

CALIFORNIA COASTAL COMMISSION

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Th18a

LCP-6-OCN-23-0035-1 (Coast Highway Incentive District)

February 8, 2024

CORRESPONDENCE

From: [Christopher Pederson](#)
To: [Schwing, Karl@Coastal](#); [Leslie, Kanani@Coastal](#); [Ross, Toni@Coastal](#)
Cc: [Warren, Louise@Coastal](#); [Reed, Jessica@Coastal](#)
Subject: Oceanside LCPA (Coast Highway Incentive District) & AB 2097 (parking near transit)
Date: Monday, April 3, 2023 11:02:12 AM

Hi everyone,

FYI later this week I'll be submitting a comment letter to the Commission raising concerns about the staff recommendation to the extent it may complicate, delay, or thwart Oceanside's efforts to promote infill multi-family housing close to transit and to make Coast Highway safer and more conducive to walking and bicycling. I'm emailing you this morning to give you a heads up about a legal issue regarding parking regulations in the the proposed Incentive District that the staff report doesn't address.

Last year the legislature passed AB 2097, which enacted Government Code section 65863.2. That section strictly limits the circumstances in which any public agency, including the Commission, may require parking to be included in development located within one-half mile of a major public transit stop. The main Oceanside train station and the Coast Highway Sprinter station both qualify as major transit stops, therefore much, if not all, of the proposed Incentive District is subject to the parking limitations specified in Government Code section 65863.2. Those limitations prohibit any minimum parking requirements for residential development with fewer than 20 units or that dedicates at least 20 percent of the units to moderate or lower income households or to students, the elderly, or persons with disabilities. (Gov. Code section 65863.2(c).) A local government may require other categories of development to include parking *only* if certain difficult to achieve criteria are satisfied. (Gov. Code section 65853.2(b).) None of those criteria relate to public access to the coast, which is the sole Coastal Act basis for requiring new development to provide parking.

Government Code section 65853.2 already limits the application the LCP's current parking rules within one-half mile of major transit stops. It would also significantly limit application of the alternative minimum parking requirements proposed in the pending LCP amendment. To avoid confusion and potential misapplication of current or potential future LCP parking requirements, the suggested modifications should be revised to acknowledge this new state law and to clarify how it would play out within the proposed Incentive District.

(Although this new state statute limits the authority of the Commission and local governments to enforce LCP parking requirements in areas located within one-half mile of major transit stops, it is consistent with Coastal Act. Coastal Act section 30252 has always allowed the provision of public transportation to be a substitute for "adequate parking." This new legislation simply provides more specificity about the circumstances in which the Commission and local governments *must* allow the provision of public transit to substitute for parking requirements. As the legislature expressly found in the statute, parking requirements can lead to increased greenhouse gas emissions, so limiting parking requirements in areas where public transit is available also furthers the Commission's and the state's efforts to address climate disruption.)

I've copied below the text of the new Government Code provision and of the relevant statutory cross-references defining "major transit stop." I've bolded particularly relevant statutory language.

Sincerely,

Chris Pederson

Gov. Code 65853.2(a) A public agency shall not impose or enforce any minimum automobile parking requirement on a residential, commercial, or other development project if the project is located within one-half mile of public transit.

(b) Notwithstanding subdivision (a), a city, county, or city and county may impose or enforce minimum automobile parking requirements on a project that is located within one-half mile of public transit if the public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on any of the following:

(1) The city's, county's, or city and county's ability to meet its share of the regional housing need in accordance with Section 65584 for low- and very low income households.

(2) The city's, county's, or city and county's ability to meet any special housing needs for the elderly or persons with disabilities identified in the analysis required pursuant to paragraph (7) of subdivision (a) of Section 65583.

(3) Existing residential or commercial parking within one-half mile of the housing development project.

(c) For a housing development project, subdivision (b) shall not apply if the housing development project satisfies any of the following:

(1) The development dedicates a minimum of 20 percent of the total number of housing units to very low, low-, or moderate-income households, students, the elderly, or persons with disabilities.

(2) The development contains fewer than 20 housing units.

(3) The development is subject to parking reductions based on the provisions of any other applicable law.

(d) Notwithstanding subdivision (a), an event center shall provide parking, as required by local ordinance, for employees and other workers.

(e) For purposes of this section:

(1) "Housing development project" means a housing development project as defined in paragraph (2) of subdivision (h) of Section 65589.5.

(2) "Low- and very low income households" means the same as "lower income households" as defined in Section 50079.5 of the Health and Safety Code.

(3) "Moderate-income households" means the same as "persons and families of moderate income," as defined in Section 50093 of the Health and Safety Code.

(4) **"Public agency" means the state or any state agency, board, or commission, any city, county, city and county, including charter cities, or special district, or any agency,**

board, or commission of the city, county, city and county, special district, joint powers authority, or other political subdivision.

(5) **“Public transit” means a major transit stop as defined in Section 21155 of the Public Resources Code.**

(6) “Project” does not include a project where any portion is designated for use as a hotel, motel, bed and breakfast inn, or other transient lodging, except where a portion of a housing development project is designated for use as a residential hotel, as defined in Section 50519 of the Health and Safety Code.

(f) This section shall not reduce, eliminate, or preclude the enforcement of any requirement imposed on a new multifamily residential or nonresidential development that is located within one-half mile of public transit to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities that would have otherwise applied to the development if this section did not apply.

(g) When a project provides parking voluntarily, a public agency may impose requirements on that voluntary parking to require spaces for car share vehicles, require spaces to be shared with the public, or require parking owners to charge for parking. A public agency may not require that voluntarily provided parking is provided to residents free of charge.

(h) (1) Subdivision (a) shall not apply to commercial parking requirements if it conflicts with an existing contractual agreement of the public agency that was executed before January 1, 2023, provided that all of the required commercial parking is shared with the public. This subdivision shall apply to an existing contractual agreement that is amended after January 1, 2023, provided that the amendments do not increase commercial parking requirements.

(2) A project may voluntarily build additional parking that is not shared with the public.

(i) The Legislature finds and declares that the imposition of **mandatory parking minimums can** increase the cost of housing, limit the number of available units, **lead to** an oversupply of parking spaces, and **increased greenhouse gas emissions. Therefore, this section shall be interpreted in favor of the prohibition of the imposition of mandatory parking minimums as outlined in this section.**

Pub. Resources 21155(b): For purposes of this chapter, a transit priority project shall (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. **A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan.** For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units,

whichever is less, in the project are farther than one-half mile from the stop or corridor.

Pub. Resources 21064.3: “Major transit stop” means a site containing any of the following:

- (a) **An existing rail or bus rapid transit station.**
- (b) A ferry terminal served by either a bus or rail transit service.
- (c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

From: [Christopher Pederson](#)
To: Ross_Toni@Coastal
Subject: Re: Oceanside LCPA (Coast Highway Incentive District) & AB 2097 (parking near transit)
Date: Thursday, April 6, 2023 10:01:53 AM

Thanks, Toni. Robin had let me know about the withdrawal, which is disappointing news. I hope you and the City can reach an agreement on the visitor-serving issues so that the resubmittal can go smoothly and quickly. I think I'll hold off on submitting formal written comments until I see the City's response. Can you forward it to me when you receive it?

That said, here are the basic points I was planning to make:

There should be an additional suggested mod to add an LUP policy implementing Coastal Act sections 30252 and 30253(d). (I reviewed what I think/hope is the current version of the City's LUP and couldn't find such a policy, but I wasn't confident I was reviewing a truly up-to-date version.)

I'd modify Suggested Mod. No. 1 to clarify that additional transportation analysis isn't required for roadway modifications that were evaluated in the EIR for the Coast Highway Corridor Study. I would also add language to clarify that other roadway modifications to coastal access routes can result in additional private vehicle delay if they enhance ped, bike, and transit access.

I would eliminate Suggested Mod. No. 2. I don't think piecemeal evaluation of potential traffic congestion impacts of non-roadway development projects is the way to go. The mitigation measures such studies typically recommend are often counterproductive from perspective of minimizing VMT and car trips and enhancing bike/ped/transit service.

I think it'd also be good to work with the city on a suggested mod to clarify how last year's AB 2011 and AB 2097 will affect implementation of the plan.

Finally, I hope the Commission will be flexible in discussions with the City about how to address concerns re visitor-serving accommodations. Of course they're a priority concern in the Coastal Act, but the current low density car-oriented retail development patterns on most of that stretch of Coast Highway are very bad from a Coastal Act and climate perspective given the presence of two nearby train stations and service by multiple bus routes.

And thanks again for taking the time to talk with me yesterday and for your thoughtful responses.

