namely our beach and adjoining land and ending the give-away of El Corazon park properties.

We are surprised and pleased that the commission feels now is the time to finalize this atrocity our City Council is attempting to impose on our citizens.

We think the citizens of Oceanside are aware of what is going on now more than ever before. We only hope the Coastal Commission brings this affair to a halt so Oceanside can start to work on a plan that will benefit the people, not just a few outsiders. This can only be done once and the plan should be approved by the citizens involved to make it. I'm sure you are aware of the 17,000 voters who signed petition to save the peoples El Corazon property.

We hope the Commission takes into account the City of Oceansides 1996 Master Plan of Parks and Recreation. Policy #2.24 states "The recreation needs of Oceanside residents shall have higher priority than the needs of out of town visitors." (2-4).

Respectfully,
Mr. & Mrs. Robert F. Mason

Bill Ponder

From: dzajic1 [dzajic1@cox.net]
Sent: Friday, April 05, 2002 10:39 AM
To: Lola Sherman; Esther Sanchez; Ron Raposa; Carol McCauley; Terry Johnson; David Hydegger[OCoC]; Jerry Hittleman; Betty Harding; Jack Feller; Letters to the Editor
Cc: Surfrider; Bill Coastal Comm Ponder; Jack Orr; Opinion NCT
Subject: Beach Resort

Letter to the Editor:-

The S.D.Union-Tribune of [4/4] ...ran a dissertation on Oceansides "Grand Resort", but it didn't touch on the real problem. With the proposed Manchester Resort, Oceanside has a GENERAL FUND problem. McCauley's article is Manchester speaking, Sanchez's article talks about beach abuses and restrictions, but neither addresses the GENERAL FUND problem.

McCauley's pro forma dollar input is correct, assuming 100% resort utilization, [the Manchester assumptions,] but in reality, the utilization is more like the national vacation hotels percentage of utilization, but she also doesn't offset the cost, to the GENERAL FUND, of the yearly payments for the $20 million bond, the cost of unusual fire and emergency equipment, or unusual employee cost to man these, and other unique "high rise" requirements. Have an independent CPA check it out.

A better solution to this problem, is to reduce the size of the resort, {ala L'Auberge Del Mar}, comply with the Coastal Commission findings, stay East of Pacific Street, then the McCauley income calculations make sense...no $20 million bond to repay, no "high rise" problems, no unusual employee requirements, all income benefits the GENERAL FUND, so the City benefits.

We've spent five years being massaged by Manchester and McCauley, why don't we build a resort that helps the City, whether or not it helps McCauley & Manchester!

Dick Zajic
Dick Zajic, Oceanside, CA...760-754-1833

Bill Ponder

From: dzajic1 [dzajic1@cox.net]
Sent: Saturday, April 06, 2002 2:36 PM
To: Melba Bishop
Cc: Carol McCauley; Jerry Hittleman; Caroline Krammer; Shari Mackin; Jack Orr; Bill Coastal Comm Ponder; Ron Raposa; Lola Sherman
Subject: Wrong Developer !

Melba,...I need to congratulate you on the clarity and appropriateness of your message....."THE RIGHT IDEA WITH THE WRONG DEVELOPER'...in the April 4th, copy of The Coast News.. ..in all honesty, I think McCauley is a reasonably intelligent woman, ..not the most unbiased councilwoman we've had, in my opinion, she is more interested in benefits to McCauley, then she is in benefits to the City. I think she uses her office and prestige to coerce city employees, police and fireman, to that end.

This "latest" Manchester Vice President, sounds like he wants to stick with what they have, without change, I hope they do, as it looks as if it will be rejected outright by the Coastal Commission. The V.P. also looks like he's building a case for the so called $2 million they purportedly spent on their proposal, either they'll sue or ask for a free El Corozan site, as relief. Their contribution, to date, is worthless, when I was in business, a losing proposal was just so much paper.

For what it's worth, I believe your comments are "right on", hopefully we can correct the council situation on November 5th, this year.

Dick Zajic

4546 Coronado Drive
Oceanside, CA 92057
ldgrossm@aol.com

RECEIVED
APR 0 8 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

April 6, 2002

California Coastal Commission
Attn: Bill Ponder
San Diego,CA 92108-4402

Dear Mr. Ponder:

We wish to express our support to the staff of the Coastal Commission and it's position that the City of Oceanside's request for changes in development guidelines for the Manchester Resort should be denied.

In 1998, we spoke in favor of the Catellus proposal for development, as Catellus would have built the hotel east of Pacific Street. Two Council members voted for Catellus. However, Councilwoman McCauley then walked out of the meeting, which meant a quorum was not present. Since that time, she has been a spokesperson for Manchester. Now, she reportedly stated, " The Coastal Commission (staff) tends to lean toward the negative on everything." She spoke of the economic benefits that the Resort would bring to Oceanside. If she had not been "negative" on Catellus, the City would be long way toward those economic developments today.

Our concerns are similar to the Commission's Staff.
The Manchester Development would:
1 Close Pacific Street, the only North-South thoroughfare west of the railroad tracks from South Oceanside to the Harbor.
2 Eliminate up to 280 reasonably priced metered parking places, readily accessible to the Beach and Pier.
3 Cause families with small children, disadvantaged persons and Senior Citizens to walk long distances to reach the area.
4 As the EIR stated-"In general, residential users, beach goers, hotel guests and Pavilion/Special Event attendees will be competing for a limited supply of parking."
5 Bulldoze the ocean bluff for the hotel parking and emplace a fountain [Water Feature] on the floor of the amphitheater. Oceanside has the best water feature now with the Pacific Ocean.

Therefore, we encourage the Coastal Commission to maintain the strict guidelines for any developments under the provisions of the Coastal Act for the benefit of the people of California.

Sincerely,

Bill Grossmiller Loretta Grossmiller

WILLIAM J GROSSMILLER III

802 Topeka #307
Oceanside, CA 92054

Apr. 4, 2002

California Coastal Commission
7575 Metropolitan Drive Ste 103
San Diego, Ca. 92108-4402

Att: Bill Ponder

The Oceanside City Council has once again managed another delay re: your final decision /action on the major amendment 1-2001.

Please consider the overall detriment the Manchester proposal intends for our most important valuable asset.

We do desire to "move on" with a viable development that will be in the best interest of our Oceanside waterfront.

I

802 Topeka #307
Oceanside, CA 92054

We already are saddled with one huge "white elephant" in the downtown area. There is a sadness in seeing "for lease" signs in store windows of a new building on the main thoroughfare!

Respectfully yours

Donna C Haynes
802 Topeka #307
Oceanside, Ca
92054

II

4-5-02

Calif Coastal Comm

Attn: Sue Pondr

RECEIVED
APR 0 8 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

I am ever so grateful for your diligence in protecting our precious beach & coastline. I realize "growth" is in our future, however I don't think Oceanside deserves urban Miami-style towers & street closings. The beach-pier area lives unalterably & forever be changed to the detriment of all the citizens of the area.

(Also noted: Carlsbad/Del Mar have nice to ★★★★ hotels - - not on the beach & not interfering with beach & views)

Sincerely

Shirley Cates - Oceanside resident
P.O. Box 2982
Vista, Ca 92085

RECEIVED

APR 09 2002

COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Bryan F. O'Leary
6629 Tanglewood Rd.
San Diego, CA 92111

April 7, 2002

Bill Ponder,

Please mail me a copy of "City of Oceanside Local Coastal program Amendment No. 1-2001" staff report.

Thank you,
Bryan F. O'Leary

- DONE -

Bill Ponder

From: dzajic1 [dzajic1@cox.net]
Sent: Thursday, April 11, 2002 9:26 AM
To: Surfrider; Lola Sherman; Ron Raposa; Bill Coastal Comm Ponder; Carol McCauley; Terry Johnson; David Hydegger[OCoC]; Jerry Hittleman; Betty Harding; Jack Feller; Letters to the Editor; Melba Bishop; Esther Sanchez
Cc: Sam Williamson; Jack Orr; Opinion NCT; Shari Mackin; Caroline Krammer
Subject: VEXING NEWS

April 11,2002

Letter to the Editor:

Someone on City Council is "vexed" by the news that the Manchester Fiasco violates the law? When McCauley broke the bidding quorum and joined with Manchester LLC, they presented the Resort plan, Citizens objected, Surfrider objected, CPPB was formed to object, Coastal Commission planner informally objected, then Coastal Commission voiced an objection, these plans violated existing laws, this was 5 1/2 years ago,...5 1/2 yrs later, things haven't changed, City Council has consistently ignored residents objections to the Resort,.. such as, ..limiting beach access, eliminating residential and handicap parking at the beach, closing Pacific St. to traffic, using Strand park area, building a sea wall and commercial shops on the Strand, replacing "Betty's Parking Lot" with an underground private parking lot that goes East to Meyer's St.

City Council has ignored all citizen ideas and comments, the Coastal Commission needs to know, that their comments are NO more important to City Council, then the citizens comments, what City Council [McCauley] wants , City Council [McCauley] gets,.. whether it's legal or not. [If necessary, McCauley will initiate a recall of the Coastal Commission, or have another secret visit with Doug in La Jolla!]

Please reduce the 140' resort height to a 50' or 60' height, obey the Coastal Commission rules, eliminate the million per year payment [20 million bond] out of the General Fund, put the tourist TOT into the General Fund, eliminate the "High Rise" fire and emergency equipment, allow the residents and the tourists to enjoy the beach, and above all, get it built by no later than year end 2004.

We can get rid of our elderly Councilwoman vexers on Tue., November 5th, 2002, election day.

Dick Zajic
Dick Zajic, Oceanside, CA.

Telephone: 760-966-0376, e-mail: 2bears@cox.net

2882 Dartmouth Drive
Oceanside, CA 92056
April 10, 2002

RECEIVED
APR 1 2 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission
Attention: Bill Ponder
7575 Metropolitan Drive, #10
San Diego, CA 92108-4402

Reference: Proposed Manchester Beach Project

Dear Mr. Ponder,

As a "typical" Oceanside resident, I have numerous objections to the Manchester beach hotel proposed for Oceanside. There are two items, which I would like to bring to your attention at this time, as they may not have been considered in your earlier reviews.

