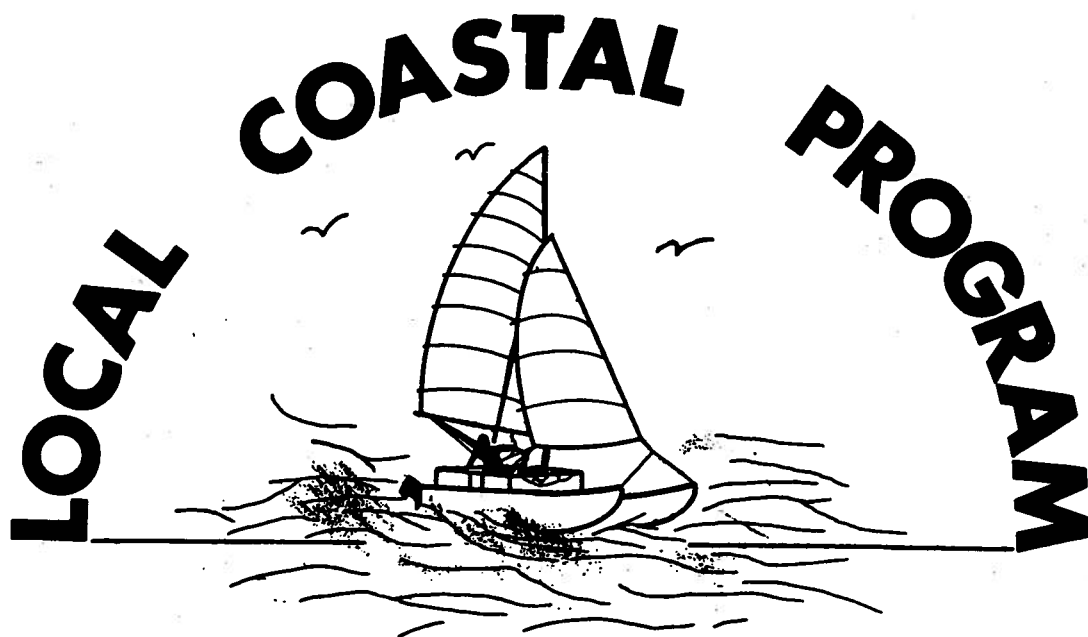
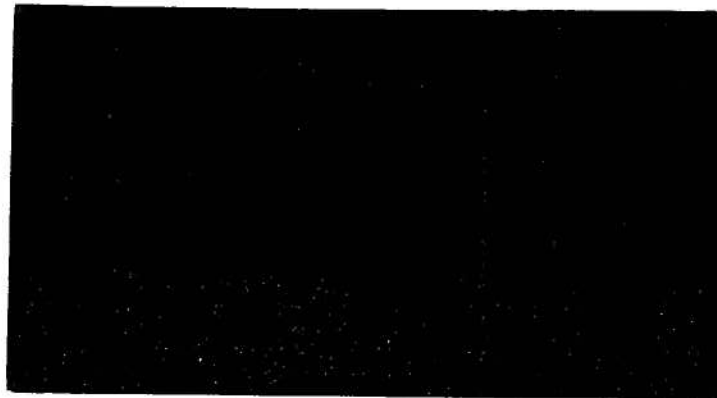


CITY OF OCEANSIDE



RECEIVED

SEP 4 1985
PLANNING DIVISION
CITY OF OCEANSIDE

M E M O R A N D U M

August 30, 1985

TO: Sandy Holder, Deputy City Planner

FROM: Dana Hield Whitson, Special Projects Director *DHW*

SUBJECT: PROTECTION OF LOW AND MODERATE COST HOTEL AND MOTEL FACILITIES UNDER THE LCP

We recently discussed the process for implementing the following LCP policy:

"The City shall protect a minimum of 375 lower cost hotel and motel units and 220 recreational vehicles/camping sites within the coastal zone. Twenty percent of those hotel/motel units shall be maintained in shorefront locations."

The 220 RV/camping sites is already provided in the Paradise by the Sea and Casitas Poquitas RV parks located on South Hill Street. In meeting this policy, the City would simply be required to protect those existing uses from conversion to another use, unless an equal number of new RV spaces are provided at another location within the coastal zone (Lawrence Canyon).

The 375 figure for "lower cost" hotel and motel units was based on an inventory of existing hotel and motel units which are anticipated to remain in that use for the foreseeable future. Virtually all of the existing hotel and motel units in Oceanside should be considered in the "affordable" range. In essence, this policy would require the City to maintain 375 existing hotel/motel units within the coastal zone until and unless an equivalent number of new units are built. This formula took into account the possibility that some of the existing hotel and motel units would be eliminated. For instance, none of the existing hotel/motel units on the Strand were designated for preservation, since redevelopment goals might conflict with their preservation. In arriving at the 375 figure with the Coastal Commission, staff also took into account the fact that other incidental losses of hotel/motel units might occur.

The following table should assist the Planning Department in reviewing any proposals for demolition of existing hotel/motel units for compliance with the LCP policy:

CALIFORNIA COASTAL COMMISSION

45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE AND TDD (415) 904-5200
(415) 904-5400

Copy To G. Gillet
B. G. W. F.
GRAY DAVIS, GOVERNOR

RECEIVED

DEC 27 1999

Planning Department

December 23, 1999

TO: Planning Directors of Coastal Cities and Counties

FROM: Peter M. Douglas, Executive Director *Peter Douglas*

Re: Coastal Development Permit Jurisdiction and the Interpretation of
Post-Certification Local Coastal Program Permit Jurisdiction Maps

On several recent occasions, questions were raised about the reliance by local governments and property owners on Post Certification Local Coastal Program (LCP) Permit Jurisdiction Maps. These maps indicate the boundaries where the Coastal Commission retains coastal development permit (CDP) authority and where coastal development permits approved by the local government are appealable to the Commission. Generally, these maps are reliable and should be used by local governments in making CDP jurisdiction decisions. However, as is clearly stated on the maps, the ultimate controlling factor as to jurisdiction turns on statutory language (i.e., Sections 30519 and 30603 PRC) and, at times, interpretive judgment.

I write to urge you to give direction to and remind persons who utilize these maps that over time circumstances affecting jurisdiction can change, that further refinement of these jurisdictional boundaries may be necessary through verification on the ground, and that in some instances the maps may be in error. More specifically, I want to underscore the need for close coordination between your staff and Coastal Commission staff when a proposed project is located in the following areas:

1. Where the project site includes development on a beach or is seaward of the toe of a shoreline bluff, even though the Post Certification LCP Jurisdiction Map may show the site in the appeals area, in many instances due to changing conditions such as shoreline erosion and rising sea level, the project may be in the Commission's retained CDP jurisdiction. In such cases, the applicant needs to obtain a CDP directly from the Commission.
2. Where the project site is directly adjacent to a wetland or estuary or is between the sea, an inland body of water, a lagoon or stream and the nearest public road, a locally approved CDP may be appealable to the Commission, or it may possibly be in the Commission's retained CDP jurisdiction.

*Memo To Planning Directors
Post-Certification Maps
December 23, 1999*

The point I want to stress is the need for increased coordination between local government and Commission staff when questions of coastal permit jurisdiction arise in certain geographic areas in the coastal zone. While the Post Certification LCP Jurisdiction Maps are generally reliable and should continue to be used, in the situations mentioned above, we recommend that your local government coordinate with Commission staff in order to provide certainty and to avoid situations where an applicant is advised incorrectly as to CDP jurisdiction. If you have any questions, please contact the Commission's nearest office and ask to speak with the District Manager.

cc: CCC District Directors and Managers
Jon Van Coops, Mapping Program Manager

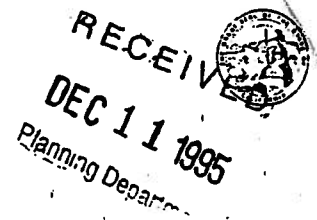
CALIFORNIA COASTAL COMMISSION

NORTH COAST AREA

55 FRUIT, SUITE 2000

SAN FRANCISCO, CA 94105-2219

(415) 904-5260



December 7, 1995

TO: City and County Planning Directors
Local Coastal Planners

FROM: Peter M. Douglas, Executive Director

SUBJECT: Coastal permit "streamlining" measure

Governor Wilson recently signed into law several amendments to the Coastal Act, one of which will provide additional flexibility to coastal cities and counties in reviewing many routine projects. A copy of the amendments is attached.

Under existing requirements, every development which is appealable to the Coastal Commission must receive a local public hearing. Effective January 1, 1996, cities and counties may waive the public hearing requirement for minor developments, if no interested parties request such a hearing. Because a large proportion of developments in most jurisdictions are appealable, and yet at the same time most projects raise little public controversy, the option to waive the public hearing can help to streamline the coastal permitting process.

The idea for this change to the Coastal Act originated in a 1995 Coastal Commission-sponsored local government workshop, and the "hearing waiver" is modeled on a procedure used by Humboldt County in non-coastal areas. The change was incorporated in AB 1303, a bill introduced by Assemblyman McPherson.

AB 1303 also clarifies certain aspects of the Coastal Commission appeal process. These changes should help avoid confusion over the effective date of local actions on projects which are subject to appeal.

The Coastal Commission staff will pursue additional streamlining methods which achieve the dual purpose of relieving regulatory burdens while ensuring continuing protection of coastal resources. If additional ideas come to mind, please do not hesitate to contact your local Coastal Commission Area office.

Enclosure.

SFS/ltc/mcc
C:\SFS.Doc

BILL NUMBER: AB 1303
BILL TEXT

ENROLLED 08/31/95

PASSED THE ASSEMBLY AUGUST 31, 1995
PASSED THE SENATE JULY 30, 1995
AMENDED IN SENATE JULY 10, 1995
AMENDED IN SENATE JUNE 22, 1995
AMENDED IN ASSEMBLY APRIL 25, 1995
AMENDED IN ASSEMBLY APRIL 17, 1995

INTRODUCED BY Assembly Member McPherson

FEBRUARY 23, 1995

An act to amend Sections 30602, 30603, 30620, and 30621 of, and to add Section 30624.9 to, the Public Resources Code, relating to coastal resources.

LEGISLATIVE COUNSEL'S DIGEST

AB 1303, McPherson. Coastal resources: coastal development permit applications: appeals.

Existing law, the California Coastal Act of 1976, allows specified individuals to appeal to the California Coastal Commission any action taken by a local government on a coastal development permit application. Existing law requires the executive director of the commission to determine whether certain appeals are patently frivolous. If the executive director determines that the appeal is patently frivolous, the appeal may not be filed until a filing fee in the amount of \$300 is deposited with the commission within 3 days.

This bill would provide that any action taken by a local government on a coastal development permit application is final, regardless of whether an appeal is submitted, if any required appeal filing fee is not deposited with the commission within 5 days.

The bill would also define the term "minor development" for purposes of the act and would permit a local government, after certification of its local coastal program, to waive the public hearing requirement on a coastal development permit application for a minor development if specified conditions are met.

SECTION 1. Section 30602 of the Public Resources Code is amended to read:

30602. Prior to certification of its local coastal program, any action taken by a local government on a coastal development permit application may be appealed by the executive director of the commission, any person, including the applicant, or any two members of the commission to the commission. The action shall become final at the close of business on the 20th working day from the date of receipt of the notice required by subdivision (c) of Section 30620.5, unless an appeal is submitted within that time. Regardless of whether an appeal is submitted, the local government's action shall become final if an appeal fee is imposed pursuant to subdivision (d) of Section 30620 and is not deposited with the commission within the time prescribed.

SEC. 2. Section 30603 of the Public Resources Code is amended to read:

30603. (a) After certification of its local coastal program, an action taken by a local government on a coastal development permit application may be appealed to the commission for only the following types of developments:

(1) Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tideline of the sea where there is no beach, whichever is the greater distance.

(2) Developments approved by the local government not included within paragraph (1) that are located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, or stream, or within 300 feet of the top of the seaward face of any coastal bluff.

(3) Developments approved by the local government not included within paragraph (1) or (2) that are located in a sensitive coastal resource area.

(4) Any development approved by a coastal county that is not designated as the principal permitted use under the zoning ordinance or zoning district map approved pursuant to Chapter 6 (commencing with Section 30500).

(5) Any development which constitutes a major public works project or a major energy facility.

(b) (1) The grounds for an appeal pursuant to subdivision (a) shall be limited to an allegation that the development does not conform to the standards set forth in the certified local coastal program or the public access policies set forth in this division.

(2) The grounds for an appeal of a denial of a permit pursuant to paragraph (5) of subdivision (a) shall be limited to an allegation that the development conforms to the standards set forth in the certified local coastal program and the public access policies set forth in this division.

