

CALIFORNIA COASTAL COMMISSION

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F11a

ADDENDUM

September 9, 2021

To: Commissioners and Interested Persons

From: California Coastal Commission
San Diego Staff

Subject: **Addendum to F11a, City of Oceanside Local Coastal Program Amendment No. LCP-6-OCN-19-0146-3 (Transit Overlay District), for the Commission Meeting of September 10, 2021**

The purpose of this addendum is to revise the staff report and suggested modifications to address concerns raised by a comment letter (see Correspondence) received since publication of the staff report. The comments received include that the suggested modifications would require application of parking standards that may reduce the amount of housing provided within an area that should encourage abundant multifamily housing and that fail to include non-motorized mitigation measures within the City's Traffic Monitoring and Mitigation Plan. The comment letter further notes that the existing public beach parking supply is adequate given existing public parking lots are 20 percent vacant during peak times, and because of this and the proximity to the Oceanside Transit Center, tightening of parking supply west of the railway corridor should be permitted.

To address the concerns raised in the comment letter, Suggested Modification No. 2 has been revised to include pedestrian, bike, and public transit improvements as mitigation measures in the City's Traffic Monitoring and Mitigation Plan, two additional Land Use Plan (LUP) policies have been cited in the report, and associated findings have been added.

Staff recommends the following changes be made to the above-referenced staff report. Deletions shall be marked by ~~striketrough~~ and additions shall be underlined.

1. Revise Page 8, Suggested Modification No. 2 as follows:

While the maximum density is not specified, density will be limited through the application of height, setbacks, open space, and parking requirements. In order to ensure that the higher-density allowance does not adversely impact traffic

circulation, the City shall develop and implement a D Downtown District Traffic Monitoring and Mitigation Plan that includes the following:

- a. Identify specific intersections within the Downtown District's Coastal Zone to monitor to maintain public access to the coast, including east-west oriented roadways that provide access across the railway corridor to the ocean.
- b. List specific traffic mitigation measures to be provided once a certain threshold is met for the identified intersections. Mitigation measures shall include measures to address automobile traffic, as well as enhancement of pedestrian, bicycle, and public transit operations. A decrease in LOS to a grade of D or lower shall be one of the identified thresholds for implementation of traffic mitigation measures.
- c. Identify a funding mechanism to implement the identified mitigation measures (e.g., fair-share contribution for any development proposed within the Downtown District). The collected fees shall be deposited in a specific account that can only be used for traffic mitigation measures and other measures to mitigate public access impacts (e.g., to fund a community shuttle) in the Downtown District. [...]

2. Revise Page 10 to add two LUP policies above Policy 24, as follows:

II. Recreation and Visitor Serving Facilities

12. If existing beach parking is removed for any reasons, one-to-one replacement parking shall be provided west of the railroad right-of-way.

17. The City shall require that all new residential development provides adequate on-site parking. In areas where beach parking demand is critical, parking requirements for new residential development shall be strictly enforced. Curb cuts for new development shall be held to a minimum to preserve existing on-street parking.

3. Revise the second paragraph on Page 12, as follows:

Regarding the expanded TOD, the TOD currently includes approximately 15 blocks within the D Downtown District spanning north to south from Civic Center Drive to Mission and east to west from Coast Highway to the railway corridor, as well as the three blocks developed with the Oceanside Transit Center ([ref. Exhibit No. 4](#)). Currently no portion of the TOD is located near the beach. In 1993, when the TOD was first certified as a part of the City's LCP, the staff report included specific findings that the TOD could only be approved because it was not located in close proximity to the beach (ref. Oceanside LCP 2-93). However, as proposed the expanded TOD includes all parcels within ½ mile of the Oceanside Transit Center are permitted to be developed with mixed-use development. Based on this, the TOD will be expanded by approximately seventeen additional city blocks, four of which are located west of the railway corridor and currently provide public beach

parking. The City's LUP contains policy language that requires that if any public beach parking is removed west of the railroad right-of-way, those spaces be mitigated through replacement west of the railroad right-of-way at a 1:1 ratio. An additional policy further requires parking requirements for new residential development to be strictly enforced in areas where beach parking demand is critical. Taking into consideration these two policies, any public parking located west of the railway corridor is required to be protected for beach parking and cannot be used to provide relief for the parking requirements for residential development. If the parking reductions are applied within these four blocks, it would not only be inconsistent with these specific LUP policies, but it may result in significant impacts to public access, inconsistent with the requirements of the certified LCP.

4. Revise the second paragraph on Page 13 as follows:

To address the impacts to public parking resulting from the expansion of the TOD, Suggested Modification No. 1 clarifies that the two parking allowances apply only to mixed-use developments east of the railway. As modified, the parking areas west of the railway used most often by visitors and beachgoers will continue to serve that function will be protected as critical beach parking, consistent with the requirements of the LUP.

5. Revise the third paragraph on Page 13 as follows:

To ensure that the existing parking reservoir within the downtown area is maintained, Suggested Modification No. 1 further requires that any public parking spaces removed within the Transit Overlay District west of the railway corridor shall be replaced at a 1:1 ratio and located within the Transit Overlay District west of the railway corridor. The requirement to replace public parking west of the railway at a 1:1 ratio is already a requirement of the LUP; however, Suggested Modification No. 1 further requires parking lost within the Downtown District to be replaced within the Downtown District. This includes on-street parking as well as any parking lots, garages, etc. that provide public parking opportunities. The inclusion of this modification will ensure that the beach parking reservoir within the Downtown District and specifically within the TOD is maintained in perpetuity.

6. Revise the first full paragraph on Page 14 as follows:

The modification further requires that when any of the identified intersections are reduced to a Level of Service (LOS) grade of D or lower, specific mitigation measures will be implemented. As defined by the North American highway LOS standards in the Highway Capacity Manual (HCM) an LOS grade can be defined as a qualitative measure used to relate the quality of motor vehicle traffic service. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measures like vehicle speed, density, congestion, etc. The City indicated, based off their internal review, that most of the intersections likely to be utilized as part of this requirement are currently LOS grade

of C, or a stable flow, at or near free flow. This is the target LOS for some urban and most rural highways. An LOS grade of D indicates the intersection is approaching unstable flow. Examples include busy shopping corridors in the middle of a weekday, or a functional urban highway during commuting. Therefore, Suggested Modification No. 2 would require the City to identify and begin implementation of mitigation measures as soon as an intersection approaches unstable flow, and prior to any significant impacts to public access. Specific mitigation measures that could be implemented could range from the construction of a traffic light or a dedicated turn lane, or implementation of a community shuttle. In order to ensure that there is protection of access for both non-motorized and motorized transportation modes, Suggested Modification No. 2 further requires the City to include mitigation measures that promote public access to the beach through improvements to pedestrian, bicycle, and public transit options (e.g., increased bus service).