A large condominium project was constructed several years ago at the beach just north of the Oceanside pier. In theory the public was to retain full access to the beach. However, it has not worked out that way. Residents of the condominiums successfully lobbied the Oceanside City Government to remove the "fire rings" from the beach. The fire rings, which were mostly used for family picnics, had been very popular with the general public. But the condo residents were successful in controlling the entire beach as their virtual personal property.

It is likely that similar restrictions on the public's use of the beach will eventually be enacted by the city if the Manchester project (or any other similar project at the beach) is constructed. The citizens of Oceanside cannot trust our Mayor and most of the Council members, as the developers appear to control them. The Coastal Commission should take this matter into consideration before approving any project proposed for Oceanside.

A Manchester representative made a presentation at a televised Oceanside City Council meeting last year. After the presentation he was asked about "unfair labor practices" on another Manchester project. His response was that the affected workers were employees of a subcontractor and Manchester cannot control what its subcontractors do. That was one of the most irresponsible statements I've heard from an organization supposedly in charge of a project. Manchester certainly does not appear to have the qualifications to construct a project at a sensitive location like Oceanside's beach.

Sincerely,

Bill Bruinsma

William Bruinsma, PE

April 10, 2002

RECEIVED
APR 1 2 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108

Attention: Mr. Bill Ponder,
Ms. Sherilyn Sarb, et al

Dear Commission Members:

Thank you, Thank you…for your insight Monday, April 8th, into the drawbacks of the Manchester Resort proposal and its attempt to force their monstrosity on our beach. You've buoyed the hope of the citizens of Oceanside to own the beach instead of landgrabbers who would spoil our coast….highrise buildings, parking lots, closing Pacific Street with unmitigated traffic snarl--while Oceanside's citizens are relegated to view our beach through Manchester's hotel "corridor", using their elevators or side stairways (ala Hawaii and Miami) to get to the beach. Our City Council is absolutely blind to the beauty that we as taxpayers enjoy; the panoramic God-given view of the ocean and one of the last open spaces up and down the coast.

Please continue to evaluate Manchester's rape of our beach, at least until November when we get a chance to vote out the present two members of the City Council as we did with Colleen O'Harra, (who is now gathering a coalition of Redevelopment people and Manchester's "blue shirts" to push this hotel through). We who are opposed to a hotel right on the beach are fighting FOR a first-class hotel, but not ON the beach. We are fighting for a hotel around the beach where both the rich AND Oceanside citizens can enjoy our treasure. Aviara did it in Carlsbad -- we can too!

Although it is not in the Coastal Commission's purview that Manchester has also been handed a benefactor's gift, El Corazon, as a sweetener for the hotel deal, please view this as a plea to see how very important this issue is to the citizens who love Oceanside's unique coastline, who will lose two very valuable pieces of property with the approval of the flawed Manchester Resorts.

See you in June in Long Beach.

Please make this request a part of your record.

Respectfully,

Josephine L. Olinski

Josephine L. Olinski
346 Luiseno Avenue
Oceanside, CA 92057

RECEIVED
APR 1 5 2002
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Telephone: 760-966-0376, e-mail: 2bears@cox.net

2882 Dartmouth Drive
Oceanside, CA 92056
April 10, 2002

California Coastal Commission
Attention: Bill Ponder
7575 Metropolitan Drive, #103
San Diego, CA 92108-4402

Reference: Proposed Manchester Beach Project

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Sincerely,

William Bruinsma, PE

Bill Ponder

From: burtannea [burtannea@home.com]

Sent: Wednesday, August 01, 2001 9:14 AM

To: Anne Woosman; Elaine Weidauer; Maggie Unknown; North County Times; Reggie Sullivan; Donna Steinbrenner; Dolores Skolimowska; Tamra Ruddeck; Victoria Richart; Nora Porter; Bill Ponder; Coast News; Janice Newman; Zeb Navarro; Leslie Moon; Jennifer & Dave Meyerdierks; Paul McDonough; Lois Longet; HERB P KRUMBEIN; Linda Kallas; Cindy Johnson; Jean and Jeff Jacoby; Fred Holzapfel; Claire Holland; Charley Gibbs; Gail Gaston; Joe Gallagher; Marsha Fox; Carrie Doilttle; Bonnie Connor; Tudy Bunn; Joan Brubaker; Emily Bromet; Glen and Alice Bowden; Adele Borst; Joe & Lupe Blair; Melba Bishop; Madonna Bingham; Richard Bentley; Lydia Bauch; Larry Barry; Erin Arding; Jack Anderson

Subject: Fw: Manchester Beach Resort D.S.E.I.R. Chapter 4 6, and 7

----- Original Message -----
From: burtannea
To: Jerry Hittleman
Sent: Wednesday, August 01, 2001 9:04 AM
Subject: Manchester Beach Resort D.S.E.I.R. Chapter 4 6, and 7

August 1st, 2001

Mr. Jerry Hittleman, Senior Planner
City of Oceanside Planning Department
300 North Coast Highway
Oceanside CA 92054

Dear Mr. Hittleman,

This letter contains my response to Chapters 4, 6 and 7 of the Manchester Beach Resort D.S.E.I.R. and my final comments.

Oceanside's LCP was amended in 1992. "The amendment included a new policy that would ensure that The South Strand roadway would be preserved as a public roadway and dedicated as public parkland..." I object to the closing of any part of The Strand to public vehicular traffic.

The State of California Coastal Act (1976) was written "to protect, maintain, and enhance the quality of the coastal environment". "A primary goal is to maintain public access to and along the coast and to maintain public recreational opportunities, ..." The Manchester project, closing part of The Strand, part of Mission Street, part of Myers Street, three blocks of Pacific Street and part of Pier View Way, effectively blocks all public vehicular access to the public parkland, public beach and public pier in the area. There is no way, with this project, any person can get near the pier area in a vehicle, unless they are guests of the timeshare units or the resort. As guests, they can drive to garaged private parking, take an elevator, and be at the pier. The present very accessible curbside public parking near the pier would be eliminated, and replaced 6 blocks away at Oak and Tyson Streets. So, the public would be able to neither drive nor park anywhere near the Community Center, amphitheater, public beach, pier or parkland in the area. This is a denial of public recreational opportunities. In effect, the public is being driven out of public areas. The private development totally takes over the public facilities. This is a direct assault upon the California Coastal Act.

The D.S.E.I.R. states, "The City of Oceanside LCP in conjunction with California's Coastal Act (1976) protects public access to and along the shoreline and provides that 'any project which diminishes access shall not be permitted' (LCP as amended 1995)." The Manchester Project absolutely diminishes public access, and should not be permitted.

The D.S.E.I.R. states, "The proposed improvements to the public facilities in Subdistrict 15 would enhance

those facilities. The facilities would all remain public property under City control and ownership." I believe these so-called improvements would not be of any benefit to the public. Rather, the public is giving up more useable parkland space to accomodate these improvements. We now have a grassy area and tables and benches on the parkland. That is all gone in the proposed plan. What good does it do to have this area remain public property if it is under private control via an "operating agreement"? The operator can do as he wishes about serving the public. I believe this operator does not have the public good in mind.

I find fault with the traffic flow volumes analysis in the D.S.E.I.R. I was particularly offended by the average daily traffic volume shown for Pacific Street between Mission Avenue and Pier View Way. The number given is 4,000 cars daily. The count was taken on a Tuesday, Wednesday and Thursday in February!!! Obviously, the study was done at this time to show the fewest possible number of persons using the street. What would have been the average daily count if the study had been done in the summer, or on a weekend, or on a summer weekend? My guess is that the count would be closer to 16,000 per day. I request that the count be repeated at the times I suggest. I am one of many who like to drive Pacific Street almost daily and view our beautiful pier, surf and beach from that vantage point. This scenic route is an area treasure and a great potential draw for visitors to the area. It is unthinkable to me that the project would obliterate these three blocks of Pacific street.

The D.S.E.I.R. states,"Construction activities for the hotel complex and timeshare complex developments would involve demolition of all existing structures on the site, with the exception of the Oceanside Pier and adjoining staircases." Huh??? Does this mean, the public restroom, the amphitheatre, the police substation, etc. etc.would be demolished? What exactly does the D.S.E.I.R. mean when it speaks of "improving" the amphitheater? Does the developer plan to tear it down and rebuild it?

In the D.S.E.I.R. there is quite a discussion of traffic. As I read the charts, the resort is expected to generate 6,400 regular daily vehicle trips, and 6,652 Saturday daily vehicle trips to the area. The Cumulative Projects Traffic Generation shows 10,987 regular daily trips, and 9,666 Saturday trips. That is a large increase in daily vehicle traffic to this area of town. I feel that a project of this size will make vehicular travel in the area very difficult. The problem is exascerbated by closing Myers, Mission, Pier View Way and Pacific Streets to through traffic. I believe we should reduce the size of the project, and keep the public streets open to vehicular traffic.

The D.S.E.I.R. states, "Construction impacts resulting from site excavation and off-site transport of material, estimated to be completed within an approximate 15 week period, are considered to be significant and unmitigable because of the large number of truck trips generated in the beach area during this short period of time." Yes, 155 round trip dumptruck loads a day, carrying off 225,000 cubic yards of excavated material is a huge undertaking. The dirt, dust, and noise will be an assault upon the environment. All this can be eliminated by disallowing the project. Do not approve the project in its present form. Require the developer to build a smaller project truly east of the eastern boundary of Pacific Street, which would require less excavation.

Last night I happened to see a video sponsored by the City of Oceanside on the local cable channel which told of the delights of our fair city for vacationing. It mentioned walking historical tours and featured the Graves "Top Gun" house. Now we are planning to demolish this increasingly famous landmark? The video also stressed "moderate priced" accomodations, and amenities "within everyone's budget". People standing on the Linear Park on Pacific Street watching the sunset were shown. Now, are we abandoning moderate priced family amenities? Are we going to dissuade average people from coming to the pier area through restricted accessibility? Is the ordinary family visitor market abandoned for the Five Star Crowd? What a sad commentary on our city.

In Chapter 6 of the D.S.E.I.R. Proposal Alternatives are outlined. (1) No development alternative. I like it! (2) Private development alternative. Any development would have to be consistent with zoning and land use designations and the Local Coastal Plan. Public streets would remain open. If this alternative would mean development truly east of the eastern boundary of Pacific Street, and if all public access would be unrestrained, I would find it acceptable. (C) No towers alternative. While slightly better than the present plan, this proposal still does not meet the public needs. (D) Alternative site plan. I like this idea. Then, we could develop all the land east of Pacific Street into a public Pier Park!