(c) Any action described in subdivision (a) shall become final at the close of business on the 10th working day from the date of receipt by the commission of the notice of the local government's final action, unless an appeal is submitted within that time. Regardless of whether an appeal is submitted, the local government's action shall become final if an appeal fee is imposed pursuant to subdivision (d) of Section 30620 and is not deposited with the commission within the time prescribed.

(d) A local government taking an action on a coastal development permit shall send notification of its final action to the commission by certified mail within seven calendar days from the date of taking the action.

SEC. 3. Section 30620 of the Public Resources Code is amended to read:

30620. (a) By January 30, 1977, the commission shall, consistent with this chapter, prepare interim procedures for the submission, review, and appeal of coastal development permit applications and of claims of exemption. These procedures shall include, but are not limited to, the following:

(1) Application and appeal forms.

(2) Reasonable provisions for notification to the commission and other interested persons of any action taken by a local government pursuant to this chapter, in sufficient detail to ensure that a preliminary review of that action for conformity with this chapter can be made.

(3) Interpretive guidelines designed to assist local governments, the commission, and persons subject to this chapter in determining how the policies of this division shall be applied in the coastal zone prior to the certification of local coastal programs. However, the guidelines shall not supersede, enlarge, or diminish the powers or authority of the commission or any other public agency.

(b) Not later than May 1, 1977, the commission shall, after public hearing, adopt permanent procedures that include the components specified in subdivision (a) and shall transmit a copy of those procedures to each local government within the coastal zone and make them readily available to the public. The commission may thereafter, from time to time, and, except in cases of emergency, after public hearing, modify or adopt additional procedures or guidelines that the commission determines to be necessary to better carry out this division.

(c) The commission may require a reasonable filing fee and the reimbursement of expenses for the processing by the commission of any application for a coastal development permit under this division and, except for local coastal program submittals, for any other filing, including, but not limited to, a request for revocation, categorical exclusion, or boundary adjustment, submitted for review by the commission.

(d) With respect to any appeal of an action taken by a local government pursuant to Section 30602 or 30603, the executive director shall, within five working days of receipt of an appeal from any person other than members of the commission or any public agency, determine whether the appeal is patently frivolous. If the executive director determines that an appeal is patently frivolous, the appeal shall not be filed unless a filing fee in the amount of three hundred dollars (\$300) is deposited with the commission within five working days of the receipt of the executive director's determination. If the commission subsequently finds that the appeal raises a substantial issue, the filing fee shall be refunded.

SEC. 4. Section 30621 of the Public Resources Code is amended to read:

30621. (a) The commission shall provide for a de novo public hearing on applications for coastal development permits and any appeals brought pursuant to this division and shall give to any affected person a written public notice of the nature of the proceeding and of the time and place of the public hearing. Notice shall also be given to any person who requests, in writing, such notification. A hearing on any coastal development permit application or an appeal shall be set no later than 49 days after the date on which the application or appeal is filed with the commission.

(b) An appeal that is properly submitted shall be considered to be filed when any of the following occurs:

(1) The executive director determines that the appeal is not patently frivolous pursuant to subdivision (d) of Section 30620.

(2) The five-day period for the executive director to determine whether an appeal is patently frivolous pursuant to subdivision (d) of Section 30620 expires without that determination. (3) The appellant pays the filing fee within the five-day period set forth in subdivision (d) of Section 30620.

SEC. 5. Section 30624.9 is added to the Public Resources Code, to read:

30624.9. (a) For purposes of this section, "minor development" means a development which a local government determines satisfies all of the following requirements:

(1) Is consistent with the certified local coastal program, as defined in Section 30108.6.

(2) Requires no discretionary approvals other than a coastal development permit.

(3) Has no adverse effect either individually or cumulatively on coastal resources or public access to the shoreline or along the coast.

(b) After certification of its local coastal program, a local government may waive the requirement for a public hearing on a coastal development permit application for a minor development only if both of the following occur:

(1) Notice that a public hearing shall be held upon request by any person is provided to all persons who would otherwise be required to be notified of a public hearing as well as any other persons known to be interested in receiving notice.

(2) No request for public hearing is received by the local government within 15 working days from the date of sending the notice pursuant to paragraph (1).

(c) The notice provided pursuant to subdivision (b) shall include a statement that failure by a person to request a public hearing may result in the loss of that person's ability to appeal to the commission any action taken by a local government on a coastal development permit application.

November 9, 1990

NOV 19 1990

PLANNING
DEPARTMENT

RECEIVED

NOV 20 1990

Redevelopment Dept.
City of Oceanside

THE
LIGHTFOOT
PLANNING
GROUP

Ms. Sandy Holder
Deputy City Planner
City of Oceanside
300 N. Hill Street
Oceanside, CA 92054

RE: Hotel/Motel Sites Listed in the Local Coastal Plan

Dear Sandy:

Thank you for meeting with us to discuss the potential planning issues that could affect development of the Buccanneer Motel site. As you suggested in our meeting, we have conducted a survey of the existing affordable hotel/motel units that were identified in the Local Coastal Plan. Each motel was contacted last week and specifically asked how many motels they rent out and whether these are rented on a daily or monthly basis. All of the listed units, except one, rents on a daily basis. The only motel which is not currently operating as a motel is the Riviera at 202 6th Street. According to the owner, The Mason Gordon Company, this is being converted into a condominium project.

For your convenience, we have attached the original survey of these motels contained in Dana Whitson's memo. We have also created a similar table below, showing the updated information, so that you may compare the two surveys.

Existing Hotel/Motel units with expected longterm economic viability:

Riviera	condo
Beachwood	28
Bel Air	12
Bridge Motor Inn	82
Mira Mar	60
Travel Lodge	30
Sandman	82
Seven Gables	11
Pacific	<u>20</u>
Subtotal	<u>325</u>

Shorefront Locations:

Villa Marina	57
Marina Del Mar	60
Buccanneer	<u>16</u>
Subtotal	<u>133</u>
TOTAL	<u>458</u>

Percent in Shorefront Locations: 41 %

Total without Buccanneer 442

702 FOURTH STREET
OCEANSIDE, CA 92054
619-722-1923
FAX 619-722-1923

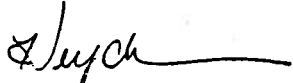
27419 SWIFT STREET
SUITE 208
TERRACULA, CA 92390
619-699-6180
619-699-6123

Ms. Sandy Holder
Page 2
November 9, 1990

According to the Villa Marina, they are a motel, not a timeshare, and they now have 57 units. Marina Del Mar is still a condo project. There are 78 units on site, 60 of which are reserved for overnight rentals. The Sandman says they have now, and have always had, 82 units, not 64.

All of the above units (except the Riviera) are rented out to overnight visitors. The Local Coastal Plan specifies that: "the City shall protect a minimum of 375 lower cost hotel and motel units". As you can see, the removal of the 16 Buccanneer Motel units will not cause the specified number of units to fall below 375. Based on this information, we would like to proceed with an application to remove the existing units and replace them with new development. If you disagree with these findings, or need any additional information, please let me know as soon as possible. We will call you in a few days to verify that you are in agreement with this information.

Sincerely,



Heyden M. Black
Associate Planner

HMB/jlm

cc: Pierre Andre, Seaside Properties

223.01/1166

M E M O R A N D U M

August 30, 1985

RECEIVED
SEP 4 1985
PLANNING DIVISION
CITY OF OCEANSIDE

TO: Sandy Holder, Deputy City Planner

FROM: Dana Hield Whitson, Special Projects Director *DHW*

SUBJECT: PROTECTION OF LOW AND MODERATE COST HOTEL AND MOTEL
FACILITIES UNDER THE LCP

We recently discussed the process for implementing the following LCP policy:

"The City shall protect a minimum of 375 lower cost hotel and motel units and 220 recreational vehicles/camping sites within the coastal zone. Twenty percent of those hotel/motel units shall be maintained in shorefront locations."

The 220 RV/camping sites is already provided in the Paradise by the Sea and Casitas Poquitas RV parks located on South Hill Street. In meeting this policy, the City would simply be required to protect those existing uses from conversion to another use, unless an equal number of new RV spaces are provided at another location within the coastal zone (Lawrence Canyon).

The 375 figure for "lower cost" hotel and motel units was based on an inventory of existing hotel and motel units which are anticipated to remain in that use for the foreseeable future. Virtually all of the existing hotel and motel units in Oceanside should be considered in the "affordable" range. In essence, this policy would require the City to maintain 375 existing hotel/motel units within the coastal zone until and unless an equivalent number of new units are built. This formula took into account the possibility that some of the existing hotel and motel units would be eliminated. For instance, none of the existing hotel/motel units on the Strand were designated for preservation, since redevelopment goals might conflict with their preservation. In arriving at the 375 figure with the Coastal Commission, staff also took into account the fact that other incidental losses of hotel/motel units might occur.

The following table should assist the Planning Department in reviewing any proposals for demolition of existing hotel/motel units for compliance with the LCP policy:

EXHIBIT 3A

Existing hotel/motel units
with expected longterm
economic viability

Riveria	15
Beachwood	26
Bel Air	12
Bridge Motor Inn	82
Mira Mar	60
Travel Lodge	30
Sandman	64
Seven Gables	11
Pacific	<u>20</u>

Subtotal 320

Shorefront Locations

Villa Marina	64
Marina Del Mar	60
Buccanneer	<u>16</u>

Subtotal 140

TOTAL 460

Percent in Shorefront Locations = 30%

It should be noted that the Villa Marina has been converted to a timeshare and the Marina Del Mar is a condominium project. However, it is my understanding that both of these facilities rent to overnight visitors at what should be considered affordable rates.

I would recommend that the Planners keep this memo as reference when evaluating any application for conversion of an existing hotel/motel use. The important issue is to not foreclose future options (particularly in the redevelopment area). Please call me if you have any questions on this.

DHW:gg

cc: Mike Blessing, City Planner
Pat Hightman, Assistant Redevelopment Director

MEMORANDUM

TO: Dana Hield Whitson, Senior Planner, LCP Contract Administrator
FROM: Sandra H. Olinghouse, Principal, Pacific Planning Group
SUBJECT: Work Task 201.107 Identification of Recreational Vehicle Site
DATE: May 18, 1981

The Coastal Land Use Plan for the City of Oceanside contains the following policy statements regarding the use and development of recreational vehicle parks within the City's coastal zone:

Major finding: Camping and recreational vehicle parks are one market in which there is high demand. The Coastal Zone currently has three such parks with a total of 278 spaces. A fourth facility of about 300 spaces is proposed in the San Luis Rey River area. *

Policy: New recreational vehicle and camping facilities shall be encouraged within the coastal zone, providing that the following criteria are met: (1) new facilities should be sited in areas where they can be compatible with surrounding land uses; (2) tent camping spaces as well as recreational vehicle spaces shall be provided.

Policy: The City shall protect a minimum of 375 lower cost hotel and motel units and 220 recreational vehicle/camping sites within the coastal zone.

The San Luis Rey River Specific Plan designates the northern part of the Lawrence Canyon floor as a camping and recreational vehicle park to consist of approximately 300 spaces. This proposal is consistent with these Coastal Act policies that place a high priority on the development of low-cost visitor serving facilities. The development of this proposed site as a RV park/campground would serve the present high demand in San Diego County for this type of use. It would be sited where the steep canyon walls, which separate the mesas from the canyon floor, and the "bottleneck" which separates the northern and southern canyon, would create a natural buffer between recreational and residential land uses.

*NOTE: Since that report was prepared, the City has also passed an ordinance allowing overnight RV parking at Lot #11 adjacent to Harbor Beach.