Chris

On Apr 6, 2023, at 8:55 AM, Ross, Toni@Coastal <Toni.Ross@coastal.ca.gov> wrote:

Good Morning Chris,

I wanted firstly to thank you for your thoughtful comments regarding the City of Oceanside's Coast Highway Incentive District LCPA. Unfortunately, the City withdrew

the amendment yesterday afternoon, citing concerns with the recommended modifications addressing lower-cost overnight accommodations. While this is disappointing news, the City did indicate they will be providing formal comments and will be re-submitting the LCPA at a later date. Given this, the LCP Amendment will not be heard at the April hearing, and any comments you are working on will not be posted on the Commission's website. If you'd still like to submit comments, I will be sure to include them when the amendment is brought to the Commission, or you may wait to see how the recommendation evolves as Commission staff continue to work with the City before submitting formal comments.

Thank you,
Toni

From: Christopher Pederson <cpedersonlaw@gmail.com>
Sent: Monday, April 3, 2023 11:02 AM
To: Schwing, Karl@Coastal <Karl.Schwing@coastal.ca.gov>; Leslie, Kanani@Coastal <Kanani.Leslie@coastal.ca.gov>; Ross, Toni@Coastal <Toni.Ross@coastal.ca.gov>
Cc: Warren, Louise@Coastal <Louise.Warren@coastal.ca.gov>; Reed, Jessica@Coastal <Jessica.Reed@coastal.ca.gov>
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Ross, Toni@Coastal

From: Ross, Toni@Coastal
Sent: Wednesday, September 27, 2023 12:53 PM
To: Ross, Toni@Coastal
Subject: FW: LCP-6-OCN-21-0077-2 (Coast Highway Incentive District)

From: Russ Cunningham <RCunningham@oceansideca.org>
Sent: Wednesday, April 5, 2023 5:08 PM
To: Ross, Toni@Coastal <Toni.Ross@coastal.ca.gov>
Cc: Darlene Nicandro <DNicandro@oceansideca.org>; Sergio Madera <SMadera@oceansideca.org>
Subject: LCP-6-OCN-21-0077-2 (Coast Highway Incentive District)

Toni,

In light of our inability to come to terms on Coastal staff's suggested modifications regarding lower-cost visitor-serving accommodations(LCVSAs), we hereby formally withdraw our application for the Coast Highway Incentive District LCPA and request that this item be pulled from the Commission's April meeting agenda.

The Incentive District and complete streets improvements have been 15 years in the making and were established through a robust public outreach process. The proposed LCPA aims to revitalize the Coast Highway corridor, increase public access, expand local housing opportunities, and further the City's efforts towards GHG emission reduction targets. Although we acknowledge and appreciate progress made in our continued discussions, there is no clear nexus between the provisions of the Incentive District and Coastal staff's suggested modifications regarding LCVSAs . In addition, we strongly believe that these suggested modifications not only defy Section 30213 of the Coastal Act, but also have the potential to create a significant "chilling effect" on future coastal developments, including budget/economy hotels and motels that inherently function as LCVSAs.

Given the City's enormous investment in this project, we want to exhaust every possibility for compromise and consensus with Coastal staff. Therefore, within the next 30 days, City staff will deliver a written response to the staff report for this item. We hope this response will contribute to ongoing dialogue with Coastal staff on the issues that threaten to undo this critical project, and, in turn, significantly complicate other long-range planning efforts (e.g., General Plan Update, Local Coastal Program Update).

Please confirm your receipt of this withdrawal request at your earliest convenience and do not hesitate to contact me if you have any questions.

Regards,
Russ

Russ Cunningham, AICP
Principal Planner
City of Oceanside
Development Services Department
Planning Division
760.435.3525
rcunningham@ci.oceanside.ca.us

September 20, 2023

Dear Coastal Commission Members,

On behalf of the Oceanside Chamber of Commerce, I am pleased to submit this letter of support for the City of Oceanside's Coast Highway Incentive District certification. This much anticipated project is of great value and importance to our community from the perspective of economic development and quality of life.

One of the key elements of the plan, the introduction of housing into the corridor, will be a tremendous benefit to our small business community, as it will provide a much-needed expansion of their customer base along with housing for their workforce.

In keeping with the California Coastal Act and the City's Local Coastal Program, the District will provide for a wide range of visitor-serving uses and will streamline the development review process for visitor accommodations.

One of the most critical issues for the future growth of Oceanside's business community is the supply of workforce housing. The Incentive District addresses regional housing needs by allowing for increased residential densities and standalone residential. Objective design standards will bring more certainty to the development review process while ensuring high-quality, pedestrian-oriented development.

The District is informing the development of the Smart and Sustainable Corridors Specific Plan, a component of the City's General Plan Update that will promote smart growth, active transportation, and transit access within the City's major inland commercial corridors including Mission Avenue, Oceanside Blvd, and Vista Way/Plaza Drive.

The Incentive District will include improved pedestrian access to the coast by making it safer and easier to cross Coast Highway, also enhancing access to businesses on both sides of Coast Highway.

Further benefits of the District include expanded tree canopy and enhanced wayfinding that will improve coastal access for motorists, pedestrians, and bike riders.

For these reasons and more, we respectfully request your support of Oceanside's Incentive District Certification. Thank you for your consideration.

Sincerely,



Scott M. Ashton, CEO
Oceanside Chamber of Commerce



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- Southern California
- Tribal Chairmen's Association
- Mexico

September 20, 2023

Karl Schwing
California Coastal Commission
San Diego Coast District
7575 Metropolitan Drive #103
San Diego, CA 92108

Dear Mr. Karl Schwing,

RE: Coast Highway Incentive District — SANDAG Letter of Consistency

The San Diego Association of Governments (SANDAG) is the Metropolitan Planning Organization for the San Diego region. In December 2021, the SANDAG Board adopted the 2021 Regional Plan, which includes our region's Sustainable Communities Strategy (SCS) as required by Senate Bill 375 (Steinberg, 2008). A core component of the SCS is compact mixed-use development supported by transit and active transportation within a network of regional Mobility Hubs where most of the housing and job growth is focused over the next 30 years.

The City of Oceanside's Coast Highway Incentive District implements the SCS vision by incentivizing multi-family housing in the Oceanside Mobility Hub and wholly within a 2035 Transit Priority Area. The project will provide needed infill housing that will reduce vehicle miles travelled and greenhouse gas emissions. The Coast Highway Incentive District is in alignment with our SCS and SANDAG supports consideration of the proposed Coast Highway Incentive District for approval.

If you have any questions regarding this letter, please feel free to contact Tuere Fa'aola, Sustainable Communities Program Manager, at (619) 699-1989 or at tuere.faaola@sandag.org.

Sincerely,


Antoinette Meier (Sep 20, 2023 16:35 PDT)

Antoinette Meier
Senior Director, Regional Planning

From: [Christopher Pederson](#)
To: [SanDiegoCoast@Coastal](#)
Cc: [Huckelbridge, Kate@Coastal](#); [Schwing, Karl@Coastal](#); [Leslie, Kanani@Coastal](#); [Ross, Toni@Coastal](#); [Mayer, Robin@Coastal](#)
Subject: Public Comment on October 2023 Agenda Item Thursday 18a - City of Oceanside LCP Amendment No. LCP-6-OCN-23-0035-1 (Coast Highway Incentive District).
Date: Friday, October 6, 2023 12:05:22 PM

Dear Chair Brownsey and Commissioners:

Oceanside's proposed LCP amendment for the Coast Highway Incentive District is the kind of LCP amendment that the Commission should be encouraging and facilitating statewide. It aims to promote multifamily development in areas close to major transit stations in conjunction with efforts to transform an automobile-oriented highway into a thoroughfare that's more conducive to walking, biking, and riding transit. Some of staff's proposed suggested modifications, however, have the potential to undermine these important benefits. The Commission should revise the suggested modifications as discussed in more detail below.

As an initial matter, I am glad that Commission staff and the city have apparently reached an understanding about how to address lower-cost lodging, but the process took far too long. Oceanside adopted the strategic plan that resulted in this LCP amendment in 2009. This LCP amendment was originally filed as complete with the Commission more than three years and was withdrawn and resubmitted twice in order to allow more time to work out issues. If the Commission is to have any hope of promoting more multifamily housing and reducing automobile dependency at the pace that the housing and climate crises require, the Commission should prioritize taking action on LCP amendments such as this much more expeditiously.

The staff report addresses transportation-related issues primarily through the lens of how the LCP amendment might slow down automobile traffic. Oceanside, however, has an unusually rich concentration of passenger rail service that should be promoted as a transportation resource both for residents and visitors. From the Oceanside Transit Center located next to the northern end of the proposed Incentive District, the Amtrak Pacific Surfliner provides regular all-day service to San Diego, Orange County, Los Angeles, and Santa Barbara (and more limited service to San Luis Obispo). Metrolink rail routes also provide direct service from Oceanside to Orange County, Los Angeles, and the Inland Empire cities of Riverside and San Bernardino seven days a week. The Coaster commuter rail service connects Oceanside to San Diego and the beach communities in between. The Sprinter rail line connects Oceanside to inland communities such as Vista, San Marcos, and Escondido. Multiple NCTD Breeze bus routes connect the Transit Center to neighborhoods throughout northern San Diego County. The Coast Highway Sprinter station and nearby bus stops are located in the southern portion of the Incentive District.