Chapter 7 of the D.S.E.I.R. lists irreversible environmental changes through the project. These are:"
1. Loss of existing historic structures and other on-site cultural resources.
2. Permanent change of the shoreline views along development frontage from the pier toward inland areas

City of Oceanside
LCP Amendment #1-2001
Submittal

Tue 5b

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.

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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. <u>OBJECTIVE AND POLICIES</u>:

<u>Objective</u>:

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

<u>Policies</u>:

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.

chedule D-1
roposed Land Use Regulations
D" Downtown District

P - Permitted
• - Not Permitted
L - Limited
U - Use Permit

SUBDISTRICTS

esidential	1	1A	2	3	4A	4B	5	5A	6A	6B	6C	6D	7A	7B	8A	8B	9	10	11	12	13	14	15
ingle Family	•	•	•	U	P	•	P	P	•	•	•	•	P L40	L17	U	U	L25	•	•	•	•	•	•
ulti-Family	L17	L17	•	U	P	U	P	P	•	U	•	L30	P L40	L17	•	U	L26	•	L17	•	L17 U	•	•
ay Care - Ltd.	C	C	C	C	•	•	•	•	•	•	•	•	•	C	C	C	C	•	•	•	•	L38	•
esidential Care	•	•	•	U	•	•	•	•	•	•	•	•	U L40	•	U	U	U	•	•	•	•	•	•
roup Residential	•	•	•	•	•	•	•	•	•	•	•	•	•	•	U	•	•	•	•	•	•	•	•
ublic/Semi-Public																							
lub/Lodge	U	U	U	U	•	•	•	•	U	•	U	L23	•	U	•	•	U	•	•	•	•	•	•
ultural Institution	C	C	C	C	•	•	•	•	C	•	•	•	•	U	U	U	U	•	•	C	U	•	•
ay Care - General	U	U	U	U	•	•	•	•	•	•	•	•	•	•	•	•	U	•	•	•	•	•	•
mergency Health are	•	•	•	•	•	•	•	•	•	•	•	•	•	•	P	P	U	•	•	•	•	•	•
overnment	P	P	P	P	•	•	•	•	P	•	U	L24	•	•	•	•	P	•	•	U	U	U	P
ospital	•	•	•	•	•	•	•	•	•	•	•	•	•	•	P	P	•	•	•	•	•	•	•
arina	•	•	•	•	•	•	•	•	•	•	•	P	•	•	•	•	•	•	•	•	•	•	•
arks & Recreation acility	U	U	•	U	U	•	U	U	P	P	P	P	L40	U	U	U	U	U L40	•	L14	L14	C	P
ublic Safety acility	U	U	U	U	U	U	U	U	U	U	U	L24	U L40	U	U	U	U	U L40	U	U	U	U	P
eligious Assembly	•	•	U	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
esident Care - Gen.	•	•	•	•	•	•	•	•	•	•	•	•	•	•	U	U	•	•	•	•	•	•	•
tilities - 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
tilities - 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	

:hedule D-1
oposed Land Use Regulations
:" Downtown District

P - Permitted
• - Not Permitted
L - Limited
U - Use Permit

Ordinance #95-006
Adopted 4/19/96

SUBDISTRICTS

ommercial	1	1A	2	3	4A	4B	5	5A	6A	6B	6C	6D	7A	7B	8A	8B	9	10	11	12	13	14	15
ist Studio	C	C	•	•	•	•	•	•	•	•	•	L23	•	•	•	•	C	•	C	•	•	•	•
ıbulance Service	•	•	•	•	•	•	•	•	•	•	•	•	•	•	U	P	•	•	•	•	•	•	•
nk/Saving & Loan	P L34	P L34	P L34	P L34	•	•	•	•	•	•	•	•	•	U L34	•	•	P	•	•	•	•	•	•
)rive-up	U	U	U	U	•	•	•	•	•	•	•	•	•	U	•	•	U	•	•	•	•	•	•
tering Service	C	C	C	•	•	•	•	•	•	•	•	•	•	•	•	•	C	•	•	•	•	•	•
mmercial Recreation Entertainment	L7 L9 L42	•	L9	•	•	•	•	•	L7 L9	L7 L9	U	L23	•	L7 L9	•	•	L9	L19 L40	•	L7 L42	•	•	•
ımunication Facility	U	U	U	•	•	•	•	•	•	•	•	L24	•	•	•	•	U	•	•	•	U	•	•
ting & Drinking tablishment	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 L27 L35 L40	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
ɔd & Beverage Sales	L37	L37	•	•	L41	•	L21	•	C	C	C	L23	•	L15	•	•	L10	•	C	L2 L37	C	C	L33
rticulture - Limited	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	P L40	•	•	•	•	•
rine Sales & Service	•	•	•	•	•	•	•	•	C	C	C	L23	•	U	•	•	•	•	•	•	•	•	•
ice/Business/ ɔfessional	L11	L11	L11	L11	•	•	•	•	L11	C	L2	L23	•	C	L31	L4	L11	•	C	L2	C L11	C	•
sonal Services	L12	L12	L12	•	•	•	•	•	L2	L2	L2	L23	•	L16	•	•	L12	•	C	L2	L2	C	•

ıedule D-1
)posed Land Use Regulations
Downtown District

P - Permitted
• - Not Permitted
L - Limited
U - Use Permit

SUBDISTRICTS

mmercial	1	1A	2	3	4A	4B	5	5A	6A	6B	6C	6D	7A	7B	8A	8B	9	10	11	12	13	14	15
sonal Improv. Serv.	L36	L36	L36	L36	•	•	•	•	L36	L36	L36	L36	•	L36	U	L36	L36	•	L36	L36	L36	•	•
ail Sales	L13	L13	C	•	P	•	•	•	L2	L2	U	L23	•	L13	L5	L5	L13	•	L13	L2	L9	C	L33
nimal Retail	C	C	•	•	C	•	•	•	C	•	•	•	•	C	•	•	C	•	•	•	•	•	•
ıstom Retail	L18	L18	L18	•	L18	•	•	•	•	L18 L23	•	•	•	•	•	•	•	•	•	•	L18	C L18	•
vel Services	P	P	P	P	•	•	•	•	L2	L2	•	L23	•	P	•	U	P	•	U	L2	C	C	•
icle Equipment es & Service																							
hicle Equipment epair	•	•	•	•	•	•	•	•	•	•	•	L23	•	•	•	•	•	•	•	•	•	•	•
utomotive Rental	•	•	•	•	•	•	•	•	L1 L2	L1 L2	•	L23	•	L1 L2	•	•	L1 L2	•	•	L1 L2	L1 L2	•	•
utomobile Washing	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	U	•	•	•	•	•	•
ommercial 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
vice Stations	•	•	•	•	•	•	•	•	U	•	•	L23	•	•	•	•	U	•	•	•	U	•	•
icle Equipment es & Rentals	•	•	•	•	•	•	•	•	•	•	•	L23	•	•	•	•	•	•	•	•	•	•	•
itor Accomidations																							
ed & Breakfast	•	•	•	•	U	U	L30	L30	U	U	U	L23	•	•	•	•	•	•	•	U	U	•	•
otel/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.

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.

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.

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 freedowm 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	See Section 3022	
Underground Utilities	See Section 3023	
Nonconforming Structures	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.

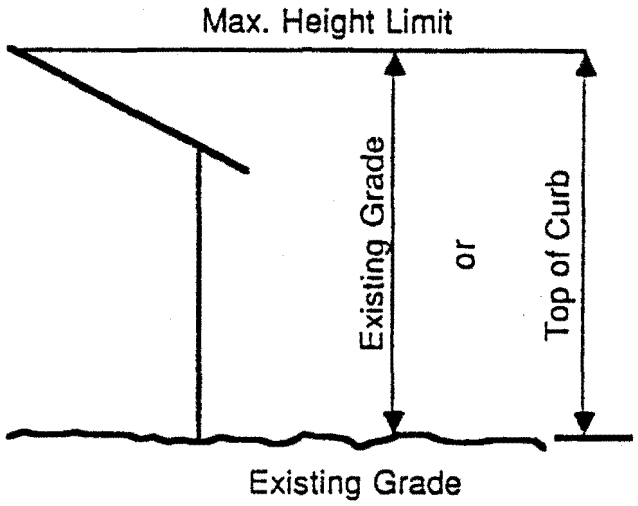
(1) Projects located on The Strand shall be allowed to encroach into the side yard setback, as long as a minimum 3-foot setback is maintained, with Community Development Commission approval.

(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.

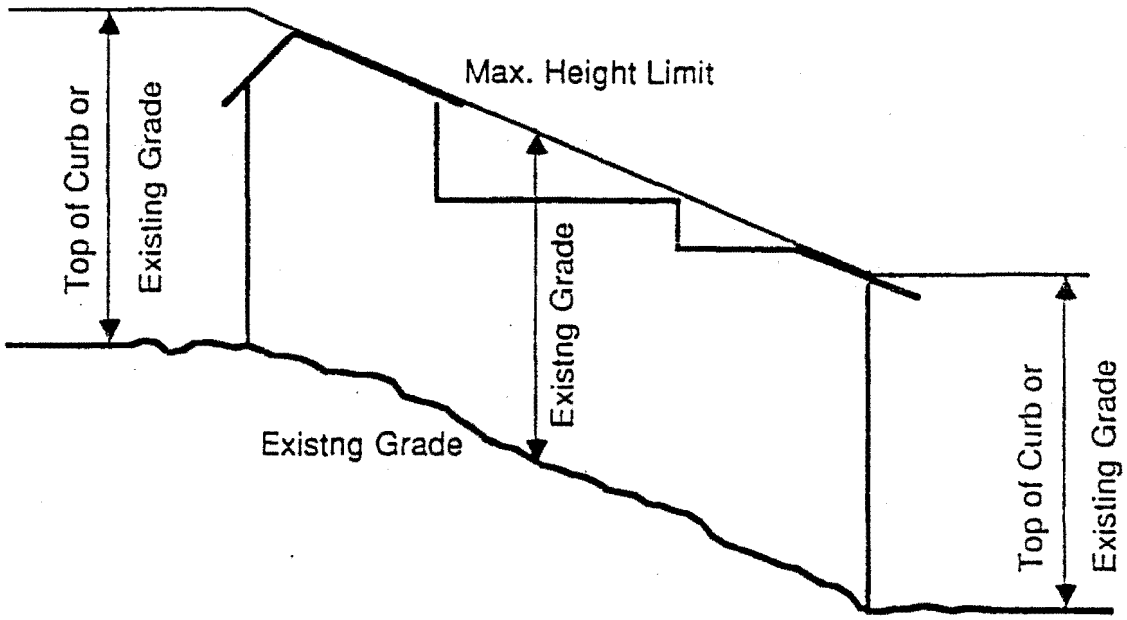
(K) Parking structures shall not encroach upon setback areas unless it is entirely underground.