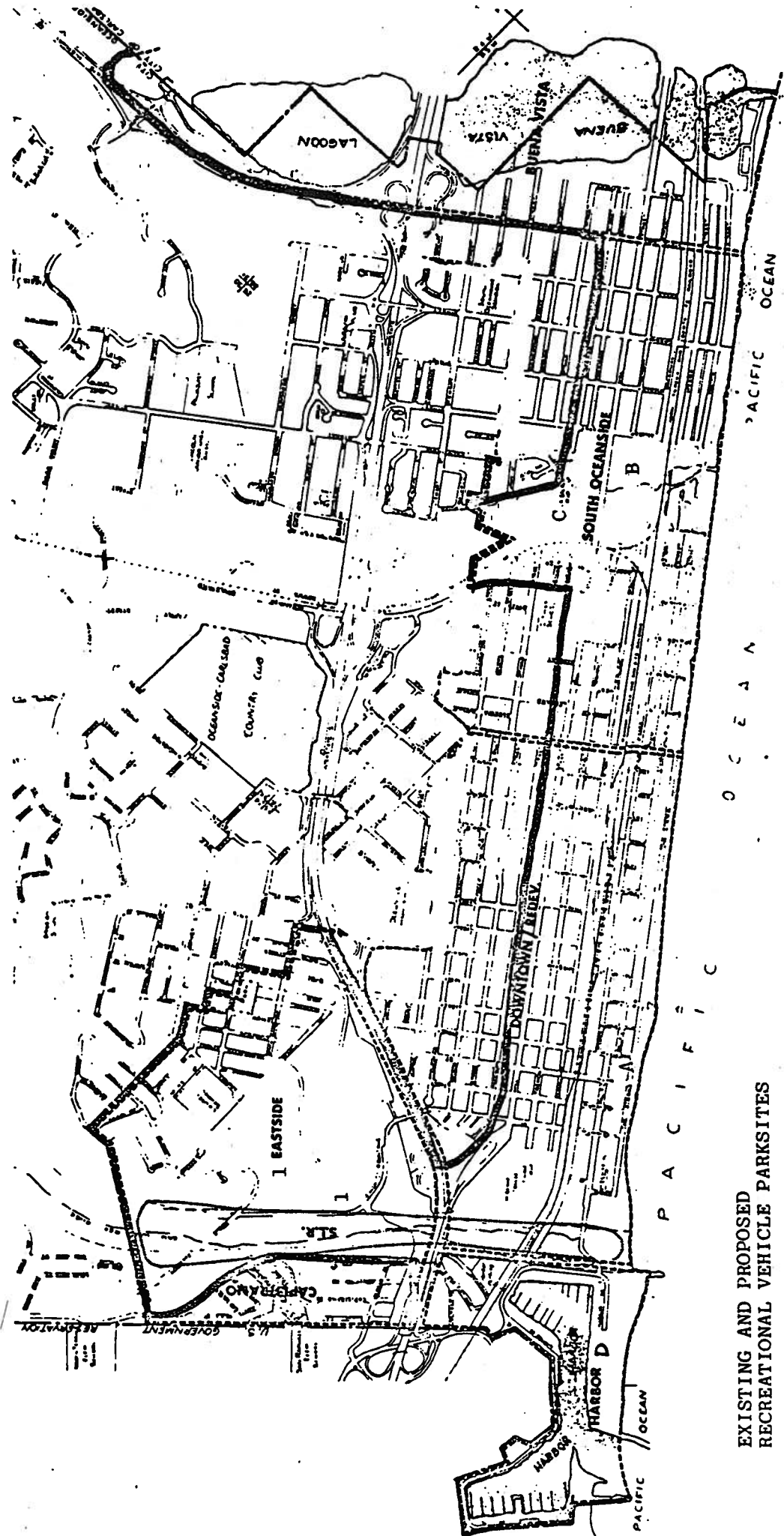
The attached map illustrates the locations of the 4 existing RV park sites and the proposed RV park site within the San Luis Rey River area. The following brief descriptions of the existing parks correlate with the numbers shown on the map.

- Site A -- Beach Camper Inn was developed approximately 9 years ago and contains 68 spaces. Its occupancy rate is almost 100% year-around.
- Site B -- Paradise by the Sea was developed approximately 4 years ago and contains 102 spaces. Its occupancy rate is 100% in the Summer months and between 50% and 75% full in the Fall and Winter months.
- Site C -- Casita Poquitas Recreational Vehicle Park was developed in 1979 and contains 140 spaces. Its occupancy rate is approximately 100% year-around.
- Site D -- This is parking lot number 11 adjacent to Harbor Beach and the Harbor Launch Ramp. This lot contains 39 single parking stalls and 102 double stalls (vehicle plus boat trailer). By special ordinance, the City and Harbor District allow overnight R-V parking in this area at a cost of \$12 per day. Day use is available at a cost of \$2. Restrooms, play equipment and sewage pumpout facilities are available. The Harbor Superintendent estimates that 75% of the 39 single spaces in this lot are regularly used by R-V's.
- Site 1 -- This proposed RV site in the north part of the Lawrence Canyon floor is proposed to have approximately 300 spaces

The Background Report on Coastal Recreation contains the following general criteria for the development of RV Parks/campsites:

- (a) New facilities should be sites in areas where they can be screened from neighborhood or public views
 - (b) Sufficient buffer should be provided between any RV Park/Campground and surrounding residential or other sensitive areas
 - (c) Whenever possible, tent camping sites, as well as RV sites should be provided
 - (d) RV Park/Campground developers should be required to participate in the costs of offsite pedestrian and bicycle facilities whenever the development would necessitate such facilities
- (3) Although RV parks are occasionally touted as "interim" land uses, they usually function as a permanent land use. Therefore, any proposal to build an RV park should be evaluated in light of its long term effects.

Conclusion: It is recommended that Sites B, C, and D which represent a total number of 242 spaces be protected as lower-cost visitor serving facilities in accordance with LUP policies. These sites have easy access to the beach and waterfront facilities and will serve to implement Coastal Act objectives.



EXISTING AND PROPOSED
RECREATIONAL VEHICLE PARKSITES

EXISTING SITES A, B, C, D
PROPOSED SITES 1

Existing hotel/motel units
with expected longterm
economic viability

Riveria	15
Beachwood	26
Bel Air	12
Bridge Motor Inn	82
Mira Mar	60
Travel Lodge	30
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Pacific	<u>20</u>

Subtotal 320

Shorefront Locations

Villa Marina	64
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Subtotal 140

TOTAL 460

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I would recommend that the Planners keep this memo as reference when evaluating any application for conversion of an existing hotel/motel use. The important issue is to not foreclose future options (particularly in the redevelopment area). Please call me if you have any questions on this.

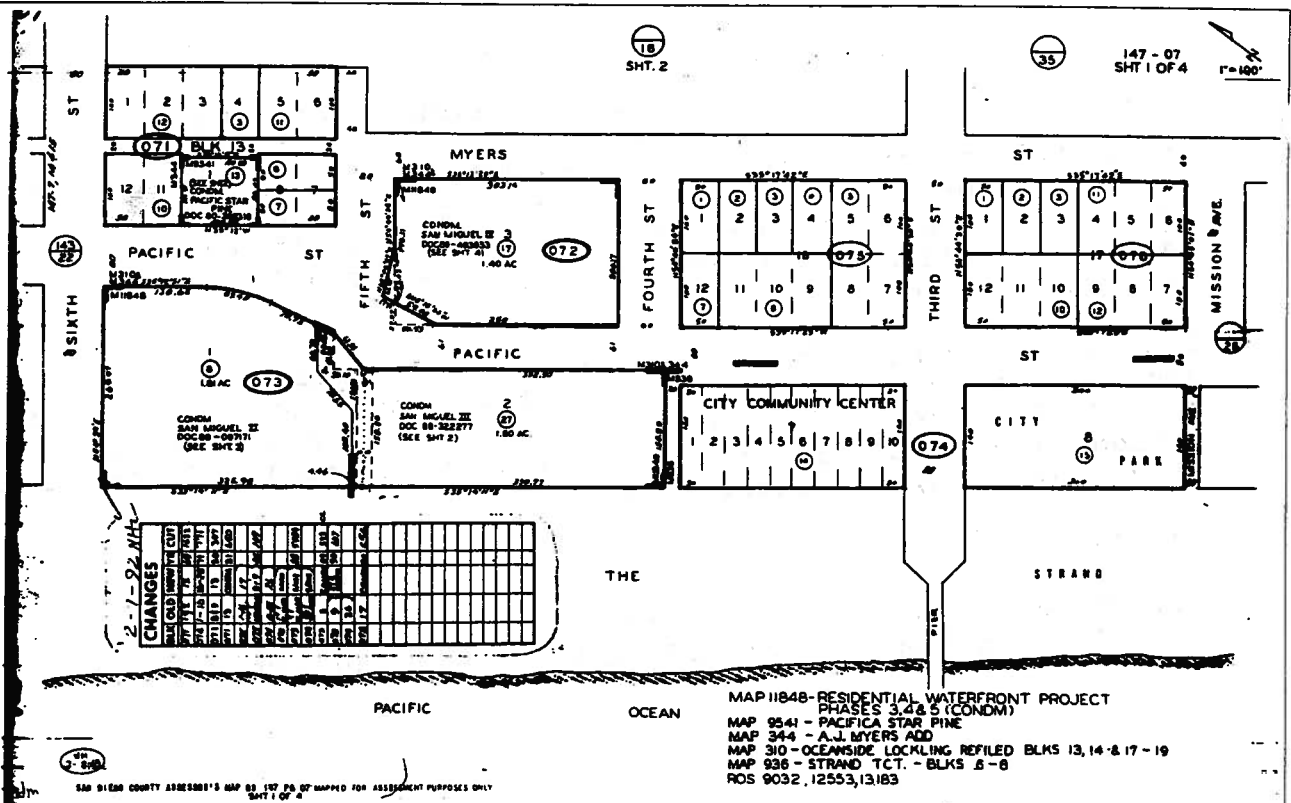
DHW:gg

cc: Mike Blessing, City Planner
Pat Hightman, Assistant Redevelopment Director

MetroScan / San Diego (CA)

Owner	: Stutzman Larry L	Parcel	: 147 071 10 00
CoOwner	:	Land	: \$254,782
Site	: 201 Surfrider Way Oceanside 92054	Struct	: \$97,575
Mail	: 201 Surfrider Way Oceanside Ca 92054	Other	:
Xfered	: 03/01/1994	Doc #	: 137940
Price	: \$170,558	Deed	: Trustees
Loan Amt	:	Loan	:
VestType	: Single Person	IntTy	:
Lender	:	% Imprv	: 28
Land Use	: 526 Com,Hotel,Motel	% Owned	: 0
Zoning	: 5 Commercial,Restricted	TaxArea	: 07095
Plat	: A J MYERS ADD	99-00 Tx	: \$3,851.92
MapNumb	: 000344	MapGrid	: 1086 A7
Legal	: A J MYERS ADD LOTS 11 & 12 BLK 13	Phone	:
Census	: Tract :	Owner	:
	Block :	Tenant	:

Bedrooms	:	View	:	Acres	:	Bldg SqFt	: 5,096
Bathrooms	:	Garage Sp	:	LotSqFt	:	Year Built	: 1951
Pool	:	Units	: 13	Stories	:		



City of Oceanside
LOCAL COASTAL PROGRAM (LCP) HANDBOOK
DOCUMENT INDEX

Doc. No.

Document Titles

PD:LCP.0603

City of Oceanside LCP Coastal Permit Handbook; Ordinance No. 85-11, adopted May 8, 1985; Pages 1 - 35.

" .0102

LCP Land Use Plan - Summary of Findings & Policies: Revised Aug. 20, 1984

" .0804

LCP Coastal Development Design Stds.

" .0401

LCP Land Use Plan - Beach Accessways: Standards of Design, Construction and Maintenance. Revised July 13, 1981 Pages 1 - 11.

" .0604

Seawall Ordinance No. 85-12

" .0703

Oceanside Harbor Design Stds. - 1/82. To implement the Harbor Precise Plan.

" .0802

Oceanside Harbor Precise Plan - Illustrative Summary (single sheet).

" .0514

Land Use Plan Supplement and Implementation Phase for the San Luis Rey River-State Highway 76; Sept. 19, 1984

" .0511

Preliminary Buena Vista Lagoon Management Plan; Feb. 24, 1984.

" .0513

Standards for the Identification and Protection of Sensitive Habitat Areas, Revised: Nov. 9, 1981; Pages 1 - 13.

" .0407

Strand Development Plan and LCP Redevelopment Off-setting Benefits Implementation Program.

" .0806

Chapter 3 of the California Coastal Act.