In other words, people who will live in the Incentive District will be able to easily take transit to large portions of southern California. And people from large portions of southern California, including inland areas, can easily take transit to visit Oceanside's shoreline.

The proposed Incentive District is precisely the kind of area where the Commission should encourage abundant multifamily housing and moving away from an automobile-focused, automobile-dependent transportation network. Doing so helps to concentrate development, promote transit ridership, reduce driving, and reduce energy use as required by the Coastal Act. (*See* Pub. Resources Code, §§ 30250(a), 30252, 30253(d).) Complying with these Coastal Act also helps to reduce the greenhouse gas emissions that fuel climate change and that thereby imperil a whole host of coastal resources.

By using automobile-based levels of service (LOS) as the trigger for additional potentially time-consuming study and for mitigation measures, the staff recommendation has the potential to undermine the effectiveness of the proposed Incentive District. Although the Commission has frequently assumed that the delays drivers may experience are tantamount to a denial of access, the staff report does not provide any evidence to substantiate that concern. That assumption is especially questionable in the neighborhoods such as the Incentive District, which is served by numerous transit lines, including direct rail service from multiple inland areas.

The Commission should revise recommended suggested modifications in the following respects:

1) Revise Suggested Modification No. 2, section C.9.c to read:

“When required, the Plan shall provide a list of specific traffic mitigation measures to be provided. Mitigation measures shall include measures to address automobile traffic, as well as enhancement of pedestrian, bicycle, and public transit operations. Automobile traffic mitigation measures shall minimize vehicle miles traveled and shall not reduce the amount of proposed housing or impede or degrade pedestrian or bicycle access or public transit operations.” (Proposed revision underlined.)

Rationale: Automobile traffic mitigation commonly focuses on measures intended to reduce density or vehicle delay and increase vehicle capacity. Reductions in residential density, although they may reduce local traffic congestion, will tend to increase overall vehicle miles traveled, especially when the reduced density occurs in a walkable, bikeable area with transit service. Also, prioritizing vehicle speed and throughput often makes conditions more dangerous and less convenient for pedestrians, bicyclists, and transit operators. That can also promote additional vehicle traffic. All of those common effects of automobile traffic mitigation conflict with Coastal Act requirements to concentrate development, promote public transit and modes of transportation other than the automobile and to minimize vehicle miles traveled. (See Pub. Resources Code, §§ 30250, 30252, 30253(d).) The Commission should revise this suggested modification to bring it into compliance with these Coastal Act requirements.

2) Delete Suggested Modification No. 5 or revise to allow multifamily residential uses if sufficient space is reserved for coastal dependent, recreation, or visitor-serving commercial uses.

Rationale: The Incentive District is especially well-suited for multifamily residential development given its proximity to two rail stations and service by multiple bus lines. A complete prohibition on mixed-use multifamily housing in visitor-serving zones goes beyond what is necessary to ensure protection for priority coastal-dependent and visitor-servings uses and conflicts with the Coastal Act mandate to concentrate development in urbanized areas. The Commission should either delete Suggested Modification No. 5 in its entirety or revise it to allow mixed-use multifamily residential uses, for example on the upper stories of buildings, so long as adequate space is reserved for coastal-dependent or visitor-serving uses.

3) Revise Suggested Modification No. 16 to add a new footnote to Table 4 of Section 911:

“6) For sites located within one-half mile of a major transit stop, parking may be required only to the extent consistent with Government Code, § 65863.2.”

Rationale: AB 2097, enacted in 2022, imposes strict limits on the authority of state agencies and local governments to impose or enforce minimum parking requirements. Given that a significant portion of the Incentive District is located within one-half mile of either the Oceanside Transit Center or the Coast Highway Sprinter station, the provision of the LCP amendment establishing parking requirements should be revised to acknowledge this state law limitation. Failing to do so could lead to confusion about the applicability of parking requirements.

Thank you for your consideration of my comments.

Sincerely,

Christopher Pederson

October 3, 2023

Dear California Coastal Commission,

On behalf of Visit Oceanside, we respectfully express our support for Oceanside's Coast Highway Incentive District. The Coast Highway Vision Plan supports important infrastructure, environmental impacts, housing, and connectivity/mobility for this key corridor through our city. These elements are an important part of Visit Oceanside's Sustainable Tourism Master Plan (STMP) as well as the city's General Plan update. The STMP is our ten-year roadmap to creating resiliency for our industry while balancing the needs of our community.

Please consider the following important factors as they're critical in providing the opportunity for Oceanside to improve the quality of life for everyone, as well as quality of environment, economic impact, and experience.

- The Incentive District (ID) addresses regional housing needs by allowing for increased residential densities and standalone residential. Objective design standards will bring more certainty to the development review process while ensuring high-quality, pedestrian-oriented development.
- The introduction of housing into the corridor will stabilize the commercial sector and enhance the viability of visitor-serving uses in the City's coastal zone.
- In keeping with the California Coastal Act and the City's Local Coastal Program, the ID will provide for a wide range of visitor-serving uses. The ID will also streamline the development review process for visitor accommodations.
- The associated "complete streets" improvements will facilitate active transportation, while reducing vehicle emissions from idling and acceleration. These improvements will enhance pedestrian access to the coast by making it safer and easier to cross Coast Highway.
- Expanded tree canopy will enhance carbon sequestration, support stormwater management, reduce the heat island effect, and promote walkability.
- Enhanced wayfinding will improve coastal access for motorists, pedestrians, and bike riders.
- The ID is informing the development of the Smart and Sustainable Corridors Specific Plan, a component of the City's General Plan Update that will promote smart growth, active transportation, and transit access within the City's major inland commercial corridors (Mission Avenue, Oceanside Blvd, and Vista Way/Plaza Drive).

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Leslee Gaul".

Leslee Gaul
President/CEO
Visit Oceanside

Ross, Toni@Coastal

From: ExecutiveStaff@Coastal
Sent: Friday, October 6, 2023 4:13 PM
To: Leslie, Kanani@Coastal; Ross, Toni@Coastal
Subject: FW: Public Comment on October 2023 Agenda Item item 18 and 20d - for the City of Oceanside

Fyi

-----Original Message-----

From: Colleen Balch <mschief14@gmail.com>
Sent: Friday, October 6, 2023 1:52 PM
To: ExecutiveStaff@Coastal <ExecutiveStaff@coastal.ca.gov>
Subject: Re: Public Comment on October 2023 Agenda Item item 18 and 20d - for the City of Oceanside

Sorry for any confusion this is my first time writing to the commission. I for the most part support your comments to the City. My issues are that there are too many inconsistencies in the information given to you by the City. One example is stating that the incentive districts go as far south as Cassidy. That is not true. Both the Coast highway lane reduction and developers incentive end at Morse St. The City stated that the developer incentives ends at Cassidy. Not true. There are a few others that I will be meeting with the City Manager about but for now I would encourage you to postpone the vote on these items. Thank you,

Colleen Balch
Resident of Oceanside
Former Planning Commissioner
Sent from my iPhone

> On Oct 6, 2023, at 10:52 AM, Colleen Balch <mschief14@gmail.com> wrote:

>

> I would like to say that I fully support your responses to these two items on the agenda. Thank you for all your hard work on these items.

>

> Respectfully,

>

> Colleen Balch

> Resident of City of Oceanside.



CITY OF OCEANSIDE

DEVELOPMENT SERVICES DEPARTMENT / PLANNING DIVISION

October 5, 2023

Toni Ross
California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 97724

RE: CCC staff suggested modifications to LCP-6-OCN-21-0077-2 (Coast Highway Incentive District)

Ms. Ross:

As a follow-up to the October 3, 2023 discussion between CCC and City of Oceanside staff on suggested modifications related to low-cost visitor-serving accommodations (LCVSAs), the City proposes an additional revision, as depicted below.

Suggested Modification

New hotel and motel development within the City shall provide a range of rooms and room prices in order to serve all income ranges. Priority shall be given to developments that include public recreational opportunities.

City-Proposed Revision

New hotel and motel development within ~~the City~~ the Coastal Zone shall ~~should~~ collectively provide a range of rooms ~~and room prices~~ in order to serve ~~all~~ a wide variety of income ranges. Priority shall be given to developments that include public recreational opportunities.

The proposed revision ensures that the policy applies only within the City's Coastal Zone, clarifies that the policy refers to the totality of new and existing lodging uses and not individual projects, and removes the term "room prices" to preclude the notion that the policy is intended to set rates for new lodging uses.