(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 that 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 <u>only</u> 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.

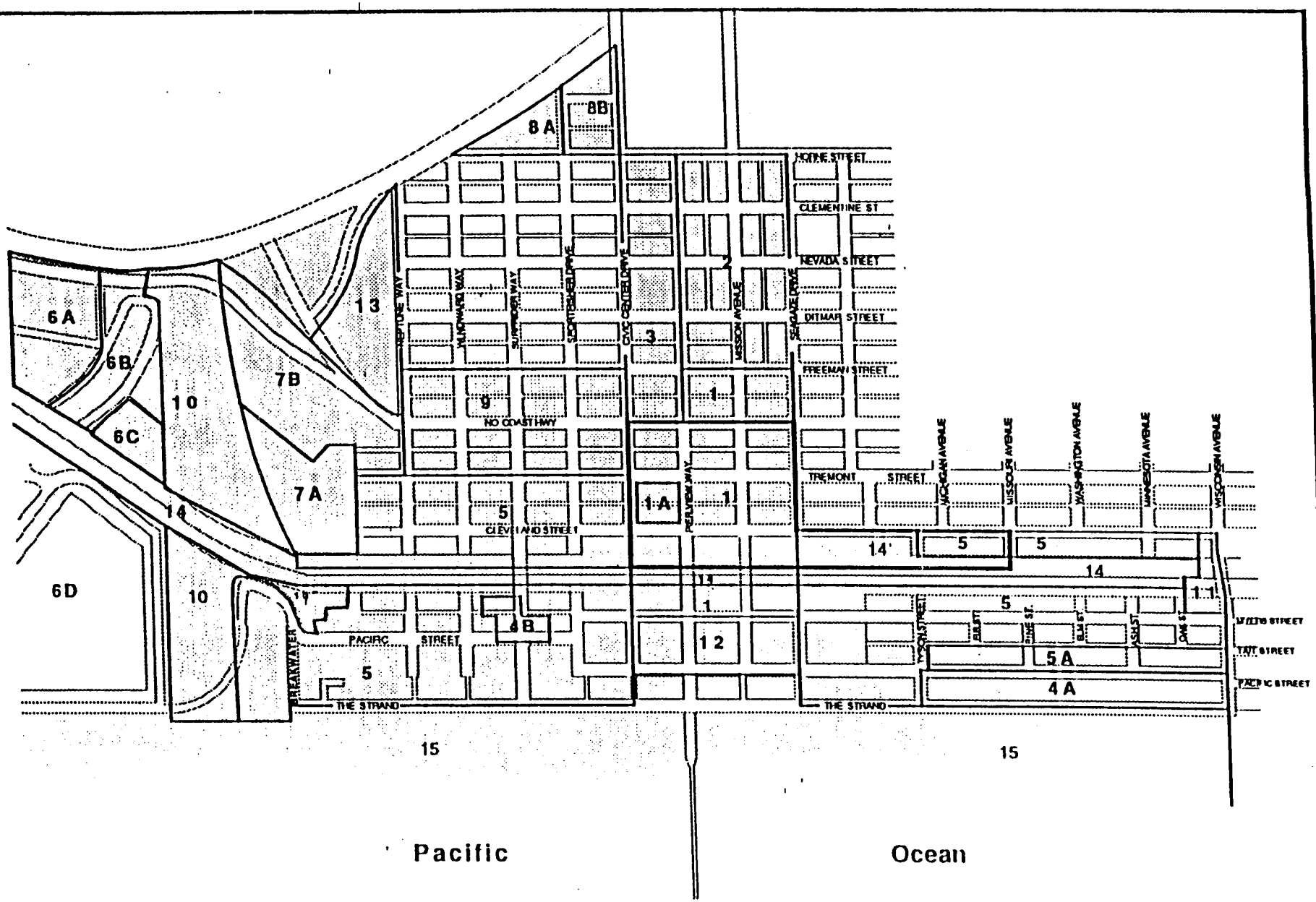
In regards to the Development Plans within the Oceanside Small-Craft Harbor, Planning Commission recommendations shall be made to the Harbor Chief Executive Officer for processing and action in accordance with Article 43.

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 Subdistricts (See Article 12 section 12-10 for use classifications and development regulations.

Transit District Overlay Zone

Redevelopment Project Area

3-1-88

APPENDIX K
TO THE
FINAL SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT
for the
Oceanside Beach Resort
in the
City of Oceanside
Downtown Redevelopment Area

Tue 5b

State Clearinghouse Number 1998081057

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OCTOBER 2001

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Prepared by

Futterman
FUTTERMAN & ASSOCIATES, Inc.

Design
Planning

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1.0 OVERVIEW

The purpose of this project is to establish a 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 project 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 project, represented by this report, are intended to be utilized by the City of Oceanside to guide development of pedestrian and bicycle design and implementation plans that will generally improve the Downtown area. The results of this project may also be used to condition the planning and design of development projects to support a pedestrian oriented Downtown.

The Project Area, as hereinafter defined, encompasses approximately one-third of a square mile or about 70 city-blocks (including the area around the railroad tracks), see Figure 1, Project Area. The Project Area boundaries are Surfrider Way to the north, Wisconsin Avenue to the south, the alley south of Freeman Street and Ditmar Street to the east, and the beach to the west (Project Area). A Downtown core area is generally bounded by the beach, Surfrider Way, Seagaze Drive, and Ditmar Street.

This report sets forth:

- Project goals
- Project approach
- Description of the methodology
- Urban design analysis
- Way-finding framework
- Recommendations for next steps

2.0 GOALS

The goals of the Downtown Oceanside Way-Finding Concept are to establish a framework that will improve pedestrian and bicycle coastal access in the Downtown area, and to generally facilitate pedestrian and bicycle movements in and around the Downtown area.

3.0 PROJECT APPROACH

The project approach has two components:

1. Establish functional connections through a network of trails that provide ease of movement between origins and destinations in Downtown, 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 concept: design, development, and implementation.

For purposes of this project Surfrider Way, Pier View Way, Mission Avenue, Seagaze Drive, Wisconsin Avenue are oriented in the east-west direction. 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 destinations (e.g., the beach and related facilities) and origins (e.g., parking lots, retail areas, high density residential complexes), the paths of travel that connect them such as streets and public stairways that connect the beach and Pacific Street, 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 includes a recent aerial photograph obtained from a commercial vendor, and street base and related data obtained from the San Diego Association of Governments (SANDAG).

4.2 Analysis

The analysis characterizes the origins, destinations, paths of travel, and view corridors, and identifies opportunities and constraints.

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.

5.0 URBAN DESIGN ANALYSIS

5.1 Overview of the Project Area

The Project 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 commercial retail, restaurants, and limited office uses; 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, Project Area Features. An active railroad with a north-south orientation bisects the Downtown.

5.2 Origins, Destinations, and Paths of Travel

Origins and destinations were identified by studying printed information provided by the City of Oceanside, discussions with city staff, and through field verification and are summarized in the table below:

Table 1: Table of Origins, Destinations, and Paths of Travel

Origins	Destinations							
	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 Destinations

For the purposes of this Project, destinations are limited to beach-related activities including the beach, Oceanside Pier, Beach Community Center, Pier Plaza Amphitheater and restrooms, Strand Beach Park, and Tyson Street Park.

5.2.2 Origins

Origins include publicly- and privately-owned parking lots; cultural facilities (Oceanside Art Museum and Surf Museum); civic facilities (Oceanside Library and Civic Center); retail uses; and multi-family residential complexes; among others. Other features include the post office, Oceanside Sea Center, and historical block, among others.

5.2.3 Paths of Travel Analysis

The Downtown is composed of a matrix of streets and alleys that establish an urban design framework. This framework is the basis for pedestrian and bicycle circulation.

- East-west oriented streets

  The railroad establishes a barrier between those areas to the east, which are primarily commercial and public facilities, 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, only three east-west oriented streets in the Project Area traverse the railroad tracks at grade: Surfrider Way, Mission Avenue, and Wisconsin Avenue. Pier View Way traverses the railroad tracks with a recently constructed pedestrian undercrossing. These four beach-oriented paths of travel and points of access funnel all pedestrian and bicycle circulation.

  As depicted in Figure 3, 79% of the Project Area is located within a quarter-mile walking distance ("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. Coast Highway between Missouri Avenue and Michigan Avenue, and Sportfisher Drive at Ditmar Street are approximately one-half mile 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 four east-west streets that traverse the railroad tracks heading to the beach (Surfrider Way, Mission Avenue, and Wisconsin Avenue, and Pier View Way).

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

5.3 Opportunities and Constraints

5.3.1 Beach Access

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

- Street access

  Three streets provide beach access: Surfrider Way, Seagaze Drive south of Myers Street, and Wisconsin Avenue.

- Bluff access

  There are six 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 Pine Street, and Wisconsin Avenue. The Oceanside Pier/Pier View Way and the Stand Beach Park locations also include ramps.

  As depicted in Figure 4, Beach Bluff Access Points, 76% of the Project Area is located within a quarter-mile walking distance ("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 Ditmar Street are approximately six-tenths of a mile from the nearest bluff access point.

5.3.2 Pedestrian Street Enhancements

The Downtown area is generally built out with a strong organizational matrix 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 four locations.
- The north-south streets offer significant opportunities for landscape and streetscape improvements as the streets which pedestrians most likely traverse in order to access the stairs and ramps at the bluff.
- The east-west streets also offer significant opportunities for landscape and streetscape improvements that will benefit the overall identity of the Downtown. Coast Highway improvements will add significantly to the city's regional identity. Cleveland Street improvements will significantly enhance beach-related neighborhood access.