" .0805

Resolutions of Adoption:

Resolution No. 85-144

Ordinance No. 85-10

Ordinance No. 85-11

LCP Document Changes

California Coastal Commission Recommendations

General Plan Coastal Land Use Map

Need> Resol. No. 85-56A

1/7/86
JDW

City of Oceanside
LOCAL COASTAL PROGRAM (LCP)
DOCUMENT INDEX

<u>Doc. No.</u>	<u>Doc. File</u>	<u>Document Titles</u>
PD:LCP.0101	LCP 1 of 8	LCP Land Use Plan; Approved by the City Council on June 11, 1980 - Phase II CH 1 - 3 Pages 1-51 CH 4 Harbor Precise Plan CH 5 Strand Redevelopment Plan
" .0102		LCP Land Use Plan - Summary of Findings and Policies; Revised August 20, 1984.
" .0103		City of Oceanside response relative to the California Coastal Commissions' Action on the Oceanside LCP Land Use Plan: Revised August 27, 1981; Pages 1 - 12.
" .0104		Strand Market Study - Economics Component Strand Areas/Local Coastal Development Program: May 10, 1979 by the Natelson Co., Pages 1 - 121.
" .0105		The Oceanside Strand Restoration Plan: prepared for the California State Coastal Conservancy by Martinez-Wong and Associates, Inc. Parc-Tec/San Diego and the Urban Collaborative, Adopted by the City, the Coastal Conservancy, and the Coastal Commission; 1980.
" .0106		Article 37 - South Strand Zone (S-S)

City of Oceanside
LOCAL COASTAL PROGRAM (LCP)
DOCUMENT INDEX

<u>Doc. No.</u>	<u>Doc. File</u>	<u>Document Titles</u>
PD:LCP.0201	LCP 2 of 8	LCP Issue Identification and Work Program, Approved by the City Council; March 8, 1978 - Approved by the Coastal Commission; June 20, 1978; Pages 1 - 72 (Phase I)
" .0202		LCP Implementation Work Program (Phases III and IV). Revised and Approved by the Planning Commission: July 7, 1980 Pages 1 - 18
" .0203		LCP Housing Study (Preliminary) Revised Jan. 21, 1980 - Planning Department Pages 1 - 28 Housing Objectives and Policies as per Phase III and IV Implementation Work Program.
" .0204		LCP New Development and Public Works Study (Preliminary) Revised Feb. 7, 1980 Pages 1 - 34 Zoning and Public Works Objectives and Policies as per Phase III and IV Implementation Work Program.
" .0205		Oceanside Pier Study: An Analysis of Alternative Location and Design Configurations, by WMRT for Redevelopment Pages 1.1 - 4.5 (c. 1979)
" .0206		<u>Resolution and Ordinances Adopted by the City Council related to Phase III Implementation, including the following:</u> 1. Resolution No. 83-55, Approving General Plan Amendments 2. Resolution No. 83-56, Approving and Adopting Phase III Implementation Documents 3. Ordinance No. 83-07, Adopting Zoning Ordinance Text Amendments 4. Ordinance No. 83-08, Approving Specific Rezoning Actions 5. Ordinance Nos. 83-11 and 83-38, Approval and Adoption of the City's Seawall Ordinance and its Effective Date 6. Parcel Map Listings in LCP area.

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<u>Doc. No.</u>	<u>Doc. File</u>	<u>Document Titles</u>
PD:LCP.0301	LCP 3 of 8	Planning Commission memo 1/24/83 LCP Phase III Implementation.
" .0302		Planning Commission Reso. No. 83-P15; Recommending Approval of LCP Implementation document, Adopted February 7, 1983.
" .0303		Public hearing approves modifications to LCP - February 27, 1985, report to City Council by Dana Whitson.
" .0304		Beach Erosion Control Study, Summary of Alternative Plans; San Diego County, Vicinity of Oceanside, Ca. Public meeting, November 13, 1980. Table C-2, Plate 2 - 6, Corps of Engineers.
" .0305		Beach Erosion Study Schedule A and B. (only one copy)
" .0306		Beach Sand Level Measurements - Oceanside and Carlsbad, Ca. December, 1981 - February, 1983. Data Report; SIO Reference Series No. 83-6; April, 1983.
" .0307		Oceanside Groin Field Proposal; March 14, 1983.
" .0308		Proposal for the Completion of a sand by-pass system: Harbor Maintenance and Beach Erosion Control Project, Oceanside, Ca. Prepared for the Members of Congress by the City of Oceanside; March, 1982.
" .0309		Non-Structural Beach Erosion Protection - Long Beach, Ca; February 28, 1983

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<u>Doc. No.</u>	<u>Doc. File</u>	<u>Document Titles</u>
PD:LCP.0401	LCP 4 of 8	LCP Land Use Plan Beach Accessways: Standards for Design Construction and Maintenance. Revised: July 13, 1981; Pages 1 -11.
" .0402		LCP Preliminary Coastal Access Working Paper (Preliminary to LUP); Pages 1-28.
" .0403		Ordinance 82-18 amending Subdivision Ordinance No. 946, Article IV concerning park land dedication and payment of fees in lieu. (A-13-81).
" .0404		Memo & Letter: Private/Public Beach in South Oceanside; July 20, 1982.
" .0405		LCP Recreation and Visitor Serving Facility and Coastal Access Studies - Executive Summary; Revised: April 23, 1979; Pages 1 - 13.
" .0406		LCP Recreation and Visitor Serving Facilities Study-Phase II of Land Use Plan, October, 1978; Pages 1 - 80.
" .0407		Strand Development Plan LCP/Redevelopment Off-setting Benefits Implementation Program . Att. #1: RV Park in Coastal Land Use Plan Att. #2: Commercial Fishing in LCP
" .0408		Memo: Protection of low and moderate hotel/motel facilities under the LCP; Dana Whitson to Sandra Holder.
" .0409		Harbor Meeting with Members of the Commercial Fishing Industry; February 7, 1979.
" .0410		Surfing Ord. No. 81-39; July 8, 1981.
" .0411		Manufactured Housing Zone Ordinance No. 82-12; Amending Comprehensive Zoning Ordinance No. 58-1.

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<u>Doc. No.</u>	<u>Doc. File</u>	<u>Document Titles</u>
PD:LCP.0501	LCP 5 of 8	LCP San Luis Rey River Specific Plan - Oceanside Planning Department. Revised: January 15, 1980; Pages 1 - 79.
" .0502		LCP San Luis Rey River Executive Summary Pages 1 - 8.
" .0503		San Luis Rey River Channel Plan and Profile Corps of Engineers - Murray Road to Pacific Ocean.
" .0504		San Luis Rey River Wetlands - Summary of Findings, July 10, 1978. No page numbers
" .0505		LCP - Water Quality and Marine Resources, Diking, Dredging, Filling, Shoreline Structures and Hazards Studies. <u>Executive Summary, Att. #3.</u>
" .0506		Water Quality & Marine Resources Study San Luis Rey River Mouth, Loma Alta Creek & Buena Vista Lagoon; Pgs. 1 - 14.
" .0507		LCP Hazards Report - Pages 1 - 6.
" .0508		LCP Environmentally Sensitive Habitat Study Executive Summary; Pages 1 - 8.
" .0509		LCP Visual Resources Study, Planning Department, Aug. 10, 1979; Pages 1 - 11.
" .0510		LCP Buena Vista Working Papers Draft - San Diego County Regional Coastal Wetlands Workshop, July 20, 1978.
" .0511		Preliminary Buena Vista Lagoon Management Plan, Feb. 24, 1984.
" .0512		LCP Loma Alta Creek Working Papers; Draft, July 20, 1978.
" .0513		Standards for the Identification and Protection of Sensitive Habitat Areas - Revised November 9, 1981; Pages 1 - 13.
" .0514		LCP Land Use Plan Supplement and Implementation Phase for the San Luis Rey River - State Hwy. 76, Adopted by City Council; September. 19, 1984.

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<u>Doc. No.</u>	<u>Doc. File</u>	<u>Document Titles</u>
PD:LCP.0601	LCP 6 of 8	Oceanside Small Craft Harbor - Precise Plan & Final EIR: <u>Volume II - Technical Information</u> Edaw, Inc., July, 1979. Sections 4.0 - 13.0.
" .0602		Article 36; Harbor Zone (H).
" .0603		City of Oceanside LCP Coastal Permit Handbook; Ordinance No. 85-11, Adopted May 8, 1985; Pages 1 - 35.
" .0604		Seawall Ordinance No. 85-12

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<u>Doc. No.</u>	<u>Doc. File</u>	<u>Document Titles</u>
PD:LCP.0701	LCP 7 of 8	Oceanside Small Craft Harbor - Precise Plan and Final EIR: <u>Volume I - Harbor Land and Water Use Policy</u> ; Edaw, Inc., July, 1979, Sections 1.0 - 3.0.
" .0702		Oceanside Draft Harbor Precise Plan and EIR, August, 1978 - Edaw, Inc.
" .0703		Oceanside Harbor Design Standards - January, 1982. To implement the Precise Plan.
" .0704		Harbor Package - Harbor Leasehold Priorities Procedures for Harbor Permit Appl. LCP Phase II Memos: a) Commercial Fishing Vessels b) Harbor Dist. Board of Directors, September 17, 1981 Definitions for Commercial Fish Vessels

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City of Oceanside
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<u>Doc. No.</u>	<u>Doc. File</u>	<u>Document Titles</u>
PD:LCP.0801	LCP 8 of 8	Preliminary Land Use Plans/LCP: Revised, February, 1980 and April, 1980.
" .0802		Oceanside Harbor Precise Plan - Illustrative Summary
" .0803		Oceanside Harbor Precise Plan - Fig. 2.1 Short-Range Plan Illustration
" .0804		LCP Coastal Development Design Standards
" .0805		Resolution of Adoption - 1985 Resolution No. 85-144 Ordinance No. 85-10 Ordinance No. 85-11 LCP Document Changes California Coastal Commission Comments/Recommendations
" .0806		Chapter 3 of California Coastal Act

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FILE
COASTAL

Copy to all staff

PETE WILSON, Governor

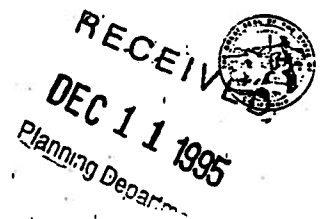
CALIFORNIA COASTAL COMMISSION

NORTH COAST AREA

MONT, SUITE 2000

RANISCO, CA 94105-2219

(415) 904-5260



December 7, 1995

TO: City and County Planning Directors
Local Coastal Planners

FROM: Peter M. Douglas, Executive Director

SUBJECT: Coastal permit "streamlining" measure

Governor Wilson recently signed into law several amendments to the Coastal Act, one of which will provide additional flexibility to coastal cities and counties in reviewing many routine projects. A copy of the amendments is attached.

Under existing requirements, every development which is appealable to the Coastal Commission must receive a local public hearing. Effective January 1, 1996, cities and counties may waive the public hearing requirement for minor developments, if no interested parties request such a hearing. Because a large proportion of developments in most jurisdictions are appealable, and yet at the same time most projects raise little public controversy, the option to waive the public hearing can help to streamline the coastal permitting process.

The idea for this change to the Coastal Act originated in a 1995 Coastal Commission-sponsored local government workshop, and the "hearing waiver" is modeled on a procedure used by Humboldt County in non-coastal areas. The change was incorporated in AB 1303, a bill introduced by Assemblyman McPherson.

AB 1303 also clarifies certain aspects of the Coastal Commission appeal process. These changes should help avoid confusion over the effective date of local actions on projects which are subject to appeal.

The Coastal Commission staff will pursue additional streamlining methods which achieve the dual purpose of relieving regulatory burdens while ensuring continuing protection of coastal resources. If additional ideas come to mind, please do not hesitate to contact your local Coastal Commission Area office.

Enclosure.

SFS/ltc/mcc
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BILL NUMBER: AB 1303
BILL TEXT

ENROLLED 08/31/95

PASSED THE ASSEMBLY AUGUST 31, 1995
PASSED THE SENATE JULY 30, 1995
AMENDED IN SENATE JULY 10, 1995
AMENDED IN SENATE JUNE 22, 1995
AMENDED IN ASSEMBLY APRIL 25, 1995
AMENDED IN ASSEMBLY APRIL 17, 1995

INTRODUCED BY Assembly Member McPherson

FEBRUARY 23, 1995

An act to amend Sections 30602, 30603, 30620, and 30621 of, and to add Section 30624.9 to, the Public Resources Code, relating to coastal resources.

LEGISLATIVE COUNSEL'S DIGEST

AB 1303, McPherson. Coastal resources: coastal development permit applications: appeals. Existing law, the California Coastal Act of 1976, allows specified individuals to appeal to the California Coastal Commission any action taken by a local government on a coastal development permit application. Existing law requires the executive director of the commission to determine whether certain appeals are patently frivolous. If the executive director determines that the appeal is patently frivolous, the appeal may not be filed until a filing fee in the amount of \$300 is deposited with the commission within 3 days.

This bill would provide that any action taken by a local government on a coastal development permit application is final, regardless of whether an appeal is submitted, if any required appeal filing fee is not deposited with the commission within 5 days.

The bill would also define the term "minor development" for purposes of the act and would permit a local government, after certification of its local coastal program, to waive the public hearing requirement on a coastal development permit application for a minor development if specified conditions are met.