We ask that CCC staff incorporate this revision into its suggested modifications for the Coast Highway Incentive District, by whatever means appropriate at this juncture.

The City appreciates CCC staff's willingness to engage in ongoing dialogue and work toward consensus on this important project.

Should you have any questions, please contact me at rcunningham@oceansideca.org or (760) 435-3525.

Sincerely,

Russ Cunningham, AICP
Principal Planner
Development Services Department

October 6, 2023

TO: California Coastal Commission

RE: October 2023 City of Oceanside LCP Amendment No. LCP-6-OCN-23-0035-1 (Coast Highway Incentive District). – Support WITH corrections

Concerns with maps submitted by the City of Oceanside and Complete Streets Reference

Honorable Commissioners:

I'm writing to express my concern about three items submitted by the City of Oceanside as Exhibits that are incorrect and have not been amended by the City of Oceanside, even after pointing out the errors.

First, Exhibit 2: Project Area and Vicinity. The Staff Report correctly identifies the project Area and Vicinity beginning two streets from the pier to Morse St. (South Oceanside); however, in Exhibit 2 (attachment 1), the City has identified the project area to begin two streets south of the pier to the terminus of southern Oceanside. City Council direction was to leave South Oceanside out of the Incentive District and I am concerned that having a map that incorrectly shows different than council direction, might become problematic with future development.

Next, I have brought to our planner's attention mis-labeling of properties on the city's Zoning Map.

We have two pieces of parkland, listed as public parkland in our Parks and Recreation Master Plan. One is Buccaneer Beach Park and the other approximately three acres large adjacent to the north side of the Loma Alta Creek.

I did send another email to our planner requesting the Zoning be changed to reflect the parkland designation, but have not heard back from the planner to date. (ATTACHMENT 2)

Finally, I found reference to Complete Streets in the Staff Report (ATTACHMENT 3). It states, "...After implementation of the complete streets project, Coast Highway would be converted to two lanes (one vehicle lane in each direction, between

Seagaze Drive and Cassidy Sreet,...” as per council policy, South Oceanside is to remain a four lane Hwy beginning at Morse St. to Vista Way.

Thank you,

Shari Mackin

Oceanside Resident

cc: files

ATTACHMENT 1:



City of Pleasanton Creek Highway Corridor Study, 10/2017
Figure 3-2
Project Area and Vicinity

EXHIBIT NO. 2
PROJECT AREA AND VICINITY
(07/2024/13/2017)
<small>City of Pleasanton</small>

ATTACHMENT 2

Zoning Inbox x



Shari Mackin -bzshari@gmail.com

to Russ, Colleen, Richard, Joel, me

Thu, Oct 5, 1:08 PM (23 hours ago) ☆

Hi Russ,

I'm curious about the labeling of these properties.

Can you tell me why Buc isn't labeled as "parkland" rather Open Space - O (Coastal)?

Also, the red circled area to the north of Buc where the Transfer Station will be placed is parkland. Is that why the green PUT area has this zoning: Public Facilities, Parks, Open Space - D-15 (Redevelopment)?

A little confusing that Buc is labeled Open Space whereas the parkland across the creek (I am assuming) is noted as parkland.

Will you please clarify?

Thanks!

Shari



ATTACHMENT 3

Additionally, while not included in the subject amendment request but relevant to this consideration, the City is also in the process of planning for the associated Complete Streets project, which would modify the Coast Highway corridor and roadway, including lane conversions, street improvements, intersection roundabouts, and increased parking and bicycle facilities. The 3.5-mile stretch currently operates as a four-lane corridor, including two vehicle lanes in each direction with limited parking, and no designated bicycle facilities. After implementation of the complete streets project, Coast Highway would be converted to two lanes (one vehicle lane in each direction), between Seagaze Drive and Cassidy Street, including a continuous Class II striped bicycle lane, ten (10) mid-block crosswalks, twelve (12) roundabouts in place of traffic signals, and streetscape enhancements ([ref. Exhibit No. 3](#)). The City memorialized these roadway changes through revisions to the City's Circulation Element, which is not a part of its certified LCP.

From: SanDiegoCoast@Coastal
To: Ross_Toni@Coastal
Subject: FW: Public Comment on October 2023 Agenda Item Thursday 18a - City of Oceanside LCP Amendment No. LCP-6-OCN-23-0035-1 (Coast Highway Incentive District).
Date: Friday, October 6, 2023 1:02:08 PM

From: Suneson, Yael <yael.suneson@woodpartners.com>
Sent: Friday, October 6, 2023 12:59 PM
To: SanDiegoCoast@Coastal <SanDiegoCoast@coastal.ca.gov>
Cc: Wilk, Julia <julia.wilk@woodpartners.com>
Subject: Public Comment on October 2023 Agenda Item Thursday 18a - City of Oceanside LCP Amendment No. LCP-6-OCN-23-0035-1 (Coast Highway Incentive District).

Re: October 12, 2023, Agenda Item 18 - City of Oceanside LCP Amendment No. LCP-6-OCN-23-0035-1 (Coast Highway Incentive District)

Dear Coastal Commission Members,

On behalf of Wood Partners, I thank you for the opportunity to share our support for the City of Oceanside's Coast Highway Incentive District certification.

Wood Partners is a multifamily development firm that currently has a mixed-use project in Oceanside under construction set to deliver in 2024. The project is one of the first projects to bring affordable housing to Oceanside. It is a density bonus project with 309 multifamily units for rent, including 26 very low income units, and 5,400 SF of retail. Despite the highly desirable location with access to the ocean and downtown Oceanside and with favorable zoning within the City's LCP, it was very challenging to finance the project due to the long lead time, risk, and considerable costs to start construction. There were many times when the project was on the verge of not going forward. This was a direct result of the exposure we took on due to CEQA requirements and issues that accompanied the EIR process. With the distress in today's financial markets, it would be even harder to raise capital to build that project today.

As we are all aware, California has a huge housing deficit to the tune of 3-4 million units, which has led to lack of affordability in the existing stock as there is not enough housing to support the demand. This affordability issue impacts all income levels in California, not only the low income earners. Because of this we have seen a flight to more affordable areas, either suburban areas or a flight from California.

One of the most critical issues for the future growth of Oceanside is the supply of workforce housing. The Incentive District addresses regional housing needs by allowing for increased residential densities and standalone residential. Objective design standards will bring more certainty to the development review process while ensuring high-quality, pedestrian-oriented development, and a more easily accessible coastline.

The Incentive District is informing the development of the Smart and Sustainable Corridors Specific

Plan, a component of the City's General Plan Update that will promote smart growth, active transportation, and transit access. It will also improve pedestrian access to the coast by making it safer and easier to cross Coast Highway, also enhancing access to businesses on both sides of Coast Highway. Further benefits of the Incentive District include expanded tree canopy and enhanced wayfinding that will improve coastal access for motorists, pedestrians, and bike riders. All of the positive impacts increase the desirability of the area and supports financing efforts for housing development. In light of this, we support concentrated development density, specifically density near transit with a streamlined entitlement approach.

Your approval of the Oceanside Coast Highway Incentive District would support the ability to bring more housing to Oceanside that is aligned with the Incentive District's programmatic EIR. The ability to develop concentrated density would increase affordability overall, as each project would require less cost, less time, and less risk allowing more housing units to be built.

For these reasons and more, we respectfully request your support of Oceanside's Incentive District Certification.

Thank you for your consideration.

Thanks,
Yael Suneson

Yael Victoria Suneson | Vice President, Development | Wood Partners
8929 S Sepulveda Blvd. Suite 308 | Los Angeles, CA 90045
O: 949.260.9960 | C: 917.664.6117 | yael.suneson@woodpartners.com
woodpartners.com

Improving People's Lives by Creating Better Communities



CITY OF OCEANSIDE

DEVELOPMENT SERVICES DEPARTMENT / PLANNING DIVISION

December 18, 2023

Toni Ross
California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 97724

RE: CCC staff suggested modifications to LCP-6-OCN-21-0077-2 (Coast Highway Incentive District)

Ms. Ross:

As a follow-up to our December 5, 2023 discussion of the Coast Highway Incentive District, the City offers the following additional comments pertaining to suggested modifications to Articles 4, 10C, and 11C of the City's Zoning Ordinance. The City finds that suggested modifications regarding lower-cost visitor-serving accommodations (LCVSAs) should largely be confined to the Coast Highway Incentive District (ZO Chapter 9), which is the sole subject of the proposed LCPA. The City further finds that suggested policy language regarding LCVSAs should be confined to the City's Coastal Land Use Plan (LUP).

Additionally, the City seeks clarity regarding the prioritization of LCVSAs and reiterates proposed changes to suggested modifications that seeks to ensure that new hotel and motel development provide for a wide variety of income ranges.