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 north of Cleveland Street thereby creating a continuity between what is seen and what is accessible. Wisconsin Avenue provides a beach view corridor from approximately Myers Street. There is a view corridor at Seagaze Drive from Cleveland Street, across a city-owned parking lot.

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 following pedestrian oriented public spaces are located east of the railroad tracks. Enhancements could be made to better integrate them with beach-related public spaces :

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

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. 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, are planned on a 2.2-acre site bordered by Myers Street, Pier View Way, Civic Center Drive, and Pacific Street. Underground parking separate from the hotel parking would be provided.

The proposed Resort Project Area includes pedestrian public space amenities such as the rerouting of traffic from Pacific Street between Civic Center Drive and Seagaze Drive and its 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;" and creation of an elevator for public use between The Strand level and the Pacific Street Promenade along the timeshare or hotel frontage at a location to be approved by the city.

5.3.6 Existing Parking

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

- The Oceanside Transit Center parking lot provides a large number of spaces heavily used on weekdays by commuters. Weekend and holiday parking is available for beach-goers. A 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 owns two parking lots in the Downtown area. One is bordered by the railroad track, Cleveland Street, and Pier View Way (Pier View Way Parking Lot). The other is adjacent to the west side of the Oceanside Transit Center bus station (Transit Adjacent Parking Lot). The Pier View Way Parking Lot is heavily used by beach-goers who have direct access to the beach via Pier View Way. Like the Oceanside Transit Center users, pedestrians and cyclists access Mission Avenue via Cleveland Street.

- Private parking lots are generally located between Cleveland Street and Myers Street parallel to the railroad between Seagaze Drive and Civic Center Drive.

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 Potential Building Development Sites

The Downtown core area has a number of 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, Project 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 two City of Oceanside parking lots are also strategically located. The Transit Adjacent Parking Lot offers mixed-use opportunities for public parking and multi-family residential. The Pier View Way Parking Lot also offers a mixed-use opportunity including 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 and residents alike.

5.3.10 Oceanside Transit Center

The Oceanside Transit Center is an important public activity node that can be better linked to the Downtown core area and the beach as described above.

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 regionally scale auto-oriented locale, 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 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. Discourage the use of setbacks except to locate on-site public plazas and gathering places, especially near building entrances and street corners.
- 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

Establish a 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 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 parking structure sites such as the city-owned Transit Adjacent Parking Lot. As stated in section 6.1.1, the location of driveways should be carefully integrated with the way-finding framework to maintain the emphasis on the pedestrian-oriented trails.

6.1.3 Local Circulator

Consider establishing a local circulator to encourage weekend and holiday public parking by beach goers at the Oceanside Transit Center and the Oceanside Civic Center.

6.1.3 Local Circulator

Consider establishing a local circulator to encourage weekend and holiday public parking by beach goers at the Oceanside Transit Center and the Oceanside Civic Center.

6.2 Way-Finding Framework

The following sets forth way-finding framework recommendations, see Figure 7, Way Finding Framework Diagram.

6.2.1 East-West District Trails

The way-finding framework envisions Mission Avenue and Pier View Way as district-scale east-west trails that link the core of Downtown uses across the railroad tracks to the beach at the existing and proposed stairways, elevators, and ramps. Surfrider Way and Wisconsin Avenue are also envisioned as district-scale east-west trails that, in addition to linking the beach define the edges of the Downtown area. As district-scale trails, all four of these streets are envisioned with significant pedestrian-oriented improvements, as hereinafter defined.

All other east-west streets north of the railroad tracks are envisioned as local-scale trails that link neighborhood and commercial areas with various north-south trails that in turn lead to Mission Avenue, Pier View Way, Surfrider Way, or Wisconsin Avenue. Local-scale trails in the neighborhood south of the railroad tracks between Seagaze Drive and Wisconsin Avenue lead to Pacific Street, a district-scale north-south street that leads directly to beach access points.

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. The Pier View Way pedestrian undercrossing at the railroad tracks will facilitate safe pedestrian movements. This undercrossing will be effective, that is carry significant numbers of pedestrian to the extent that land uses on north Pier View Way encourage pedestrian activity. This includes parking, retail, and residential activities. Development planning and site planning guidelines, as referenced herein, for properties on Pier View Way should strongly encourage mixed-use development including retention of beach parking in parking structures plus ground level retail and upper level multi-family residential uses. Mission Avenue pedestrian activity is unlikely to diminish, even with countervailing investments in Pier View Way. Mission Avenue should be retained as a district-scale trail with the appropriate way-finding improvements as recommended herein.

To function effectively, the district-scale trails are envisioned with significant pedestrian safety improvements at key intersections so as to create a mixed pedestrian and automobile environment, except for pedestrian-only areas on Pier View Way south of Myers Street and on the Pacific Public Promenade described below. Coast Highway and Mission Avenue represent the biggest challenges in this regard as regionally-oriented streets. Creating pedestrian-oriented safety and streetscape improvements on these streets will improve the overall image of Downtown Oceanside.

6.2.2 North-South District Trails

The way-finding framework envisions Coast Highway, Cleveland Street, and Pacific Street (including the proposed Pacific Street Public Promenade) as district-scale north-south trails that link neighborhood and commercial areas with the district-scale beach accessible north-south trails. As district-scale trails, these three streets are envisioned with significant pedestrian-oriented improvements, as hereinafter defined. The Stand, while not a district scale trail, should continue to provide for vehicular access to adjoining beach-front properties, including public parking lots, and for public pedestrian and bicycle circulation.

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 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.

- 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. Location of the elevator is recommended on the north side of the Oceanside Pier at the proposed Pacific Street Public Promenade, linking with the Beach Community Center below. As part of the implementation process of this way-finding framework, it is recommended that the City of Oceanside undertake an American with Disability Act (ADA) compliance study for providing elevator access at other existing stairway locations that do not currently provide disabled access.

6.2.4 Streetscape and Landscape Improvements.

The following table summarizes the types of streetscape and landscape improvements and their applications.

Table 2: Program of Pedestrian Elements

Designations	Paving			Planting			Planter			Street Furniture							Light		Graphic Design				Art
	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																							
District Trail	■	■	■	■	■	□	■	■	□	■	■	■	■	■	■	■	■	□	■	■	■	□	■
Other Street Trails	□	□	□	■	■	■	□	■	□	□	□	□	□	□	□	□	■	□	□	■	■	□	□
Feature Type: key locations on the way-finding framework paths																							
District Gateway	□	■	■	□	□	□	□	□	□	□	□	□	□	□	□	□	□	■	■	■	■	□	■
Railroad Crossing Gateways	■	■	■	□	□	□	□	□	□	■	□	□	□	□	□	□	□	■	■	■	□	■	■
Beach Access Points	□	□	□	■	■	■	□	□	□	■	■	■	■	□	□	□	□	■	■	■	■	■	■
Building Entry/Plaza	■	□	■	■	■	■	■	■	■	■	■	■	□	□	□	□	□	■	□	■	■	■	■
Public Space Type: open spaces with functional and/or recreational uses																							
Underpass, Promenades, etc	■	□	□	■	■	■	■	■	■	■	■	■	■	□	■	■	■	■	□	□	■	■	■

- Paving

  Paving improvements include sidewalks, corners, crosswalks, public promenades, and entry-plazas. Sidewalk, corner, and crosswalk paving improvements are located on district-scale trails (Surfrider Way, Pier View Way, Mission Avenue, Wisconsin Avenue, Coast Highway, Cleveland Street, and Pacific Street). 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 improvements include street trees, other trees, shrubs, vines, and ground cover. Street tree improvements are located on district-scale trails and should utilize approved city tree types 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 district-scale trails, public promenades, entry-plazas, and beach access points to create identity and shade.

- Planters

  Planter improvements 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 at district-scale trails, public promenades, entry-plazas, and beach access points, and on parcels adjoining these places.

- Street furniture

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

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

- Lighting

  Lighting improvements to enhance public safety and environmental quality should be undertaken on district-scale trails and at public promenades and 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 identify program with a comprehensive thematic focus on the integration of Downtown and the beach appropriate district-scaled gateway signage at the intersections of Coast Highway/Surfrider Way, Coast Highway/Wisconsin Avenue, and Mission Avenue/Ditmar Street.

- Establish a directional signage program including the following components:
  - Directional signage for automobile drivers to easily locate their destination by way of parking lots. This should include District scale "gateways" for vehicles arriving in the Downtown southbound on Coast Highway at Surfrider Way, northbound on Coast Highway at Wisconsin Avenue, and westbound on Mission Street at Ditmar Street.
  - Welcome signage for pedestrians and cyclists arriving at the Oceanside Transit Center.
  - Suggested safe routes for cyclists.
  - Pedestrian trails providing beach access from locations throughout Downtown.
- Establish an informational signage program that improves place-making with references to all of Downtown's important public, private, and institutional features 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
  - 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 co-located to the extent possible. The specific locations for directional signs, informational signs, and information kiosks should result from process of preparing the graphic design program.

- Art in public spaces

  Art in public spaces should be co-located in public promenades and 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 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 gateways at the railroad crossings.

6.2.5 Pedestrian Oriented Open Space Locations

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

- The area generally bordered by Pier View Way, the proposed Pacific Street Public Promenade, The Public Promenade on The Strand, and Seagaze Drive. Several open space and cultural features are proposed as part of the Resort Project Area 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.

- The Pier View Way pedestrian undercrossing between Myers Street and Cleveland Street.

- 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 improvements 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 Downtown parking lots, the Civic Center parking structure, on-street parking spaces, and the Oceanside Transit Center will be directed to Mission Avenue and Pier View Way.

- Pedestrian and bicycle access from nearby parking lots will be maintained including those public and private surface parking lots, including for beach-goers, between the railroad tracks and Cleveland Street. Most of these parking lots are pay lots; others further north are free. In addition, there is free, limited time period on-street parking in a number of locations north of the railroad tracks for which access is also maintained.

- Pedestrian and bicycle access from the Oceanside Transit Center will be maintained via improvements to Cleveland Street leading to Mission Avenue. As described above, way-finding signage should be provided to orient pedestrian and cyclists to access Cleveland Street and to move toward Mission Avenue.