SECTION 1. Section 30602 of the Public Resources Code is amended to read:

30602. Prior to certification of its local coastal program, any action taken by a local government on a coastal development permit application may be appealed by the executive director of the commission, any person, including the applicant, or any two members of the commission to the commission. The action shall become final at the close of business on the 20th working day from the date of receipt of the notice required by subdivision (c) of Section 30620.5, unless an appeal is submitted within that time. Regardless of whether an appeal is submitted, the local government's action shall become final if an appeal fee is imposed pursuant to subdivision (d) of Section 30620 and is not deposited with the commission within the time prescribed.

SEC. 2. Section 30603 of the Public Resources Code is amended to read:

30603. (a) After certification of its local coastal program, an action taken by a local government on a coastal development permit application may be appealed to the commission for only the following types of developments:

(1) Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tideline of the sea where there is no beach, whichever is the greater distance.

(2) Developments approved by the local government not included within paragraph (1) that are located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, or stream, or within 300 feet of the top of the seaward face of any coastal bluff.

(3) Developments approved by the local government not included within paragraph (1) or (2) that are located in a sensitive coastal resource area.

(4) Any development approved by a coastal county that is not designated as the principal permitted use under the zoning ordinance or zoning district map approved pursuant to Chapter 6 (commencing with Section 30500).

(5) Any development which constitutes a major public works project or a major energy facility.

(b) (1) The grounds for an appeal pursuant to subdivision (a) shall be limited to an allegation that the development does not conform to the standards set forth in the certified local coastal program or the public access policies set forth in this division.

(2) The grounds for an appeal of a denial of a permit pursuant to paragraph (5) of subdivision (a) shall be limited to an allegation that the development conforms to the standards set forth in the certified local coastal program and the public access policies set forth in this division.

(c) Any action described in subdivision (a) shall become final at the close of business on the 10th working day from the date of receipt by the commission of the notice of the local government's final action, unless an appeal is submitted within that time. Regardless of whether an appeal is submitted, the local government's action shall become final if an appeal fee is imposed pursuant to subdivision (d) of Section 30620 and is not deposited with the commission within the time prescribed.

(d) A local government taking an action on a coastal development permit shall send notification of its final action to the commission by certified mail within seven calendar days from the date of taking the action.

SEC. 3. Section 30620 of the Public Resources Code is amended to read:

30620. (a) By January 30, 1977, the commission shall, consistent with this chapter, prepare interim procedures for the submission, review, and appeal of coastal development permit applications and of claims of exemption. These procedures shall include, but are not limited to, the following:

(1) Application and appeal forms.

(2) Reasonable provisions for notification to the commission and other interested persons of any action taken by a local government pursuant to this chapter, in sufficient detail to ensure that a preliminary review of that action for conformity with this chapter can be made.

(3) Interpretive guidelines designed to assist local governments, the commission, and persons subject to this chapter in determining how the policies of this division shall be applied in the coastal zone prior to the certification of local coastal programs. However, the guidelines shall not supersede, enlarge, or diminish the powers or authority of the commission or any other public agency.

(b) Not later than May 1, 1977, the commission shall, after public hearing, adopt permanent procedures that include the components specified in subdivision (a) and shall transmit a copy of those procedures to each local government within the coastal zone and make them readily available to the public. The commission may thereafter, from time to time, and, except in cases of emergency, after public hearing, modify or adopt additional procedures or guidelines that the commission determines to be necessary to better carry out this division.

(c) The commission may require a reasonable filing fee and the reimbursement of expenses for the processing by the commission of any application for a coastal development permit under this division and, except for local coastal program submittals, for any other filing, including, but not limited to, a request for revocation, categorical exclusion, or boundary adjustment, submitted for review by the commission.

(d) With respect to any appeal of an action taken by a local government pursuant to Section 30602 or 30603, the executive director shall, within five working days of receipt of an appeal from any person other than members of the commission or any public agency, determine whether the appeal is patently frivolous. If the executive director determines that an appeal is patently frivolous, the appeal shall not be filed unless a filing fee in the amount of three hundred dollars (\$300) is deposited with the commission within five working days of the receipt of the executive director's determination. If the commission subsequently finds that the appeal raises a substantial issue, the filing fee shall be refunded.

SEC. 4. Section 30621 of the Public Resources Code is amended to read:

30621. (a) The commission shall provide for a de novo public hearing on applications for coastal development permits and any appeals brought pursuant to this division and shall give to any affected person a written public notice of the nature of the proceeding and of the time and place of the public hearing. Notice shall also be given to any person who requests, in writing, such notification. A hearing on any coastal development permit application or an appeal shall be set no later than 49 days after the date on which the application or appeal is filed with the commission.

(b) An appeal that is properly submitted shall be considered to be filed when any of the following occurs:

(1) The executive director determines that the appeal is not patently frivolous pursuant to subdivision (d) of Section 30620.

(2) The five-day period for the executive director to determine whether an appeal is patently frivolous pursuant to subdivision (d) of Section 30620 expires without that determination. (3) The appellant pays the filing fee within the five-day period set forth in subdivision (d) of Section 30620.

SEC. 5. Section 30624.9 is added to the Public Resources Code, to read:

30624.9. (a) For purposes of this section, "minor development" means a development which a local government determines satisfies all of the following requirements:

- (1) Is consistent with the certified local coastal program, as defined in Section 30108.6.
- (2) Requires no discretionary approvals other than a coastal development permit.
- (3) Has no adverse effect either individually or cumulatively on coastal resources or public access to the shoreline or along the coast.

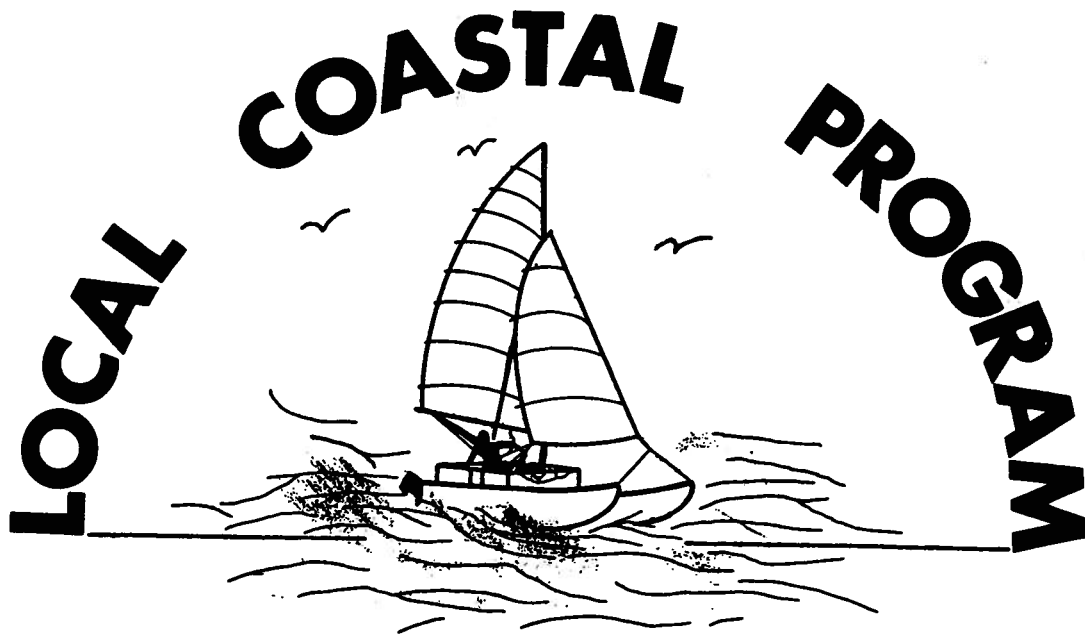
(b) After certification of its local coastal program, a local government may waive the requirement for a public hearing on a coastal development permit application for a minor development only if both of the following occur:

(1) Notice that a public hearing shall be held upon request by any person is provided to all persons who would otherwise be required to be notified of a public hearing as well as any other persons known to be interested in receiving notice.

(2) No request for public hearing is received by the local government within 15 working days from the date of sending the notice pursuant to paragraph (1).

(c) The notice provided pursuant to subdivision (b) shall include a statement that failure by a person to request a public hearing may result in the loss of that person's ability to appeal to the commission any action taken by a local government on a coastal development permit application.

CITY OF OCEANSIDE



CITY OF OCEANSIDE

COASTAL PERMIT HANDBOOK

Local Coastal Program

Approved by City Council
Ordinance No. 85-11
Adopted: May 8, 1985

STAFF MANUAL
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APPENDICES

APPENDIX

1	DEFINITIONS
2	APPLICATIONS
3 /	NOTICE FORMS
4	NOTICE OF FINAL ACTION
5	NOTICE OF EXCLUSION
6	COASTAL POLICY CHECKLIST
7	CHAPTER 3 - COASTAL ACT

I. INTRODUCTION

The City of Oceanside Local Coastal Program includes the entire geographic area called the "Coastal Zone". The Coastal Zone boundary, which is established in the Coastal Act, is depicted on the City of Oceanside Post LCP Certification Map on file in the Planning Division.

Under the Local Coastal Program, all projects in the Coastal Zone are divided into five categories:

- A. Exempt projects;
- B. Categorically excluded projects;
- C. Projects requiring an Administrative Coastal Permit from the City of Oceanside;
- D. Projects requiring a Regular Coastal Permit from the City of Oceanside;
- E. Projects requiring a Coastal Permit from the California Coastal Commission.

This manual describes "how to" process a Coastal Permit application. The basic steps involved in the process are:

- 1. Determining if a Coastal Permit is required;
- 2. Determining the type of Coastal Permit required;
- 3. Noticing a pending decision;
- 4. Acting on a Coastal Permit (making findings, setting conditions);
- 5. Noticing a final action.

This manual has been developed to help implement the Local Coastal Program. A flow chart has been devised in an effort to simplify the permit procedure. Regular Coastal Permit applications, Administrative Coastal Permit applications, and notice forms are included in the Appendices.

II. PERMIT PROCESSING OVERVIEW

Determination of Permit Category

A <u>Exempt</u>	B <u>Categorically Excluded</u>	C		E <u>CCC Permit (Original Permit Jurisdiction)</u>
		<u>Administrative Coastal Permit</u>	<u>Regular Coastal Permit</u>	

NO FURTHER ACTION REQUIRED

Fill out log
Send form to CCC
NO FURTHER ACTION REQUIRED

Determine completeness of application including compliance with Coastal Hsqy. reqmts.

Determine completeness of application including compliance with Coastal Hsqy. reqmts.

Notify CCC.
Applicant applies to CCC for Coastal Permit.

Determine completeness of application.

Mail notice within 10 days after accepting application.

Mail notice 10 days prior to PC hearing

Send through City Planning Process for Advisory recommendation.

Allow 10 days for public comment.

Planning Commission Hearing

Decision by City Planner

If:
1) Decision accepted then Council approval not needed; and,
2) Not in original permit jurisdiction, then,

Final decision from Coastal Commission.

If accepted:
NO FURTHER ACTION

NO FURTHER ACTION.

If appealed: 10 days
Set PC hearing.

If appealed within 20 days, CC hears appeal and determines Final Action.

If PC decision appealed within 10 days,

If CC decision accepted and project not in original permit jurisdiction.

City Council hearing

NO FURTHER ACTION

Final Action:
Notice of permit issuance sent to CCC and other interested parties.

If CC decision not accepted and project in appealable area, may be appealed to CCC within 10 days

If project is in Original

III. PROJECT PERMIT CATEGORY DETERMINATION

All projects within the Coastal Zone will fall into one of the following five categories (A through E):

A. Exempt Projects:

The following projects are exempt from the requirements of a Regular or Administrative Coastal Permit:

1. Repair and Maintenance of Seawalls or similar shoreline work pursuant to Sections 19.B.21 (b) of the Seawall Ordinance. (See attached)
2. Maintenance Dredging of Existing Navigation Channels or moving dredged material from such channels to a disposal area outside the Coastal Zone, pursuant to a permit from the United States Army Corps of Engineers.
3. The replacement of any structure, other than a public works facility, destroyed by natural disaster. Such replacement structures shall:
 - a. Conform to applicable existing zoning requirements;
 - b. Be the same use as the destroyed structure;
 - c. Not exceed either the floor area, height or bulk of the destroyed structure by more than 10 percent; and
 - d. Shall be sited in the same location on the affected property as the destroyed structure.

NOTE: "Natural Disaster" as used in this section means any situation in which the force or forces which destroyed the structure to be replaced were beyond the control of its owner.