Prioritizing LCVSAs

Many of the suggested modifications regarding LCVSAs call upon the City to give priority to LCVSAs "above all other accommodation development proposals." The City is unclear as to what it means to give priority to such uses over other uses. Consequently, unless this suggested modification can be clarified, the City cannot accept it.

Suggested Policy Language Requiring All New Market-Rate Accommodations to Serve All Income Ranges

As conveyed in correspondence delivered to CCC staff on October 5, 2023, the City cannot accept as written the suggested modification that would require all new market-rate accommodations in the coastal zone to "serve all income ranges." The City continues to offer the following as an alternative to this suggested modification:

New hotel and motel development within ~~the City~~ the Coastal Zone ~~shall~~ should collectively provide a range of rooms ~~and room prices~~ in order to serve all a wide variety of income ranges. Priority shall be given to developments that include public recreational opportunities.

The proposed revision ensures that the policy applies only within the City's Coastal Zone, clarifies that the policy refers to the totality of new and existing lodging uses and not individual projects, and removes the term "room prices" to preclude the notion that the policy is intended to set rates for

new lodging uses. Furthermore, in removing the phrase “all income levels,” the proposed revision precludes the notion that rooms would have to be offered at rates below 75 percent of the statewide average daily rate (ADR).

Suggested Modification 6

Revise Article 4 (Use Classifications), Section 414 - Commercial Use Classifications, of the Implementation Plan, as follows:

KK. Visitor Accommodations.

[...]

5. Lower-Cost Overnight Accommodations.

(a) Lower-Cost Overnight Accommodations.

Lower-Cost Overnight Accommodations. Lower-cost overnight accommodations shall be given priority above all other accommodation development proposals. Examples of lower-cost overnight accommodations include 1) Campgrounds and Cabins, including Recreational Vehicle (RV) parks; 2) Hostels; and 3) Budget/Economy Hotels and Motels. Overnight accommodations are reserved for transient uses only (30 days or less).

(b) Protection of Existing Lower-Cost Overnight Accommodations.

Existing lower-cost overnight accommodations shall be protected and maintained. The City shall proactively work with operators of existing lower-cost overnight accommodations to maintain and renovate existing properties. If the City's latest inventory of lower-cost accommodations is below the minimum of 375 units required by the LCP, existing lower-cost overnight accommodations shall not be removed or converted unless replaced at a 1:1 ratio with units comparable in function, location, and cost to the public. If replacement of lower- or moderate-cost units on-site is determined to be infeasible pursuant to a feasibility analysis, then the new development shall provide lower-cost units elsewhere within the City's Coastal Zone.

(c) New Overnight Accommodations.

New hotel and motel development within the City shall provide a range of rooms in order to serve all income ranges. Priority shall be given to developments that include public recreational opportunities.

The ostensible purpose of Zoning Ordinance Article 4 is to categorize and define permissible land uses. The suggested modifications to Article 4 insert policy language that the City believes should be confined to the City's Land Use Plan. The policy language proposed for Article 4 is also proposed for Section 2 of the City's Land Use Plan. Moreover, the City's Land Use Plan already includes language establishing a minimum inventory of LCVSAs within the coastal zone (see Summary of Findings and Policies Section II(C)26). In light of the above, the City offers the following revision of Suggested Modification 6:

Revise Article 4 (Use Classifications), Section 414 - Commercial Use Classifications, of the Implementation Plan, as follows:

KK. Visitor Accommodations.

[...]

5. Lower-Cost Overnight Accommodations.

(a) Lower-Cost Overnight Accommodations.

~~Lower-Cost Overnight Accommodations. Lower-cost overnight accommodations shall be given priority above all other accommodation development proposals. Examples of lower-cost overnight accommodations include 1) Campgrounds and Cabins, including Recreational Vehicle (RV) parks; 2) Hostels; and 3) Budget/Economy Hotels and Motels. Overnight accommodations are reserved for transient uses only (30 days or less).~~

~~(b) Protection of Existing Lower-Cost Overnight Accommodations.~~

~~Existing lower-cost overnight accommodations shall be protected and maintained. The City shall proactively work with operators of existing lower-cost overnight accommodations to maintain and renovate existing properties. If the City's latest inventory of lower-cost accommodations is below the minimum of 375 units required by the LCP, existing lower-cost overnight accommodations shall not be removed or converted unless replaced at a 1:1 ratio with units comparable in function, location, and cost to the public. If replacement of lower- or moderate-cost units on-site is determined to be infeasible pursuant to a feasibility analysis, then the new development shall provide lower-cost units elsewhere within the City's Coastal Zone.~~

~~(c) New Overnight Accommodations.~~

~~New hotel and motel development within the City shall provide a range of rooms in order to serve all income ranges. Priority shall be given to developments that include public recreational opportunities.~~

Suggested Modification 7

Revise Article 10C (Coastal Residential Districts), Section 1030C -R-1/CZ, R-3/CZ, and R-T/CZ Districts: to add "Lower-Cost Overnight Accommodations" to the list of Land Use Regulations in the Implementation Plan, as follows:

LAND USE REGULATIONS

R-1/CZ R-3/CZ R-T/CZ Additional Regulations

Hotels, Motels, Timeshares - - U

Lower-Cost Overnight Accommodations - - U (AA)

Mobile Home Parks U U U

AA. Lower-Cost Overnight Accommodations.

(a) Lower-Cost Overnight Accommodations.

Lower-Cost Overnight Accommodations. Lower-cost overnight accommodations shall be given priority above all other accommodation development proposals. Examples of lower-cost overnight accommodations include 1) Campgrounds and Cabins, including RV parks; 2) Hostels; and 3) Budget/Economy Hotels and Motels. Overnight accommodations are reserved for transient uses only (30 days or less).

(b) Protection of Existing Lower-Cost Overnight Accommodations.

Existing lower-cost overnight accommodations shall be protected and maintained. The City shall proactively work with operators of existing lower-cost overnight accommodations to maintain and renovate existing properties. If the City's inventory of lower-cost accommodations is below the minimum of 375 units required by the LCP, existing lower-cost overnight accommodations shall

not be removed or converted, unless replaced at a 1:1 ratio with units comparable in function, location, and cost to the public. If replacement of lower- or moderate-cost units on-site is determined to be infeasible pursuant to a feasibility analysis, then the new development shall provide lower-cost units elsewhere within the City's Coastal Zone.

(c) New Overnight Accommodations.

New hotel and motel development within the City shall provide a range of rooms in order to serve all income ranges. Priority shall be given to developments that include public recreational opportunities.

The City appreciates CCC staff's willingness to engage in ongoing dialogue and work toward consensus on this important project.

Article 10C of the City's Zoning Ordinance applies exclusively to residential districts within the coastal zone. The Coast Highway Incentive District has no bearing on any of these residential districts. Moreover, while one of these districts (Residential Tourist/RT) provides for certain low-intensity overnight accommodations, this district has a distinct residential character. All existing overnight accommodations in this district are short-term rentals, none of which are included in the City's current LCVSA inventory. There are no hotels, motels, RV parks, or campgrounds in this district.

While the City is open to discussing how LCVSAs can be integrated into the RT district in a manner consistent with this district's residential character, this is a major policy consideration that should be addressed as part of the City's pending Local Coastal Program Update. Therefore, the City asks that Suggested Modification 7 be stricken in its entirety, as indicated below.

~~*Revise Article 10C (Coastal Residential Districts), Section 1030C R-1/CZ, R-3/CZ, and R-T/CZ Districts: to add "Lower-Cost Overnight Accommodations" to the list of Land Use Regulations in the Implementation Plan, as follows:*~~

~~*LAND USE REGULATIONS*~~

~~*R-1/CZ R-3/CZ R-T/CZ Additional*~~

~~*Regulations*~~

~~*Hotels, Motels, Timeshares -- U*~~

~~*Lower-Cost Overnight Accommodations -- U (AA)*~~

~~*Mobile Home Parks U U U*~~

~~*AA. Lower-Cost Overnight Accommodations.*~~

~~*(a) Lower-Cost Overnight Accommodations.*~~

~~*Lower-Cost Overnight Accommodations. Lower-cost overnight accommodations shall be given priority above all other accommodation development proposals. Examples of lower-cost overnight accommodations include 1) Campgrounds and Cabins, including RV parks; 2) Hostels; and 3) Budget/Economy Hotels and Motels. Overnight accommodations are reserved for transient uses only (30 days or less).*~~

~~*(b) Protection of Existing Lower-Cost Overnight Accommodations.*~~

~~*Existing lower-cost overnight accommodations shall be protected and maintained. The City shall proactively work with operators of existing lower-cost overnight accommodations to maintain and renovate existing properties. If the City's inventory of lower-cost accommodations is below the minimum of 375 units required by the LCP, existing lower-cost overnight accommodations shall not be removed or converted, unless replaced at a 1:1 ratio with units*~~

~~comparable in function, location, and cost to the public. If replacement of lower- or moderate-cost units on-site is determined to be infeasible pursuant to a feasibility analysis, then the new development shall provide lower-cost units elsewhere within the City's Coastal Zone.~~

~~(e) New Overnight Accommodations.~~

~~New hotel and motel development within the City shall provide a range of rooms in order to serve all income ranges. Priority shall be given to developments that include public recreational opportunities.~~

Suggested Modification 8

Revise Article 11C (Coastal Commercial Districts), Section 1130C - VC/CZ, C-1/CZ, C2/CZ and OP/CZ Districts: Land Use Regulations: to add "Lower-Cost Overnight Accommodations" to the list of Land Use Regulations in the Implementation Plan, as follows:

LAND USE REGULATIONS

VC/CZ C-1/CZ C-2/CZ OP/CZ Additional Regulations

Hotels, Motels, Tourist Cottages U U U -

Lower-Cost Overnight Accommodations U U U - (Y)

Institutions

Y. Lower-Cost Overnight Accommodations.

(a) Lower-Cost Overnight Accommodations.