6.2.6 View Corridors

The way-finding framework maintains existing east-west view corridors described in section 5.3.3.

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 of land uses.

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

6.3 Resort Project Area Findings

The following are findings related to the Resort Project Area:

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

The east-west street matrix in the Resort Project Area has been maintained and improved to provide 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 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 in four ways 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 in five ways 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 that substantially improves existing conditions by adding capacity and significant new landscape, fountain, and other public space amenities that generally improves 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 criteria in determining beach access is the availability of public rights-of-way to provide paths of travel and view corridors between the beach and adjacent in-land areas.

The north-south street matrix in the Resort Project Area has been maintained and improved 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 is improved in two ways as follows:
  - Because it will carry additional traffic directed from the re-routing of Pacific Street between Civic Center Drive and Seagaze Drive 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.
- The Pacific Street Public Promenade is improved in six ways 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 Stand 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 in three ways 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. It includes the following:

- District streets include both east-west streets (Surfrider Way, Pier View Way, Mission Avenue, Wisconsin Avenue), and north-south streets (Coast Highway, Cleveland Street, and Pacific Street).
- Crosswalks at all the streets which intersect east-west district streets, plus locations at Pacific Street/Civic Center Drive and Pacific Street/Seagaze Drive.
- District gateways at Mission Avenue/Ditmar Street, Coast Highway/Surfrider Way, and Coast Highway/Wisconsin Avenue.
- Pedestrian (railroad crossing) gateways 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."

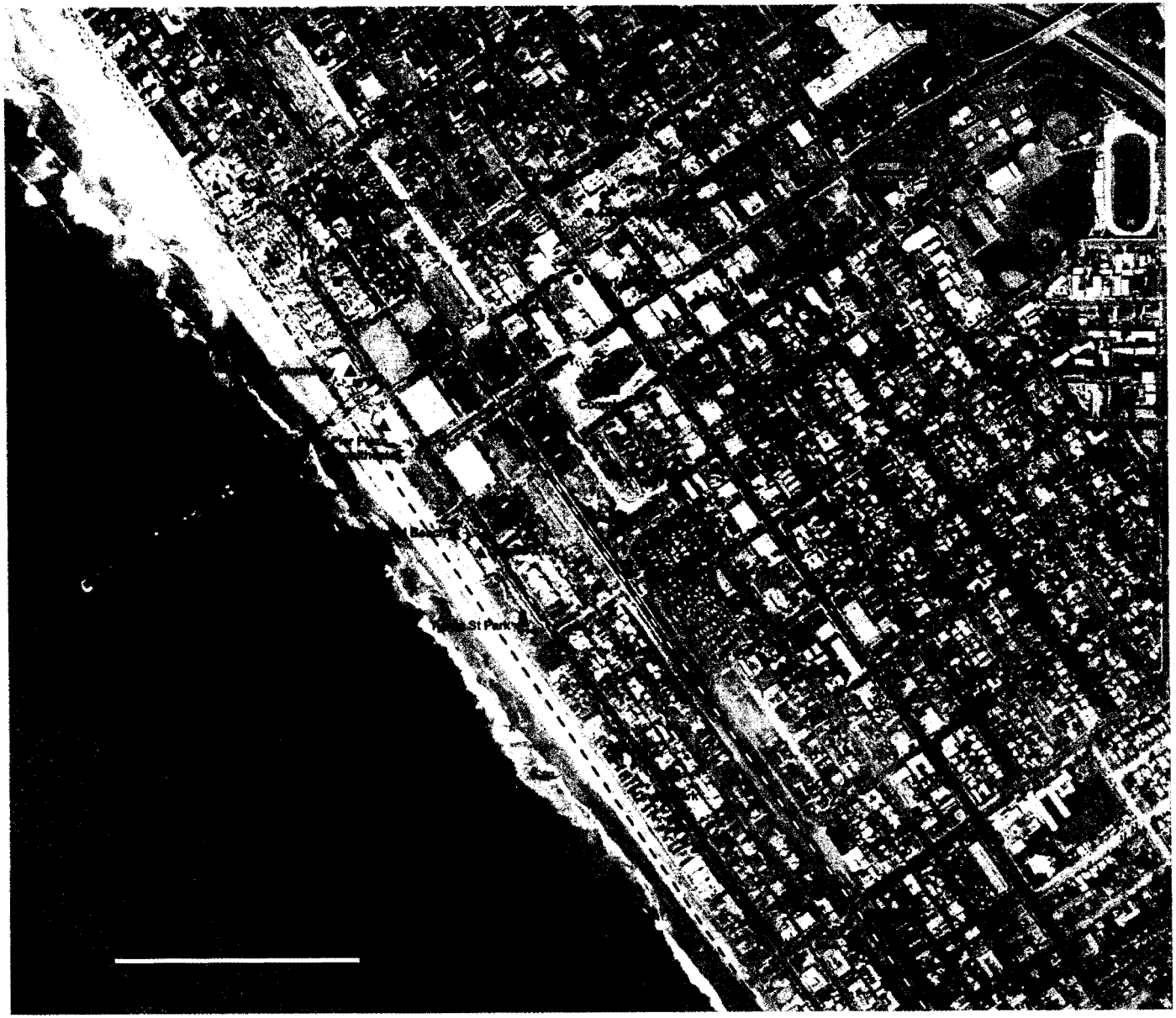
7.0 RECOMMENDATIONS FOR NEXT STEPS

There are two 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 improvements 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 right-of-ways 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.



Downtown Oceanside Way-Finding Concept

Pedestrian Origins and Destinations

- ▲ Destinations
- ● Major Origins
- ■ Other Origins
- - - - Project Area Boundary
- ▬ Railroad

Development Project

- Oceanside Pier Resort
- Oceanside Resort Hotel

FIGURE 1:
PROJECT AREA BOUNDARIES

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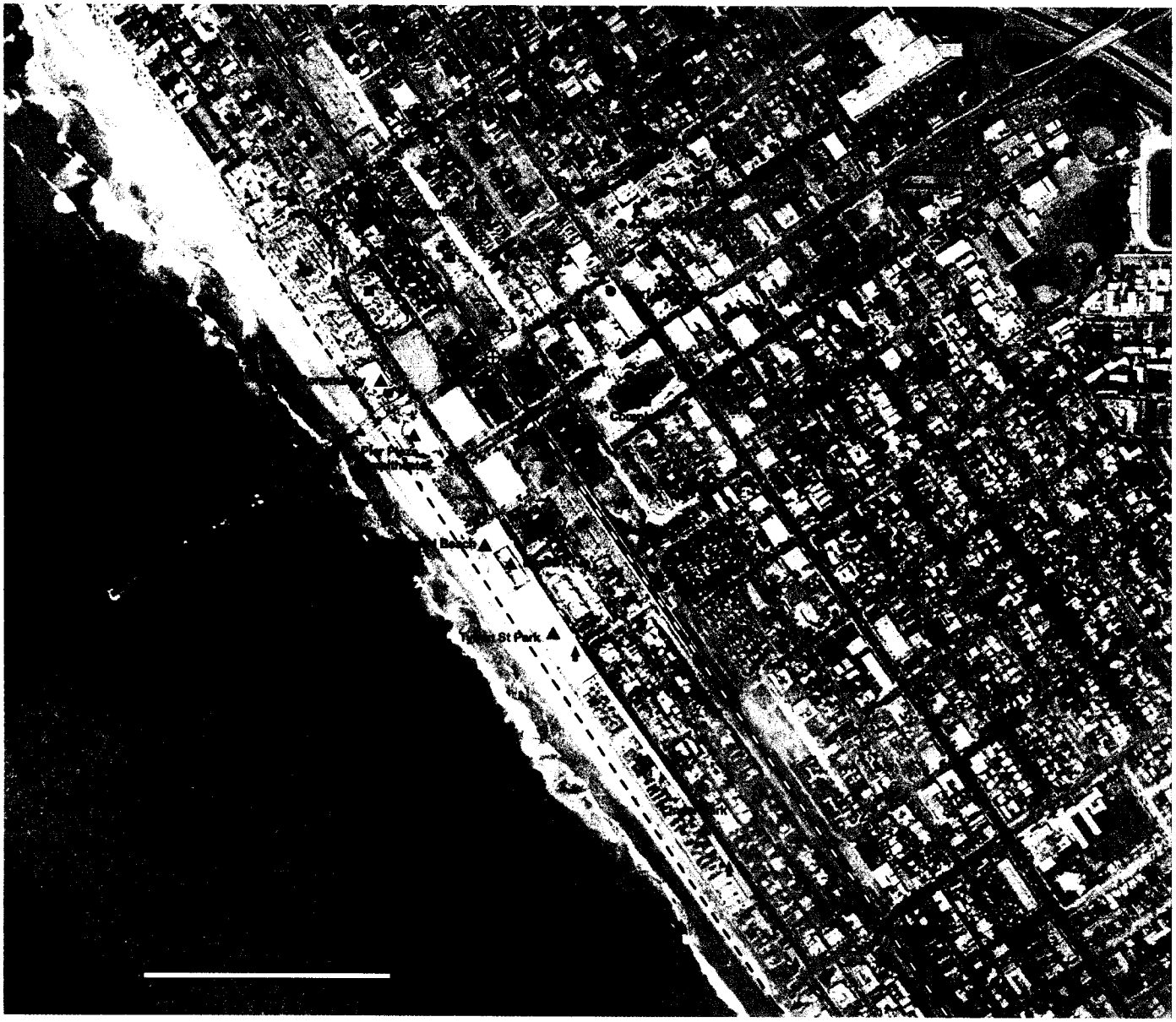
September 2001



Downtown Oceanside Way-Finding Concept

Pedestrian Origins and Destinations
- ▲ Destinations
- ● Major Origins
- ■ Other Origins

Development Project
- Oceanside Pier Resort
- Oceanside Resort Hotel
- ✱ Potential Development Sites