"Bulk" as used in this section means total interior cubic volume as measured from the exterior surface of the structure.

4. Improvements and additions to existing structures and buildings except where:
 - a. The structure or improvement would encroach within 50 feet of the edge of the coastal bluff; and
 - b. Where the improvement or addition is located within the appeal area as shown on the City of Oceanside Post LCP Certification Map on file in the Planning Division.

The following exclusions are allowed (except as provided for in subsections (a) and (b) above:

- a. All appurtenances and other structures, including decks, directly attached to the structure;
 - b. For residential uses, structures on the property normally associated with residences, such as garages, swimming pools, fences and storage sheds; but not including guest houses or self-contained residential units. NOTE: "Guest House" as used in this section shall mean any accessory structure having a floor area of more than 400 square feet, or any accessory structure which contains plumbing;
 - c. Landscaping on the lot;
 - d. Additions resulting in an increase of less than 10% of the internal floor area of an existing structure.
5. Tentative subdivision or tentative parcel maps brought about in conformance with the purchase or annexation of land by a public agency for recreational purposes which are consistent with Sections 30106 of the Coastal Act of 1976.
 6. Repair and maintenance activities other than the repair and maintenance of seawalls or other shore protection structures that do not result in an addition to, or enlargement or expansion of, the object of such repair or maintenance activities.
 7. Activities of public utilities as specified in the Repair, Maintenance and Utility Hook-Up Exclusion adopted by the Coastal Commission on September 5, 1978. See Division 20, Chapter 7, Section 30610 (f) of the Public Resources Code.
 8. Issuance of business licenses.
 9. Approval of leases and subleases.

IF A PROJECT IS EXEMPT, NO FURTHER COASTAL PERMIT PROCESSING IS REQUIRED.

← *Never Adopted by CCC.*

B. Categorically Excluded Projects:

The following is a list of categorical exclusions:

- a. Single family residences that are not part of a subdivision, variance or any other discretionary approval and not located within 50 feet of the edge of a coastal bluff.
- b. Sign permits.

ONCE A PROJECT HAS BEEN DETERMINED TO BE CATEGORICALLY EXCLUDED, THE FOLLOWING STEPS MUST BE TAKEN:

1. Enter the applicant's name, project description and location, and the date of determination on the Categorical Exclusion Log.
2. Fill out a categorical exclusion form. (See Appendix 5)
3. Have the applicant sign the categorical exclusion form.
4. Send a copy of the exclusion form to the Coastal Commission.

C. Administrative Coastal Permit Projects:

All projects located in the Coastal Zone, which are not exempt, categorically excluded or subject to the California Coastal Commission approval (original permit jurisdiction area) will require a coastal permit from the City of Oceanside. An administrative coastal permit may be granted by the City Planner when the City's Zoning Ordinance or other City code does not require a public hearing or other discretionary action by any board, commission, or if the project is "not appealable" to the California Coastal Commission. Examples include:

- a. Building permits for projects located outside of the appealable area; single family dwellings - exempt.
- b. Demolition permits for all residential, motel/hotel and RV space demolitions.
- c. 2 units (duplex). A fee of ~~\$25~~ shall be paid at the time of application. *waiver up*

D. Projects Requiring a Regular Coastal Permit:

1. Public hearings will be required for Coastal Permits when the City Zoning Ordinance requires a hearing or discretionary action for the project such as:

Variances

Conditional Use Permits

Development Plans

Specific Plans

Shoreline Structures

Zone Changes

General Plan Amendments

Tentative Maps

Harbor Permits

2. The project is defined as appealable on the Post LCP Certification Map.

ADMINISTRATIVE AND REGULAR COASTAL PERMITS SHALL BE PROCESSED CONCURRENTLY WITH ALL OTHER REQUIRED CITY PERMITS. AN ADDENDUM APPLICATION (BLUE) WILL BE REQUIRED TO BE SUBMITTED BY THE APPLICANT AND A FEE OF \$50.

E. California Coastal Commission Permit Projects:

City staff must determine whether the project is within the following areas, as indicated on the Post-LCP Certification Map:

Areas of "Original Permit Jurisdiction"

tidelands

submerged lands

public trust lands

If a project is located in any areas indicated above, the applicant must apply for a Coastal Permit at the:

California Coastal Commission
San Diego District Office
1333 Camino del Rio South, Suite 125
San Diego, CA 92108-3520
TEL: (619) 297-9740

If the project requires any type of approval from the City of Oceanside, the City will require that local processing be completed prior to a City advisory recommendation being provided to the Coastal Commission.

IV. NOTICING REQUIREMENTS

A. Administrative Permit:

Developments within the City's Coastal Zone which do not require a public hearing under the City's Zoning Ordinance shall be noticed as follows:

1. Within 10 calendar days of accepting an application for an administrative coastal permit, the City shall provide notice, by first class mail, of the pending development decision. This notice shall be provided to:
 - a. All property owners and tenants within 100 feet of the perimeter of the parcel on which the development is proposed. Property ownership and tenant mailing labels are to be provided by the applicant.
 - b. All persons who have requested to be on the mailing list for that development.
 - c. The Coastal Commission.
2. The notice shall contain the following information:
 - a. A statement that the development is within the Coastal Zone;
 - b. The date of filing of the application and the name of the applicant;
 - c. The number assigned to the application;
 - d. A description of the development and its proposed location;
 - e. The date the application will be acted upon by the City Planner;
 - f. The general procedures of the local government concerning the submission of public comments either in writing or orally prior to the local decision;
 - g. A statement that a public comment period of 10 calendar days will be set to allow for the submission of comments by mail prior to the local decision. The 10 day comment period will commence on the date of the notice.

B. Regular Coastal Permit:

All Regular Coastal Permits to be processed by the City of Oceanside shall be noticed as follows:

1. Mail notices by first class mail at least 10 calendar days prior to hearing to the following people:
 - a. All property owners within 300 feet of project boundary and all tenants (including renters) within 100 feet of the project boundary. Property ownership and tenant mailing labels are to be provided by the applicant.
 - b. All interested groups and individuals which have requested notice.
 - c. California Coastal Commission.
2. Ten calendar days prior to the hearing date, publish a notice at least once in a newspaper of general circulation in the City.
3. If a project is continued to an unspecified date or time, re-noticing shall occur as in (1) above.
4. First-class mail notices shall contain the following information (as shown in the sample notice form, Appendix 3).
 - a. A statement that the project is within the Coastal Zone, and that the project decision will include a determination on a coastal project permit;
 - b. The date of filing of the application and the name of the applicant;
 - c. The number assigned to the application;
 - d. A description of the development and its proposed location;
 - e. The date, time and place at which the application will be heard by the local governing body;

- f. A brief description of the general procedures of the local government concerning the conduct of hearing and local actions; including advisement that persons wishing to be heard on such matter may attend and be heard;
- g. The system for City and Coastal Commission appeals, including any City fees required.

V. ACTION ON PROJECTS

A. Required Findings:

The following findings must be made before coastal permits are granted:

1. That the project conforms to the Local Coastal Plan, including the policies of that Plan; and
2. That all development within the appeal area conforms to the public access and recreation policies of Chapter 3 of the Coastal Act. (See attached)

B. Notice of Final Action - (See Appendix 4)

Within 7 calendar days following a project decision, a notice shall be mailed to:

1. The California Coastal Commission;
2. Any person who requested notice and provided a self-addressed, stamped envelope or other mailing fee;
3. Applicant.

The notice shall include:

1. Conditions of approval;
2. Written findings;
3. Procedures for appeal to the California Coastal Commission.

C. Effective Date of Final Action:

The local government's final decision on an application located within the appeal area shall become effective after a 10 working day appeal period to the Coastal Commission has expired. This 10 working day appeal period commences from the local effective date. Final local action is deemed effective unless any of the following occurs:

1. An appeal is filed in accordance with the California Coastal Commission's appeal procedures. (See Section VI (E) following).
2. The notice of final local government action does not meet the requirements of Section 13571, Article 17, Local Coastal Program Implementation Regulations. (Section V, Action on Projects).

D. Notice of Failure to Act:

1. Notification by Applicant: If a local government fails to act on an application within the time limits set forth in Government Code Sections 65950-65957.1, thereby approving the development by operation of law, the person claiming a right to proceed (pursuant to Government Code Section stated above) shall notify, in writing, the local government and the Coastal Commission of his/her claim that the development has been approved by operation of law. Such notice shall specify the application which is claimed to be approved.
2. Notification by Local Government: When a local government determines that the time limits established pursuant to Government Code Section 65950-65957.1 have expired, the local government shall, within 7 calendar days of such determination, notify the person entitled to receive a notice pursuant to Section 13571 (a) of Article 17, Local Coastal Program Implementation Regulations that it has taken final action by operation of law pursuant to Government Code Section 65950-65957.1. The Coastal Commission's appeal period for projects approved by operation of law shall begin to run only upon the receipt of the local government notice in the Commission office.

If any of the circumstances of 1-2 above occur, the Coastal Commission shall, within 5 calendar days of receiving notice of that circumstance, notify the local government and the applicant that the effective date of the local government action has been suspended.

E. Expiration Date and Extensions:

The issuance of coastal permits is subject to the provisions of the California Environmental Quality Act (CEQA). In most cases, the required environmental review will be completed as part of the regular City process. For example, for all regular coastal permits in conjunction with Conditional Use Permits, Variances, Zone Changes, Tentative Maps, etc., environmental review will be completed as part of the regular City permit process. Where a project requires a coastal permit but no other City approval, environmental review will be completed as part of the coastal permit process. The regular rules and regulations pertaining to Categorical Exclusions, Negative Declarations, and Environmental Impact Reports will apply in the Coastal Zone.

VI. APPEALS

A. Determination of Permit Category Appeal:

The City Planner makes a determination as to what type of permit is applicable to the proposed development (i.e., categorically excluded, Administrative Coastal Permit or Regular Coastal Permit) and informs the applicant of the notice and hearing requirements for that particular permit procedure.

If the determination of the City Planner is challenged by the applicant or an interested person, or if the City Planner wishes to have a Coastal Commission determination as to the appropriate designation, the City Planner shall notify the Coastal Commission by telephone of the dispute/question and shall request a Coastal Commission Executive Director's opinion.

The Coastal Commission Executive Director shall, within two working days of the local government request (or upon completion of a site inspection where such inspection is warranted), transmit a determination as to whether the development is categorically excluded, Administrative, or Regular Coastal Permit category.

Where, after the Coastal Commission Executive Director's investigation, the Executive Director's determination is not in accordance with the City Planner's determination, the Coastal Commission shall hold a hearing for purposes of determining the appropriate permit category for the proposed project. The Coastal Commission shall schedule the hearing on the determination for the next Commission meeting, in the appropriate geographic region of the State, following the City's request.

B. California Coastal Commission Appeals:

The following appeal procedure to the California Coastal Commission shall apply to all projects within the appealable areas of the City's Coastal Zone, as delineated on the City's Post LCP Certification Permit and Appeal Jurisdiction Map on file in the Planning Division.

1. An appeal of the City's decision on a Regular Coastal Permit may be filed by:
 - a. Any applicant or aggrieved person who has exhausted local appeals pursuant to Section E below; or
 - b. Any two members of the California Coastal Commission.

The appeal must contain the following information:

- (1) The name and address of the permit applicant and appellant;
- (2) The date of the local government action;
- (3) A description of the development;
- (4) The name of the governing body having jurisdiction over the project area;
- (5) The names and addresses of all persons who submitted written comments or who spoke and left his or her name at any public hearing on the project, where such information is available;
- (6) The names and addresses of all other persons known by the appellant to have an interest in the matter on appeal;
- (7) The specific grounds for appeal;

(8) A statement of facts upon which the appeal is based;

(9) A summary of the substantial issues raised by the appeal.

The appeal must be received in the California Coastal Commission Office on or before the tenth (10th) working day after receipt of the Notice of Permit Issuance by the Executive Director of the California Coastal Commission. The appellant shall notify the applicant, any persons known to be interested in the application, and the local government of the filing of the appeal. The filing of the notice of appeal should also contain the information which the City has specifically requested or required. Notification shall be by delivering a copy of the completed Notice of Appeal to the domicile(s), office(s), or mailing address(es) of said parties. In the event, such notification shall be by such means as may reasonably advise said parties of the pendency of the appeal. Unwarranted failure to perform such notification may be grounds for dismissal of the appeal by the California Coastal Commission.