Lower-Cost Overnight Accommodations. Lower-cost overnight accommodations shall be given priority above all other accommodation development proposals. Examples of lower-cost overnight accommodations include 1) Campgrounds and Cabins, including RV parks; 2) Hostels; and 3) Budget/Economy Hotels and Motels. Overnight accommodations are reserved for transient uses only (30 days or less).

(b) Protection of Existing Lower-Cost Overnight Accommodations.

Existing lower-cost overnight accommodations shall be protected and maintained. The City shall proactively work with operators of existing lower-cost overnight accommodations to maintain and renovate existing properties. If the City's inventory of lower-cost accommodations is below the minimum of 375 units required by the LCP, existing lower-cost overnight accommodations shall not be removed or converted, unless replaced at a 1:1 ratio with units comparable in function, location, and cost to the public. If replacement of lower- or moderate-cost units on-site is determined to be infeasible pursuant to a feasibility analysis, then the new development shall provide lower-cost units elsewhere within the City's Coastal Zone.

(c) New Overnight Accommodations.

New hotel and motel development within the City shall provide a range of rooms in order to serve all income ranges. Priority shall be given to developments that include public recreational opportunities.

While the City is amenable to amending Article 11C to include a definition of LCVSAs and identify LCVSAs as conditionally permitted in uses within VC, C-1, and C-2 zoning districts, for reasons established above, the City cannot accept the incorporation of policy language that should be

confined to the City's LUP. The City therefore offers the following revision of Suggested Modification 8:

Revise Article 11C (Coastal Commercial Districts), Section 1130C - VC/CZ, C-1/CZ, C2/CZ and OP/CZ Districts: Land Use Regulations: to add "Lower-Cost Overnight Accommodations" to the list of Land Use Regulations in the Implementation Plan, as follows:

LAND USE REGULATIONS

VC/CZ C-1/CZ C-2/CZ OP/CZ Additional Regulations

Hotels, Motels, Tourist Cottages U U U -

Lower-Cost Overnight Accommodations U U U - (Y)

Institutions

Y. Lower-Cost Overnight Accommodations.

(a) Lower-Cost Overnight Accommodations.

Lower-Cost Overnight Accommodations. ~~Lower-cost overnight accommodations shall be given priority above all other accommodation development proposals.~~ Examples of lower-cost overnight accommodations include 1) Campgrounds and Cabins, including RV parks; 2) Hostels; and 3) Budget/Economy Hotels and Motels. Overnight accommodations are reserved for transient uses only (30 days or less).

(b) Protection of Existing Lower-Cost Overnight Accommodations. Existing lower-cost overnight accommodations shall be protected and maintained. The City shall proactively work with operators of existing lower-cost overnight accommodations to maintain and renovate existing properties. If the City's inventory of lower-cost accommodations is below the minimum of 375 units required by the LCP, existing lower-cost overnight accommodations shall not be removed or converted, unless replaced at a 1:1 ratio with units comparable in function, location, and cost to the public. If replacement of lower- or moderate-cost units on-site is determined to be infeasible pursuant to a feasibility analysis, then the new development shall provide lower-cost units elsewhere within the City's Coastal Zone.

(c) New Overnight Accommodations.

New hotel and motel development within the City shall provide a range of rooms in order to serve all income ranges. Priority shall be given to developments that include public recreational opportunities.

Suggested Modification 10

Revise Article 11C (Coastal Commercial Districts), Section 1140 – Property Development Regulations Table in the Implementation Plan, as follows:

VC/CZ, C-1/CZ, C-2/CZ and OP/CZ DISTRICTS DEVELOPMENT REGS

VC/CZ C-1/CZ C-2/CZ OP/CZ Add. Reg.

(W)

[...]

W. Development Regulations permitted in the C-1, C-2 and VC zones that are also

located within the Coast Highway Incentive District may be subject to additional regulations as provided in Article 9 – Coast Highway Corridor Incentive District.

11. Revise Article 9 (Coast Highway Incentive District), Section 901 – Purpose and Intent, in the Implementation Plan as follows:

A. Incent redevelopment and revitalization of the Incentive District by streamlining the development review process and providing development incentives.

B. Encourage sustainable, high-quality development consistent with the intent and objectives articulated in the Coast Highway Vision and Strategic Plan...]

G. Provide recreational opportunities and overnight accommodations in a range of affordability. Encourage the addition of visitor-serving uses and overnight accommodations, particularly those uses and accommodations that are lower-cost.

City staff seeks clarity regarding the meaning of “development regulations permitted in the C-1, C-2, and VC zones...” The Coast Highway Incentive District is an alternative to existing C-1 and C-2 zoning standards, not an additive zoning regime. Property owners and developers can choose to pursue projects under either the existing C-1/C-2 standards or under the Incentive District. The suggested modification appears to suggest otherwise.

Suggested Modification 14

Revise Article 9 (Coast Highway Incentive District), Section 907 – Land Use Standards, Table 2, to retain previously allowable uses certified in the C-1, C-2, and V-C zones, in the Implementation Plan as follows:

Use Avenue Commercial

Village

Node

Campgrounds & RV parks P P P

Recreational Equipment Rental/Sales P P P

Coastal Related Uses (other) P P P

Commercial Fishing, Diving and

Sportfishing; Supplies and Service

P P P

Community Buildings and Public Uses P P P

Gifts, Sundries, Souvenir Shops P P P

Lower-Cost Overnight Accommodations P (11) P (11) P (11)

D. Additional Land Use Regulations.

[...]

11. Lower-Cost Overnight Accommodations.

(a) Lower-Cost Overnight Accommodations.

Lower-Cost Overnight Accommodations. Lower-cost overnight accommodations shall be given priority above all other accommodation development proposals. Examples of lower-cost overnight accommodations include 1) Campgrounds and Cabins, including RV parks; 2) Hostels; and 3) Budget/Economy Hotels and Motels. Overnight accommodations are reserved for transient uses only (30 days or less).

(b) Protection of Existing Lower-Cost Overnight Accommodations.

Existing lower-cost overnight accommodations shall be protected and

maintained. The City shall proactively work with operators of existing lowercost overnight accommodations to maintain and renovate existing properties.

If the City's inventory of lower-cost accommodations is below the minimum of 375 units required by the LCP, existing lower-cost overnight accommodations shall not be removed or converted, unless replaced at a 1:1 ratio with units comparable in function, location, and cost to the public. If replacement of lower- or moderate-cost units on-site is determined to be infeasible pursuant to a feasibility analysis, then the new development shall provide lower-cost units elsewhere within the City's Coastal Zone.

(c) New Overnight Accommodations.

New hotel and motel development within the City shall provide a range of rooms in order to serve all income ranges. Priority shall be given to developments that include public recreational opportunities.

The City is amenable to amending Article 9 to include a definition of LCVSAs and identify LCVSAs as permitted uses within the Coast Highway Incentive District. However, as previously stated, the City finds that policy language regarding LCVSAs should be confined to the City's LUP. Therefore, the City offers the following revision of Suggested Modification 14:

Revise Article 9 (Coast Highway Incentive District), Section 907 – Land Use Standards, Table 2, to retain previously allowable uses certified in the C-1, C-2, and V-C zones, in the Implementation Plan as follows:

Use Avenue Commercial

Village

Node

Campgrounds & RV parks P P P

Recreational Equipment Rental/Sales P P P

Coastal Related Uses (other) P P P

Commercial Fishing, Diving and

Sportfishing; Supplies and Service

P P P

Community Buildings and Public Uses P P P

Gifts, Sundries, Souvenir Shops P P P

Lower-Cost Overnight Accommodations P (11) P (11) P (11)

D. Additional Land Use Regulations.

[...]