Pedestrian Railroad Crossing
- ● At Grade
- ⊕ Below Grade

Vertical Access
- Ramp
- Stairs

Parking Lots
- Free Lot
- Pay Lot

- - - Project Area Boundary
- Parks
- Railroad

FIGURE 2:
PROJECT AREA FEATURES

Futterman & Associates, Inc.
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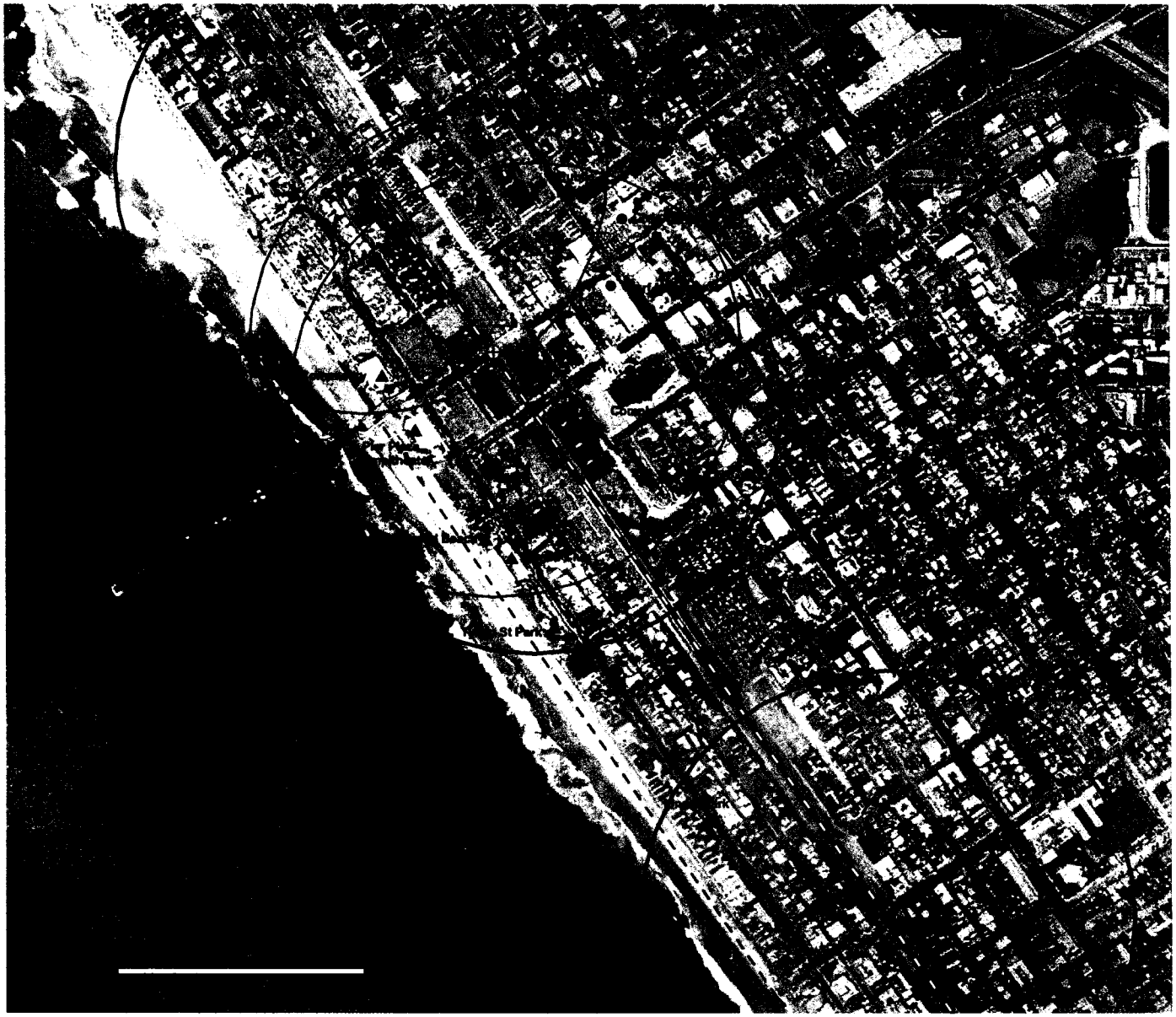

Downtown Oceanside Way-Finding Concept

Pedestrian Origins and Destinations
- ▲ Destinations
- ● Major Origins

Pedestrian Railroad Crossing
- ● At Grade
- ⊕ Below Grade

Vertical Access
- Ramp
- Stairs
- Elevator

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

FIGURE 3:
RAILROAD CROSSING ACCESS POINTS

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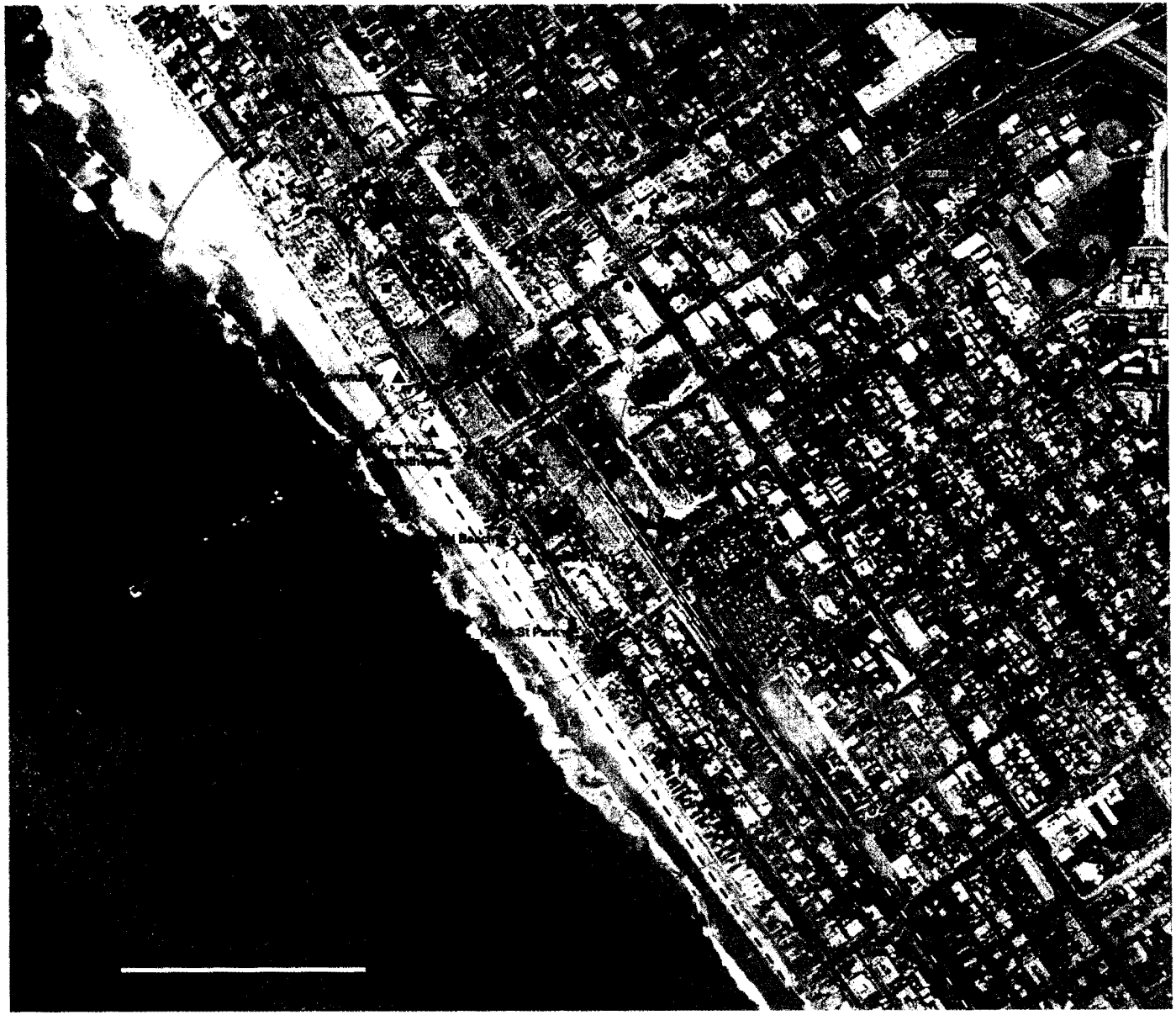

Downtown Oceanside Way-Finding Concept

Pedestrian Origins and Destinations

- ▲ Destinations
- ● Major Origins
- ■ Other Origins

Vertical Access

- Ramp
- Stairs
- Elevator

1/4 Mile around Beach Bluff Access

- - - Project Area Boundary

Railroad

FIGURE 4:
BEACH BLUFF ACCESS POINTS

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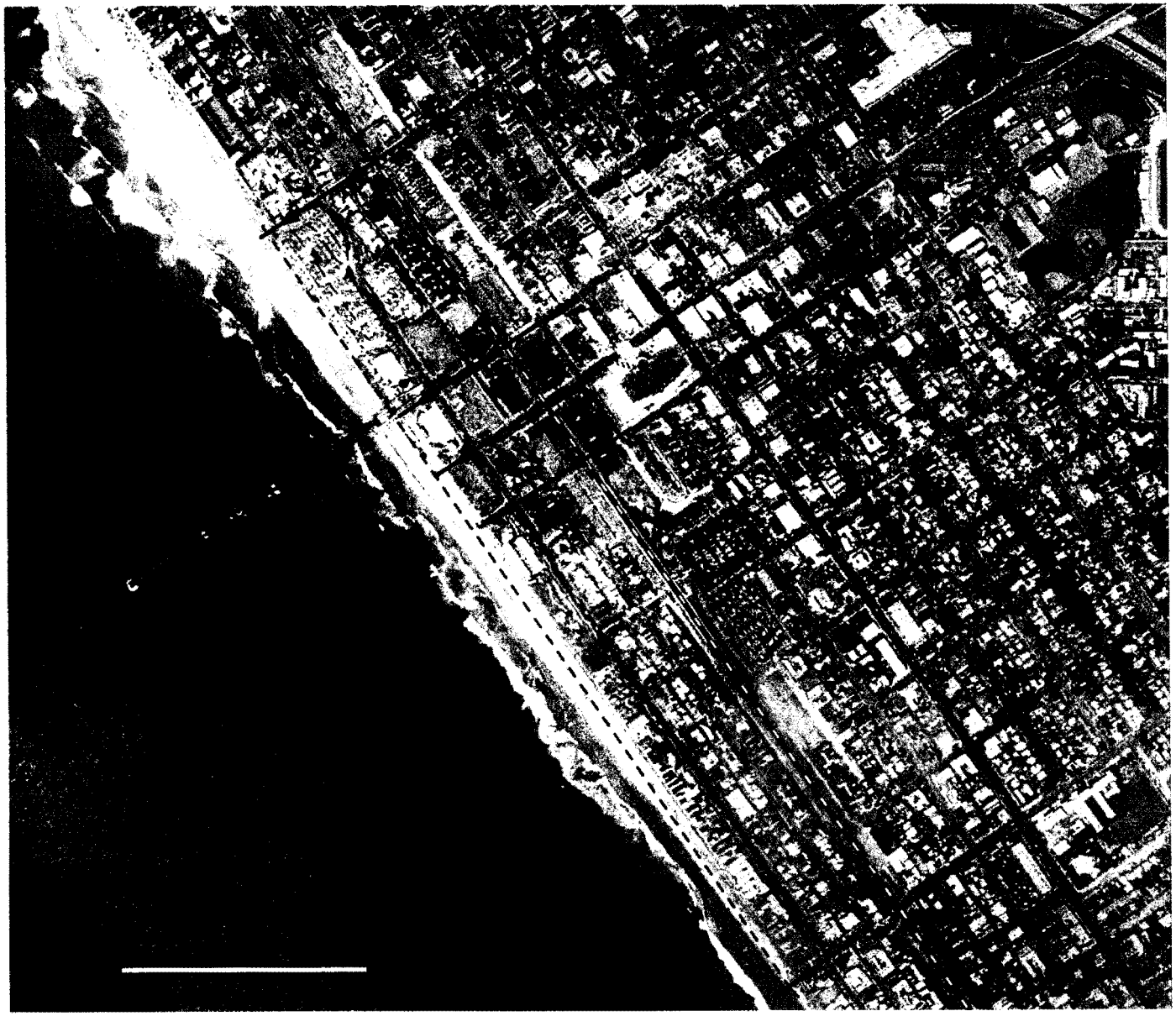