2. Upon receipt of a Notice of Appeal the City shall refrain from issuing a Regular Coastal Permit for the proposed development and shall, within five (5) working days, deliver to the Executive Director of the California Coastal Commission all relevant documents and materials used by the City in its consideration of the coastal permit application. If the California Coastal Commission fails to receive the documents and materials, the California Coastal Commission shall set the matter for hearing and the hearing shall be left open until all relevant materials are received.

3.

a. The grounds of appeal for any development appealable under Public Resources Code Section 30603 (a) (1), shall be limited to the following:

(1) The development fails to provide adequate physical access or public or private commercial use or interferes with such uses.

(2) The development fails to protect public views from any public road or from a recreation area to, and along, the coast.

- (3) The development is not compatible with the established physical scale of the area.
 - (4) The development may significantly alter the existing natural landforms.
 - (5) The development does not comply with shoreline erosion and geologic setback requirements.
- b. The grounds for appeal of any development appealable under Sections (2), (3) and (4) of the definition of "appealable area" (see Appendix 1) shall be limited to whether development is in conformity with the certified local coastal program. (This Section shall not apply to public works plans which are governed by regulations, Title 14, California Administrative Code Sections 13350-13361).
 - c. The grounds of appeal for a development between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or, of the mean high tide line of the sea where there is no beach, whichever is the greater distance (as designated on the Post Local Coastal Plan Certification Permit and Appeal Jurisdiction Map), which is appealable under Public Resources Code Section 30604 (c) shall include a statement of whether the development is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act and/or how the development is or is not in conformity with the certified local coastal program.
- 4. Where the appellant has exhausted the City's appeals procedures pursuant to Section E of this Section a de novo review (re-review) of the project by the Commission shall occur only after the City's decision has become final.
 - 5. Unless the California Coastal Commission finds that the appeal raises no significant issue as to conformity with the certified local coastal program or, in the case of a permit application for a development between the sea and the first public road paralleling the sea, or within 300 feet of the inland extent of any beach, or of the mean high tide line of the sea where there is no beach, and that there is no significant question with regards to the public access and public recreation policies of Chapter 3 of the Coastal Act, the Commission

shall consider the application de novo in accordance with the procedures set forth in Sections 13057-13096 of the C.C. Regulations.

6. The standard of review for an appealable development shall be whether the development meets the requirements of Public Resources Code 30604 (b) and (c).
7. Within ten (10) working days of a final California Coastal Commission action on an appeal from a local government decision, the California Coastal Commission shall transmit notice of action taken by the local government to the applicant and the appellant.

C. Administrative Coastal Permit Appeal:

A decision on an Administrative Coastal Permit application may be appealed by the applicant or aggrieved person within 10 days to the Planning Commission, or if the project is located in the Redevelopment Area, to the Community Development Commission.

The Planning Commission's decision may be appealed within 20 days to the City Council as per the City's Zoning Ordinance.

Administrative Permit decisions are not appealable to the California Coastal Commission since they are not located within the "appealable area".

D. Regular Coastal Permit Appeal:

The Planning Commission's decision on a Regular Coastal Permit may be appealed by the applicant or aggrieved person within 20 days to the City Council as per City Zoning Ordinance, or if the project is located in the Redevelopment Area, to the Community Development Commission.

E. Exhaustion of Local Appeals:

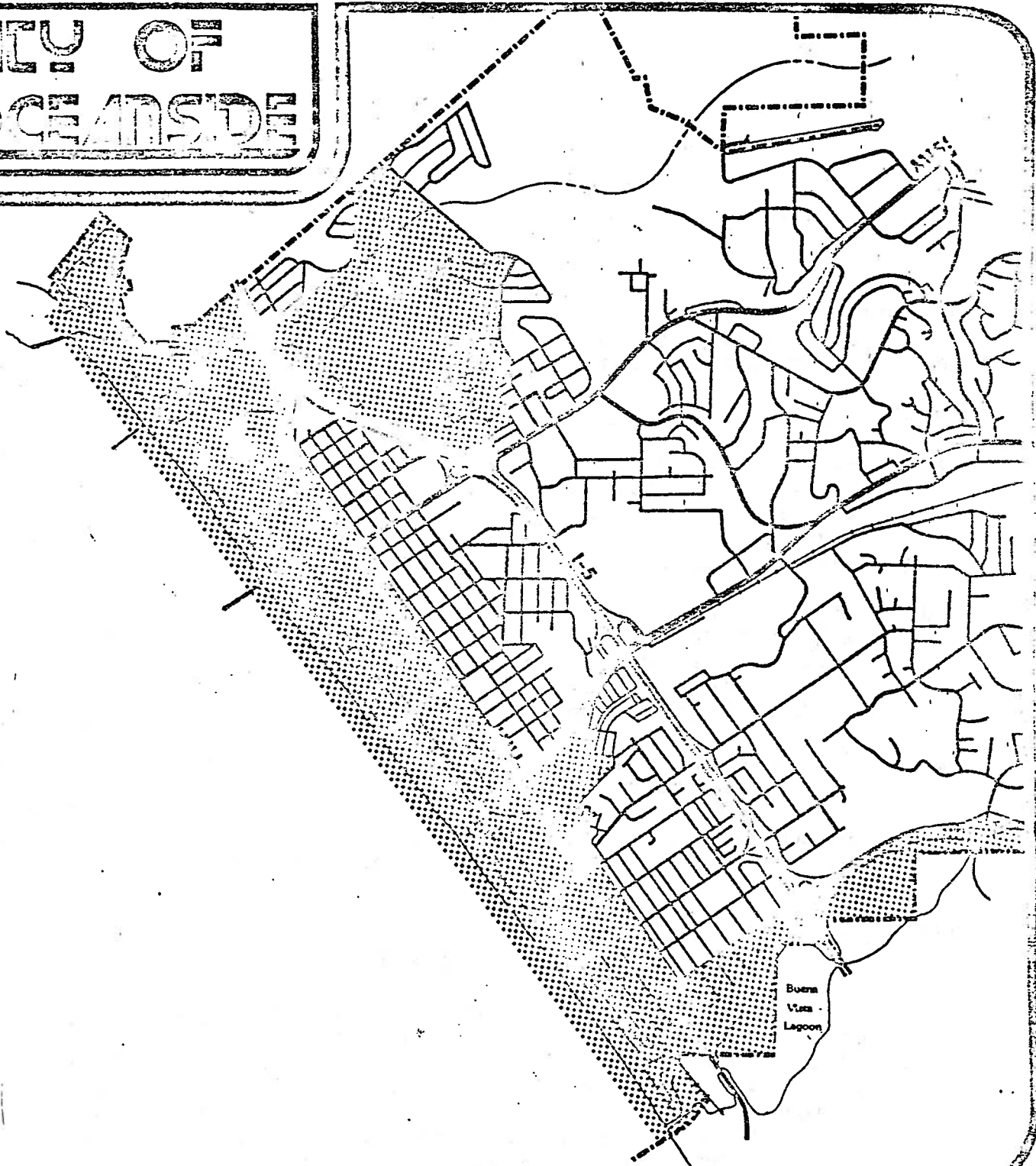
An appellant for a Regular Coastal Permit shall be deemed to have exhausted local appeals (for purposes of the California Coastal Commission Local Coastal Program Regulations, Chapter 14 of the California Administrative Code) and shall qualify as an aggrieved person when the appellant has pursued his or her appeal to the City as required by the City appeal procedures.

Where a project is appealed by any two members of the Coastal Commission, there shall be no requirement of exhaustion of local appeals. The notice of commissioner appeal shall be transmitted to the City Council and the appeal to the Coastal Commission may be suspended pending a decision on the merits on the appeal by the local appellate body. If the decision of the total appellate body modifies or reverses the previous decision, the Coastal Commission shall be required to file a new appeal from that decision.

F. Right to Direct Appeal to California Coastal Commission:

If the City of Oceanside determines to charge a fee for any appeal pursuant to Sections A, B, and C above, the appeal may be made directly to the California Coastal Commission, consistent with Administrative Regulations Section 13572 (a) (4).

CITY OF OCEANSIDE



North

Scale

COASTAL ZONE : LOCAL COASTAL PROGRAM BOUNDARY

APPENDIX I
DEFINITIONS

AGGRIEVED PERSON (Public Resources Code 30801)

An "Aggrieved Person" means any person who, in person or through a representative, appears at a public hearing or who, by other appropriate means prior to a hearing, informed the local government of the nature of his/her concerns or who for good cause was unable to do either.

APPEALABLE AREA (or Projects)

- (1) Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greatest distance.
- (2) Developments approved by the local governments not included within paragraph (1) of this subdivision located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, stream, or within 300 feet of the top of the seaward face of any coastal bluff.
- (3) Developments approved by the local government not included within paragraph (1) or (2) of this subdivision located in a sensitive coastal resource area if the allegation on appeal is that the development is not in conformity with the implementing actions of the certified local coastal program.
- (4) Any development which constitutes a major public works project or a major energy facility.

A major public works project or major energy facility as used in Public Resources Code Section 30603 (a) (5) and these regulations shall mean any proposed public works project, as defined by Section 13012 of the Coastal Commission Regulations, (Title 14, California Administrative Code, Division 5.5) or energy facility, as defined by Public Resources Code Section 30107 and exceeding an established cost of construction, as determined by the California Coastal Commission.

COASTAL BLUFF

A scarp or steep face of rock, decomposed rock, sediment or soil resulting from erosion, faulting, folding, or excavation of land mass. The cliff or bluff may be simple planar or curved surface, or it may be step-like in section. For purposes of this manual, "cliff" is limited to those features having vertical relief of 10 feet or more.

CATEGORICAL EXCLUSIONS

Those projects, which pursuant to California Public Resources Code Section 30610 (e) and implementing regulations, are designated as categorically excluded from the requirements of a coastal permit.

COASTAL-RELATED DEVELOPMENT

Means any use that is dependent on a coastal-dependent development or use.

COASTAL DEVELOPMENT PERMIT

Means either a Regular or Administrative Permit for any development within the Coastal Zone that is required pursuant to Article 21 of the City of Oceanside Zoning Ordinance.

COASTAL POLICY CHECKLIST

Means a form prepared and completed by the Planning Division as a guide for reviewing a Coastal Development Permit application for conformance with the Coastal Land Use Plan. It shall list appropriate application information, all coastal land use policies, those policies with which the application does not comply and recommended conditions, if any, necessary to bring the application into compliance.

DEVELOPMENT

"Development" means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading removing, dredging mining, or extraction or any materials; change in the density or intensity of use of land, including but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or alteration of the size of any structure, including any facility of any private, public, or municipal utility. As used in this definition, "structure" includes, but is not limited to, any building, road, pipe, flume, conduit,

siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

ENERGY FACILITY

Means any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy.

FEASIBLE

Means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

FILL

Means earth or any other substance or material, including pilings placed for the purposes of erecting structures thereon, placed in a submerged area.

LAND USE PLAN

Means the relevant portions of the City's General Plan, or Local Coastal Plan which are sufficiently detailed to indicate the kinds, intensity, and location of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions.

LOCAL COASTAL PROGRAM

Means the City's (a) land use plan, (b) zoning ordinance, (c) zoning district maps, and other implementing actions, which, when taken together, meet the requirements of, and implement the provisions and policies of the 1976 Coastal Act.

PERSON

Means any individual, organization, partnership, or other business association or corporation, including any utility, and any federal, state, local government, or special district or any agency thereof.

PUBLIC WORKS

- (a) All production, storage, transmission, and recovery facilities for water, sewage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission, except for energy facilities.
- (b) All public transportation facilities, including streets, roads, highways, public parking lots and structures, ports, harbors, airports, railroads, and mass transit facilities

and stations, bridges, trolley wires, and other related facilities.

- (c) All publicly financed recreational facilities, all projects of the State Coastal Conservancy, and any development by special district.

PUBLIC TRUST LANDS

Public Trust Lands shall be defined as all lands subject to the Common Law Public Trust for commerce, navigation, fisheries, recreation, and other public purposes. Public Trust Lands include tidelands, submerged lands, the beds of navigable lakes and rivers, and historic tidelands and submerged lands that are presently filled or reclaimed, and which were subject to the Public Trust at any time.

SUBMERGED LANDS

Submerged Lands shall be defined as lands which lie below the line of mean low tide.

TIDELANDS

Tidelands shall be defined as lands which are located between the lines of mean high tide and mean low tide.

ACCEPTED BY

PLEASE PRINT OR TYPE ALL INFORMATION

HEARING

PART I - APPLICANT INFORMATION

VAR.

C.U.P.

DEV.PL.

SP.PL.

ZONE CH.

G.P.A.

PAR.MAP

TENT.MAP

O.H.P.A.C.