11. Lower-Cost Overnight Accommodations.

(a) Lower-Cost Overnight Accommodations.

Lower-Cost Overnight Accommodations. ~~Lower-cost overnight accommodations shall be given priority above all other accommodation development proposals.~~ Examples of lower-cost overnight accommodations include 1) Campgrounds and Cabins, including RV parks; 2) Hostels; and 3) Budget/Economy Hotels and Motels. Overnight accommodations are reserved for transient uses only (30 days or less).

(b) Protection of Existing Lower-Cost Overnight Accommodations.

~~Existing lower-cost overnight accommodations shall be protected and~~

~~maintained. The City shall proactively work with operators of existing lowercost overnight accommodations to maintain and renovate existing properties.~~

~~If the City's inventory of lower-cost accommodations is below the minimum of~~

~~375 units required by the LCP, existing lower cost overnight accommodations shall not be removed or converted, unless replaced at a 1:1 ratio with units comparable in function, location, and cost to the public. If replacement of lower or moderate cost units on-site is determined to be infeasible pursuant to a feasibility analysis, then the new development shall provide lower cost units elsewhere within the City's Coastal Zone.~~

~~(e) New Overnight Accommodations.~~

~~New hotel and motel development within the City shall provide a range of rooms in order to serve all income ranges. Priority shall be given to developments that include public recreational opportunities.~~

Suggested Modification 17

Revise Article 9 (Coast Highway Incentive District), Section 912 – Definitions, in the Implementation Plan as follows:

BB. Lower-Cost Overnight Accommodations.

(a) Lower-Cost Overnight Accommodations.

Lower-Cost Overnight Accommodations. Lower-cost overnight accommodations shall be given priority above all other accommodation development proposals. Examples of lower-cost overnight accommodations include 1) Campgrounds and Cabins, including RV parks; 2) Hostels; and 3) Budget/Economy Hotels and Motels. Overnight accommodations are reserved for transient uses only (30 days or less).

(b) Protection of Existing Lower-Cost Overnight Accommodations.

Existing lower-cost overnight accommodations shall be protected and maintained. The City shall proactively work with operators of existing lower-cost overnight accommodations to maintain and renovate existing properties. If the City's inventory of lower-cost accommodations is below the minimum of 375 units required by the LCP, existing lower-cost overnight accommodations shall not be removed or converted, unless replaced at a 1:1 ratio with units comparable in function, location, and cost to the public. If replacement of lower- or moderate-cost units on-site is determined to be infeasible pursuant to a feasibility analysis, then the new development shall provide lower-cost units elsewhere within the City's Coastal Zone.

(c) New Overnight Accommodations.

New hotel and motel development within the City shall provide a range of rooms in order to serve all income ranges. Priority shall be given to developments that include public recreational opportunities.

See above commentary on Suggested Modification 14. The City offers the following revision of Suggested Modification 17:

Revise Article 9 (Coast Highway Incentive District), Section 912 – Definitions, in the Implementation Plan as follows:

BB. Lower-Cost Overnight Accommodations.

(a) Lower-Cost Overnight Accommodations.

Lower-Cost Overnight Accommodations. ~~Lower-cost overnight accommodations shall be given priority above all other accommodation development proposals.~~ Examples of lower-cost overnight accommodations

include 1) Campgrounds and Cabins, including RV parks; 2) Hostels; and 3) Budget/Economy Hotels and Motels. Overnight accommodations are reserved for transient uses only (30 days or less).

~~(b) Protection of Existing Lower-Cost Overnight Accommodations: Existing lower-cost overnight accommodations shall be protected and maintained. The City shall proactively work with operators of existing lower-cost overnight accommodations to maintain and renovate existing properties. If the City's inventory of lower-cost accommodations is below the minimum of 375 units required by the LCP, existing lower-cost overnight accommodations shall not be removed or converted, unless replaced at a 1:1 ratio with units comparable in function, location, and cost to the public. If replacement of lower- or moderate-cost units on-site is determined to be infeasible pursuant to a feasibility analysis, then the new development shall provide lower-cost units elsewhere within the City's Coastal Zone.~~

~~(c) New Overnight Accommodations: New hotel and motel development within the City shall provide a range of rooms in order to serve all income ranges. Priority shall be given to developments that include public recreational opportunities.~~

Prioritizing LCVSAs

Many of the suggested modifications regarding LCVSAs call upon the City to give priority to LCVSAs “above all other accommodation development proposals.” The City is unclear as to what it means to give priority to such uses over other uses. Consequently, unless this suggested modification can be clarified, the City cannot accept it.

Suggested Policy Language Requiring All New Market-Rate Accommodations to Serve All Income Ranges

As conveyed in correspondence delivered to CCC staff on October 5, 2023, the City cannot accept as written the suggested modification that would require all new market-rate accommodations in the coastal zone to “serve all income ranges.” The City continues to offer the following as an alternative to this suggested modification:

New hotel and motel development within the City the Coastal Zone shall should collectively provide a range of rooms and room prices in order to serve all a wide variety of income ranges. Priority shall be given to developments that include public recreational opportunities.

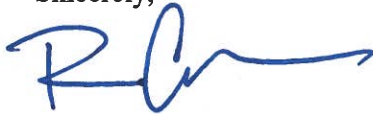
The proposed revision ensures that the policy applies only within the City’s Coastal Zone, clarifies that the policy refers to the totality of new and existing lodging uses and not individual projects, and removes the term “room prices” to preclude the notion that the policy is intended to set rates for new lodging uses. Furthermore, in removing the phrase “all income levels,” the proposed revision precludes the notion that rooms would have to be offered at rates below 75 percent of the statewide average daily rate (ADR).

City staff appreciates the willingness of CCC staff to entertain further changes to the suggested modifications. Given the many ways in which the Coast Highway Incentive District furthers the

goals of the California Coastal Act, other state priorities, and the City's LCP, we are hopeful that we can forge consensus on suggested modifications related to LCVSAs.

Should you have any questions, please contact me at rcunningham@oceansideca.org or (760) 435-3525.

Sincerely,



Russ Cunningham, AICP
Principal Planner
Development Services Department



CITY OF OCEANSIDE

DEVELOPMENT SERVICES DEPARTMENT / PLANNING DIVISION

January 29, 2024

Toni Ross
California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 97724

RE: CCC staff suggested modifications to LCP-6-OCN-21-0077-2 (Coast Highway Incentive District)

Ms. Ross:

This correspondence conveys the City of Oceanside's acceptance of all suggested modifications of the Coast Hwy Incentive District as outlined in the staff report for the upcoming February 8th certification hearing. With the removal of suggested modifications that would have a profound chilling effect on hotel development in Oceanside – thereby limiting the future expansion of overnight accommodations for all visitors – the City is comfortable with the remaining policy-level language that encourages Oceanside to promote lower-cost accommodations in new market-rate hotel development.

We appreciate CCC staff's willingness to work with the City to achieve consensus on this important project, which supports coastal access, the expansion of visitor-serving uses, and the preservation of coastal resources. We thank CCC staff for acknowledging Oceanside as one of the region's most accessible and affordable coastal jurisdictions and fashioning provisions for lower-cost visitor-serving accommodations (LCVSAs) that give the City and the development community a measure of flexibility in determining how to maintain and grow Oceanside's inventory of LCVSAs.

Going forward, the City will make a good faith effort to promote affordability by design in new hotel development and collaborate with CCC staff on viable, context-sensitive provisions for LCVSAs in conjunction with Oceanside's comprehensive Local Coastal Program Update.

After nearly 17 years of planning for the revitalization of Coast Highway, the City is hopeful that the Incentive District will be embraced by the Coastal Commission as an important step in the right direction for the City's coastal zone.

Should you have any questions, please contact me at rcunningham@oceansideca.org or (760) 435-3525.

Sincerely,

Russ Cunningham, AICP
Principal Planner
Development Services Department
760-435-3525 rcunningham@oceansideca.org

From: [Christopher Pederson](#)
To: [SanDiegoCoast@Coastal](#)
Cc: [Huckelbridge, Kate@Coastal](#); [Schwing, Karl@Coastal](#); [Leslie, Kanani@Coastal](#); [Ross, Toni@Coastal](#); [Mayer, Robin@Coastal](#)
Subject: Public Comment on February 2024 Agenda Item Thursday 18a - City of Oceanside LCP Amendment No. LCP-6-OCN-23-0035-1 (Coast Highway Corridor Incentive District).
Date: Friday, January 26, 2024 11:28:57 AM

Dear Chair Hart and Commissioners:

The Commission should certify Oceanside's LCP amendment for the proposed Coast Highway Incentive District. By promoting more multifamily housing in and adjacent to a commercial district served by two train stations and multiple bus lines, this LCP amendment would help to address both the housing crisis and the climate crisis.