Downtown Oceanside Way-Finding Concept

- View Corridors
- Project Area Boundary
- Railroad

FIGURE 5:
BEACH VIEW CORRIDORS

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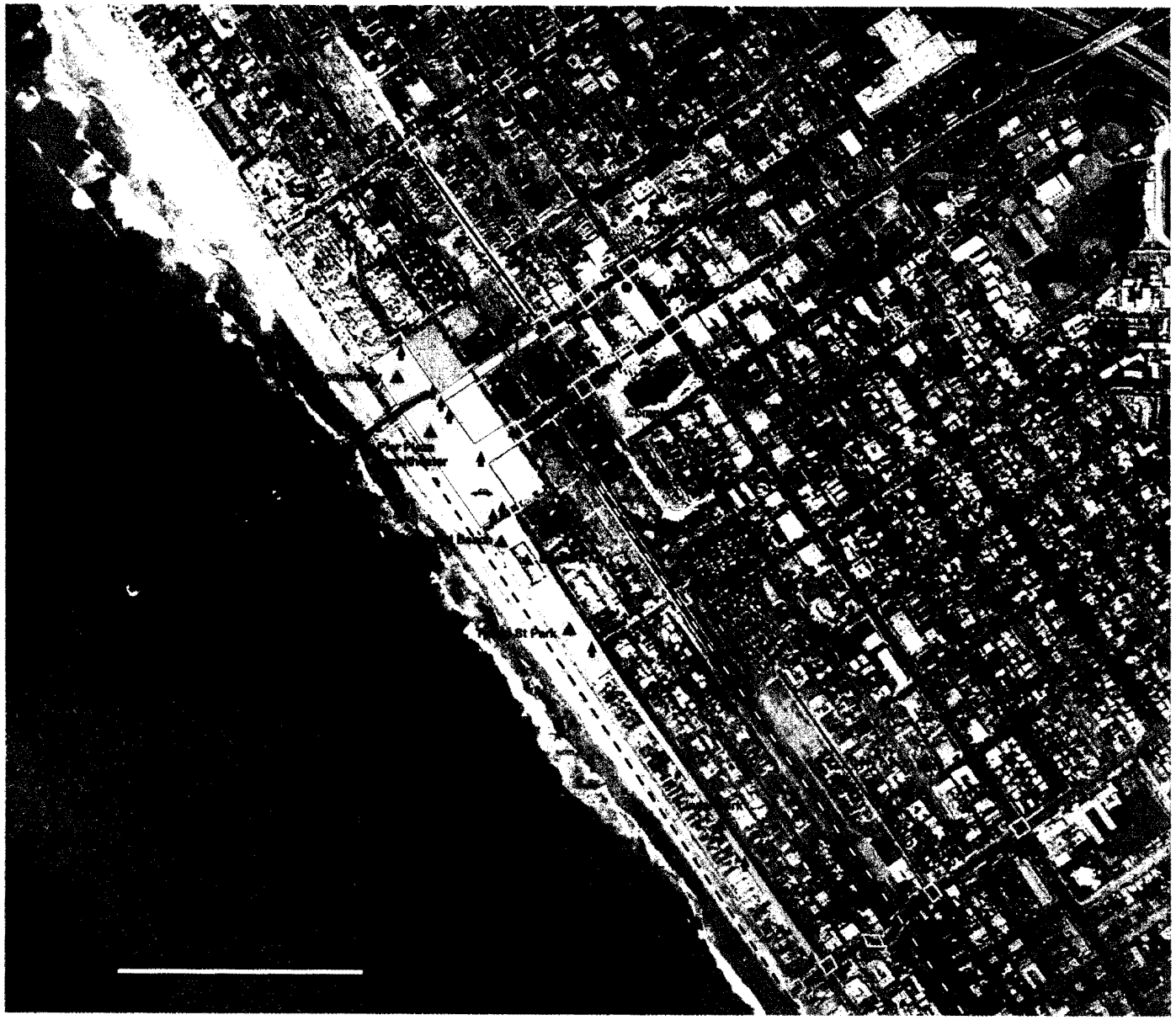

Downtown Oceanside Way-Finding Concept

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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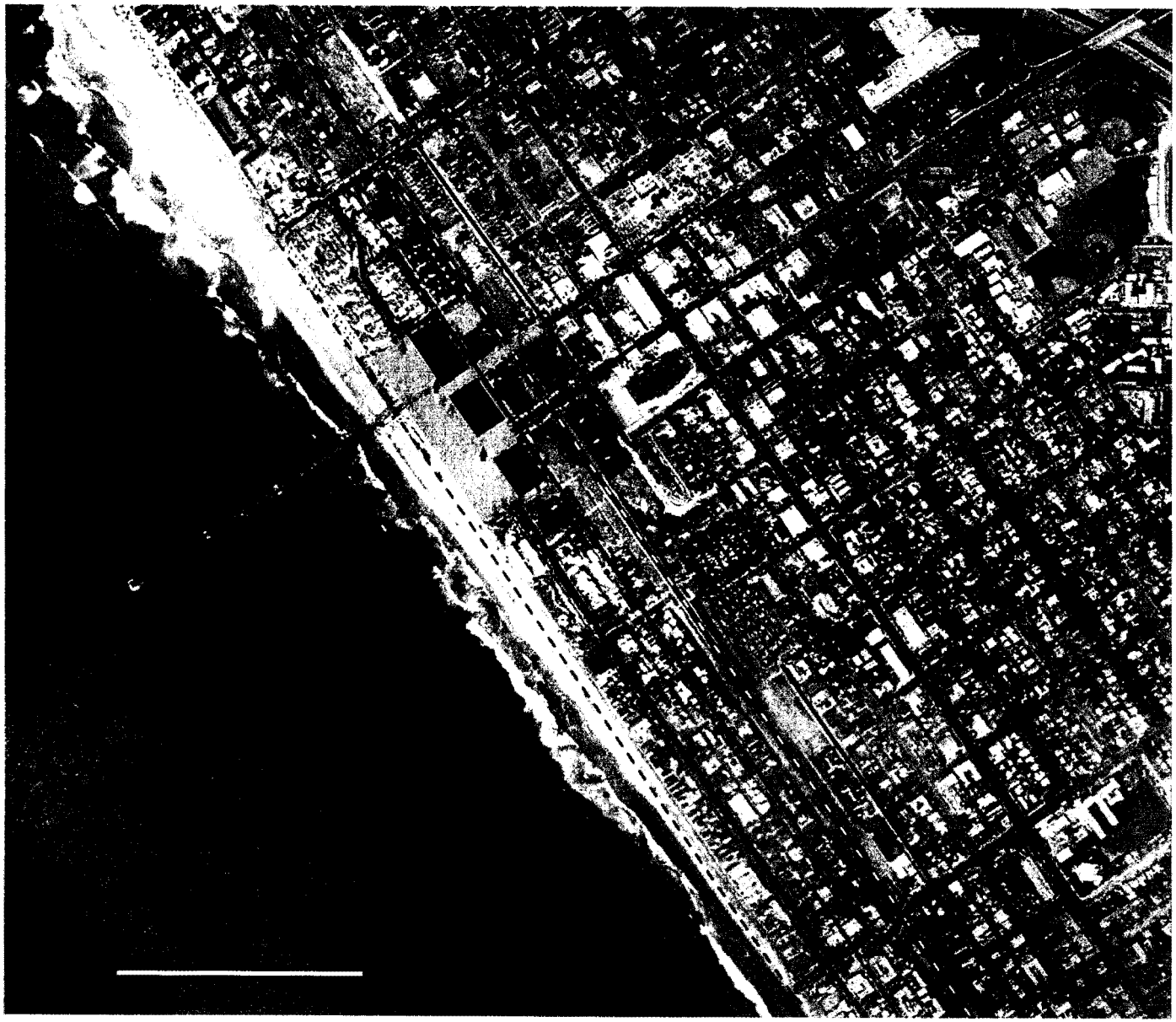

Downtown Oceanside Way-Finding Concept

Pedestrian Trail Status
- To be Improved
- No Change

Crosswalk/Undercrossing Status
- To be Improved
- Proposed

Gateway Status
- Proposed

Vertical Access Status
- No Change
- Proposed by Others

Development Project Status
- Proposed by Others
- Proposed by Others
- Project Area Boundary
- Railroad

FIGURE 7: FRAMEWORK IMPLEMENTATION DIAGRAM

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September 2001