I thank Commission staff for revising previously recommended suggested modifications to specify that mitigation measures addressing automobile traffic must reduce vehicle miles traveled; may not impede pedestrian, bicycle, or public transit access; and may not not reduce the amount of proposed housing. I also thank staff for being responsive to Oceanside's concerns regarding previously recommended suggested modifications that addressed lower-cost overnight accommodations.

I continue to be concerned, however, about how long it has taken to reach this point. This LCP amendment was originally filed almost three-and-one-half years ago in August 2020. Given the urgency of both the housing crisis and the climate crisis, the Commission should prioritize future LCP amendments that facilitate multifamily housing, especially transit-oriented housing.

Finally, although I appreciate Commission staff's revisions to the suggested modification regarding traffic mitigation measures, the findings continue to treat the potential for future automobile traffic delays measured in seconds as impediments to public access. Going forward, the Commission should place less emphasis on traffic delay as measured by outmoded level-of-service (LOS) standards. The findings do not cite any reliable real-world evidence about when traffic delays are serious enough to actually obstruct public access to the shoreline. Mere irritation with occasional delays driving through an intersection is not tantamount to a Coastal Act violation.

The Commission should instead comply with Coastal Act mandates to emphasize strategies for improving ways of getting to the shoreline that do not depend on the automobile. (*See* Pub. Resources Code, §§ 30252, 30253(d).) Oceanside, with its direct rail connections to other coastal cities and to multiple inland areas such as Escondido, Santa Ana, Riverside, and San Bernardino, is an ideal location for doing that.

Thank you for your consideration of my comments.

Sincerely,

Christopher Pederson

1/25/2024

Delivered via email

To: Karl Schwing

District Director, San Diego Coast

California Coastal Commission

RE: City of Oceanside LCP Amendment No. LCP-6-OCN-23-0035-1 (Coast Highway Corridor Incentive District) Thursday, February 8, 2024; Item #18.

Honorable Commissioners,

We support Staff's Suggested Modifications Nos. 1,2,3,4,5,6,7,10, 13, 14, 15 especially those modifications which protect affordable low/lower cost visitor serving uses which have served visitors to Oceanside well such as our Campgrounds and RV Parks. In addition, we share Staff's recommendation to continue to protect high-priority visitor serving uses for low/moderate visitor serving uses including Recreational Equipment Rental/Sales Coastal Related Uses, Commercial Fishing Diving and Sportfishing Supplies and Services, Community Buildings and Public Uses, Gifts, Sundries, and Souvenir Shops. These particular uses in part, are what make Oceanside a special, affordable, coastal city that many families come to visit.

We look forward to the LCP update wherein a broader approach to address development of new lower, moderate and high-cost hotel rooms within the Coastal Zone will occur – as finding ways to keep the coastal zone assessable to those of slight means is one reason, we have the Coastal Act.

We believe access to the coast includes the ability to get there for travelers who might visit Oceanside's coast in a moving vehicle whether that be from afar or simply from inland/East Oceanside or neighboring city, Carlsbad. Over the years, we have increasingly witnessed more accidents on I-5 (many occur on weekends) which create horrendous traffic jams on Coast Hwy and cut through traffic in

neighborhoods and other surface streets via “Shortcut” (app) or Google. Due to the back up at Morse and Coast Hwy northbound, we have witnessed people in cars waiting through three light cycles to get to enter the lane diet known as the “dip”. Many of the freeway travelers find their way to Pacific St. and avoid Coast Hwy by way of Vista Way or Cassidy St. We have seen a trail of cars bumper to bumper all the way from Cassidy to where cars go out of site along S. Pacific at Buccaneer Beach. The same goes for Southbound I-5 traffic. People leaving the Harbor by way of S. Pacific St. north are backed up to North Coast Village during the summer, and past Surfrider during the winter months. It can take up to 40 minutes to get from the Harbor to Pier View Drive and the same for those exiting Pacific St. east onto Surfrider during the summer and approximately 25-30 during off season.

Not only are the Coast Hwy. and Pacific St. impacted by freeway traffic, we find great difficulty getting coastal access when there are large special events and traffic is rerouted (which have become many), Holidays, and not only the summer, but now, in the “off seasons” (September – December and February – May) as referenced by the increase in TOT and Visit Oceanside. Cumulative impacts lessen coastal access.

Being that Oceanside had approximately 3.5 miles of sandy beach and to date, it has approximately 1.5 miles of beach that are assessable to beach goers. Due to the change in beach access, we have oversaturation in the areas of sandy beach. Additionally, traffic is really impacted between Cassidy St. and the Harbor and a large amount of traffic that does build up as you go downtown to where the sand is currently located.

Having described what we witness in Oceanside, we have HUGE concerns with the proposed “Incentive District” Plan. As the original intent of the Incentive District was to give incentive for developers to redevelop parts of Coast Hwy., but as it is now, with the change in zoning by the State, especially Government Code 65915 and AB1287 (most recent changes to density bonus laws) the Incentive District will no longer have the same “look” (zoning and density) that were approved by

the Planning Commission and City Council in 2019. By approving the Incentive District as submitted, it is an entirely different proposal than submitted. We believe if approved as is, it will create exponential loss of access to our beaches due to the impacts of the additional take from both city and state incentives together and the lane diet. Beach goers will not want to deal with the current problems we have with traffic with the addition of the lane diet throughout the majority of the Coast Hwy. Access to the beach and beach parking will be severely impacted, especially if developers get to do away with even more parking than stated in the Incentive District incentives by way of adding State incentives – in other words: double dipping.

As it is, we cannot support the Incentive District proposed developer incentives due to the fact that along with the city incentives comes the right by law for developers to stack bonus incentives, and by doing so, take fruit from both trees. This was not the case when the Planning Commission and City Council approved the plan. We have an entirely different plan now with new State density bonus laws.

We have asked that City Staff pull the item or portions of the item and present the additional density add-ons to the Planning Commission to discuss the unforeseen impacts to having dual incentives (both city and state), or cumulative impacts for the Coast Hwy Corridor. As Coastal Staff is aware, we also have a very large project coming to the Transit Center one block off Coast Hwy. All these impacts must be reviewed by the Planning Commission and City Council to make the right decision for our community and coastal access.

Sincerely,

Shari Mackin

cc: Carolyn Krammer
files

From: SanDiegoCoast@Coastal
To: Ross_Toni@Coastal
Subject: FW: Th18a Coast Highway incentive District Feb.8,2024
Date: Friday, January 26, 2024 3:31:53 PM

From: Colleen Balch <mschief17@icloud.com>
Sent: Friday, January 26, 2024 3:22 PM
To: SanDiegoCoast@Coastal <SanDiegoCoast@coastal.ca.gov>
Subject: Th18a Coast Highway incentive District Feb.8,2024

Chairperson and Commissioners,

I am writing to you today to ask that you not approve this document as presented. While reading through the documents I have found a few errors and some concerns.

The error found is the fact that the City states the RT zone on Pacific St. extends all the way to Cassidy St. In reality the RT zone ends at 1639 Pacific St and the R/1 zone begins at 1643 Pacific St. until it ends at the South end of the City.

In the section called COASTAL ZONE LAND USE CLASSIFICATIONS paragraph 4 -City staff has proposed a change for the AT&SF Railroad right-of-way and the La Salina Treatment plant be rezoned from "institutional open space" to a specialized transportation and utility designation. I see no reason to rezone the La Salina Treatment plant. The plant is scheduled for decommissioning in the near future and the South O community has been working with the City to expand the Buccaneer Park into that area. Rezoning at this time makes no sense. As open space, future parkland would be an applicable zoning. Any zone changes risk losing more parking and access to the beach and park.

In regards to the visitor serving commercial zone- The City would like to allow the removal of two RV recreational parks and a Boat sales and service business. These are the only RV Parks we have and one of two Boat sales and service businesses in the City. These need to be protected and not removed. They are highly used year round. If they were to be changed to residential uses or mixed use the parking would be minimal and density increased meaning more access to the beach is lost.

In regards to the road diet and Developer incentives. Reducing the travel lanes and increasing density will decrease the travel time to the beach and parking close to the beach. When there are problems on the I-5 local radio stations suggest using Coast Hwy. through Oceanside and our travel time is greatly slowed down.

With the influx of Short Term Rentals along the coast parking has diminished greatly. Homes

have increased bedroom counts to as many as ten with no place to park but the public street. This makes it so even the locals can't access the beach as they used to be able to.

As a resident of Oceanside for over 60 years the beach is our best asset. Even though we are having sand issues at the present it is still a special place and needs to be able to be accessed by all.

As a side note it has recently come to our attention that laws recently passed down to cities by the State regarding density increases and lack of parking requirements can be used along with the Cities Density Incentive District. That could mean density not intended by staff and even less parking available.

Respectfully Submitted,

Colleen Balch
Former Planning Commissioner