COASTAL

NT

2. STATUS

SS

4. PHONE

CANT'S REPRESENTATIVE (OR PERSON TO BE CONTACTED FOR INFORMATION DURING PROCESSING)

SS

7. PHONE

PART II - PROPERTY DESCRIPTION

ION

9. SIZE

RAL PLAN

11. ZONING

12. LAND USE

13. ASSESSOR'S PAR.NO.

PART III - PROJECT DESCRIPTION

RAL PROJECT DESCRIPTION

D GEN.PLAN

16. PROPOSED ZONING

17. PROPOSED LAND USE

18. # UNITS 19. DENSITY

DING SIZE

21. PARKING SPACES

22. % LANDSCAPING

23. % LOT COVERAGE

PART IV - ATTACHMENTS

ALL APPLICATIONS

DEV.PLANS,CUP'S & TENT.MAPS

SCRIPTION/JUSTIFICATION

25. LEGAL DESCRIPTION

30. FLOOR PLANS & ELEVATIONS

0 FT. RADIUS MAP

27. PROPERTY OWNERS' LIST

31. CONSTRUCTION SCHEDULE

VIRONMENTAL ASSESSMENT

29. PLOT PLANS

32. OTHER

PART V - SIGNATURES

PLICANT OR HIS REPRESENTATIVE MUST
SENT AT THE HEARING. FAILURE TO BE
MAY RESULT IN DENIAL OF THE APPLICATION

SIGNATURES OF ALL OWNERS OF THE SUBJECT
PROPERTY ARE NECESSARY BEFORE THE APPLICATION
CAN BE ACCEPTED. IN THE CASE OF PARTNERSHIPS
OR CORPORATIONS, THE GENERAL PARTNER OR
CORPORATION OFFICER SO AUTHORIZED MAY SIGN.
(ATTACH ADDITIONAL PAGES AS NECESSARY.)

ICANT OR REPRESENTATIVE

34. DATE

RE UNDER PENALTY OF PERJURY THAT
HE INFORMATION IS TRUE AND CORRECT
T OF MY KNOWLEDGE.

37. OWNER

38. DATE

39. OWNER

40. DATE

ICANT

36. DATE

41. OWNER

42. DATE

FEE: \$25.00

CITY OF OCEANSIDE PLANNING DIVISION
ADMINISTRATIVE COASTAL PERMIT APPLICATION

TYPE or PRINT LEGIBLY

Name of owner of subject property _____
Address _____ Telephone _____

Please furnish the following information that is pertinent to your proposed project: (1) plot plan (2) floor plans and elevations (3) construction schedule (4) any other information you feel is needed to evaluate the design of your project (5) 1 set of mailing labels for all property owners and residents within 100 feet of the perimeter of the project.

Name of applicant for proposed project _____
Address _____ Telephone _____

Name of person preparing this form _____
Address _____ Telephone _____

Proposed Project Title _____
() Public () Private

Street Address of Proposed Project _____

Property Location is on N. S. E. W. (circle one) side of _____
_____ between _____ and _____

Brief Legal Description of Property _____

Assessor's Parcel No. _____

General Plan Designation _____

Briefly describe the project. Give information specifically detailing the needed authorizations checked below.

Describe the uses of the land in the immediate vicinity of the subject property (for example: vacant land, apartment buildings, offices, etc.)

I declare under penalty of perjury that the above information is true and correct to the best of my knowledge.

Applicant's Signature _____ Date _____

Owner's Signature _____ Date _____

APPLICATION NO. _____

STAFF USE ONLY

FEE: \$50.00

CITY OF OCEANSIDE
PLANNING DIVISION

ADDENDUM TO CITY-WIDE APPLICATION FOR
REGULAR COASTAL PERMITS

The following addendum is to be filed on any project or demolition of sound building located within the City's Coastal Zone. All coastal projects and demolitions must be in compliance with all applicable policies adopted in the City's Coastal Land Use Plan.

Please answer ALL questions. Where questions do not apply to your project, indicate "Not Applicable" or "N.A.".

1. If residential, state:

- 1) number of units _____
- 2) number of bedrooms per unit _____
- 3) type of ownership proposed: () rental
 - () condominium
 - () stock cooperative
 - () time share
 - () other

2. If land division, number of lots to be created and size:

3. Present use of property

a) Are there existing structures on the property?

() Yes () No

If yes, describe (including number of residential units, occupancy status, monthly rental/lease rates for each unit for residential projects only. If there are existing motel/hotel/visitor accommodations on the property, please describe.

b) Will any existing structure be demolished? () Yes () No

b) Will any existing structure be demolished? () Yes () No

Will any existing structures be removed? () Yes () No

If yes to either question, describe the type of development to be demolished or removed, including the relocation site, if applicable.

4. Estimated cost of development: Land _____ Improvements _____

5. Has any application for a development on this site been submitted previously to the California Coastal Commission?
() Yes () No

If yes, state previous application number _____

6. Project height: Maximum height of structure _____ ft.
Maximum height of structure as measured
from centerline of frontage road _____ ft.

7. Total number of floors in structure, including subterranean floors, lofts, and mezzanines _____

8. Gross floor area including covered parking and accessory buildings _____ sq. ft.

Gross floor area excluding parking _____ sq. ft.

9. Lot area (within property lines) _____ sq. ft. or acres

<u>Lot Coverages</u>	<u>Existing</u>	<u>New Proposed</u>	<u>Total</u>
Building coverage	_____ sq.ft.	_____ sq.ft.	_____ sq.ft.
Paved area	_____ sq.ft.	_____ sq.ft.	_____ sq.ft.
Landscaped area	_____ sq.ft.	_____ sq.ft.	_____ sq.ft.
Unimproved area	_____ sq.ft.	_____ sq.ft.	_____ sq.ft.

10. Parking: number of existing spaces _____
number of new spaces proposed _____
TOTAL _____

number of covered spaces _____
number of uncovered spaces _____
number of standard spaces _____ size _____
number of compact spaces _____ size _____
Is tandem parking existing and/or proposed () Yes () No
If yes, how many tandem sites? _____ size _____

11. Are utility extensions for the following proposed to serve the project?

a) water	() Yes	() No	d) sewer	() Yes	() No
b) gas	() Yes	() No	e) telephone	() Yes	() No
c) electric	() Yes	() No			

If yes, to any of the above, would extensions be above ground?
() Yes () No

The relationship of the development to the applicable item below must be explained fully. Attach additional sheets if necessary.

1. If the development is between the first public road and the sea, is public access to the shoreline and along the coast currently available near the site? () Yes () No If yes, indicate the location of the nearby access, including the distance from the project site.

2. Is any grading proposed? () Yes () No If yes, complete the following:

a) amount of cut	_____	cu.yds.
b) amount of fill	_____	cu.yds.
c) maximum height of fill slope	_____	ft.
d) maximum height of cut slope	_____	ft.
e) amount of import or export	_____	cu.yds.
f) location of borrow or disposal site	_____	

Grading and drainage plans must be included with this application. In certain areas, an engineering geology report must also be included. Consult the City Engineering Division representative for determination.

3. Does the development involve diking, filling, dredging or placing structures in open coastal waters, wetlands, estuaries, or lakes?

a) diking	() Yes	() No
b) filling	() Yes	() No
c) dredging	() Yes	() No
d) placement of structures	() Yes	() No

Amount of material to be dredged or filled _____ cu.yds

Location of dredged material disposal site _____

Has a U. S. Army Corps of Engineers' permit been applied for?
() Yes () No

4. Will the development extend onto or adjoin any beach, tidelands, submerged lands or public trust lands? () Yes () No

For projects on State-owned lands, additional information may be required. Consult the staff representative in the Planning Division.

5. Will the development project existing lower-cost visitor and recreation facilities? () Yes () No

Will the development provide public or private recreational opportunities? () Yes () No

If yes, explain _____

6. Is the proposed development in or near:

a) a sensitive habitat area () Yes () No (biological survey may be required)

b) a 100-year floodplain () Yes () No (hydrologic mapping may be required)

c) a park or recreation area () Yes () No

7. Is the proposed development visible from:

a) any park, beach, or recreation area () Yes () No

b) harbor area () Yes () No

8. Does the site contain any:

a) historic resources () Yes () No

b) archaeological resources () Yes () No

c) paleontological resources () Yes () No

If yes to any of the above, please explain on an attached sheet.

9. Would the project in any way alter or divert a stream bed or drainage course?

If yes, please describe on a separate sheet of paper.

Under certain circumstances, additional material may be required prior to issuance of a Coastal Development Permit. For example, preliminary title reports, land surveys, legal descriptions, subordination agreements, and other outside agreements may be required prior to issuance of the permit; and on the beachfront a wave-action report will be required.

Date

Signature of Authorized Agent or Applicant

APPENDIX 3
NOTICE FORMS

Administrative Coastal Permit
Identification No. _____

PUBLIC NOTICE -- COASTAL PERMIT

This is a notice to you as an interested party that the City of Oceanside Planning Division received an application for a Coastal Permit from _____

on _____.

The application is described as follows:

The property is located within the Coastal Zone, as defined by the Coastal Act of 1976. The address of the property is _____ Assessor's Parcel No. _____.

Pursuant to the City of Oceanside Zoning Ordinance, the City Planner has determined that no formal public hearing will be required on this application. This application will be processed as an Administrative Coastal Permit. A decision will be reached by the City Planner on _____.

If you have any questions or comments regarding this matter, or want to be notified of the decision, please contact _____ at the City of Oceanside Planning Division, 439-7272, stating you have a question or change with regards to Administrative Coastal Permit No. _____.

If you disagree with the decision of the City Planner regarding the outcome of this application, you may appeal the decision to the Planning Commission. The appeal, accompanied by a \$25.00 filing fee, must be filed in the Planning Division, 320 North Horne Street, Oceanside, CA 92054 no later than 4:30 p.m. on _____ (five calendar days from the date of action).

This project is not "appealable" to the California Coastal Commission under Section 30603 (a) of the California Public Resources Code.

Date: _____

Public Hearing Coastal Permit
Identification No. _____

NOTICE OF PUBLIC HEARING
COASTAL DEVELOPMENT PERMIT

This is a notice to you as an interested party that the City of Oceanside Planning Commission will hold a public hearing on the Coastal Permit application of _____.
This application was received on _____.
The application is described as follows:

The property is located within the Coastal Zone as defined by the Coastal Act of 1976. The address of the property is _____. Assessor's Parcel No. _____.

Said hearing will be held on _____
at _____ P. M. in the _____
Oceanside, California at which time and place any and all interested persons may appear and be heard. Interested persons may contact the Planning Division at 439-7272 after _____ to be informed of the place on the agenda and the approximate time of hearing.

If you have any questions or comments regarding this matter, or want to be notified of the decision, contact _____ at (619) 439-7272, City of Oceanside Planning Division.

If you disagree with the decision of the Planning Commission regarding the outcome of this application, you may appeal the decision to the City Council. The appeal, accompanied by a \$25.00 filing fee, must be filed in the City Clerk's Office, 704 Third Street, Oceanside, California, no later than 4:30 P. M. on _____ (five calendar days from the date of action).

The project is "appealable" to the California Coastal Commission under Section 30603 (a) of the California Public Resources Code.

APPENDIX 4

NOTICE OF FINAL ACTION

ADMINISTRATIVE COASTAL DEVELOPMENT PERMIT
NOTICE OF ACTION

DATE: _____

RE: Coastal Permit No. _____
Assessor's Parcel No. _____

This is to inform you that on _____
the City Planner (APPROVED/DENIED) your application for Coastal
Permit based on the following findings:

This Coastal Permit is subject to the following conditions:

This Coastal Permit expires one year from the date of approval
unless a different expiration date is stipulated, or unless prior
to the expiration date, the applicant applies for an extension
and the City Planner approves such extension.

Appeal to the Planning Commission of this decision or any part of
it may be made in writing, accompanied by a \$25.00 filing fee not
later than _____ (five calendar days from date of
action).

Sincerely,

Fee: \$10.00

APPENDIX 5

NOTICE OF EXCLUSION

COASTAL PERMIT
NOTICE OF EXCLUSION

On _____, 19____, _____
(Date) (Applicant)

applied for a permit to _____
(Project Description)

at _____, Application No. _____
(Project Address)

in the City of Oceanside. This application is for a development that excluded from the Coastal Development Permit requirements under a Categorical Exclusion, adopted by the California Coastal Commission on _____.

(List out categorical exclusions approved by Coastal Commission when available.)

Therefore, the City of Oceanside Planning Division certifies that this development meets the requirements of Public Resources Code Section 30610 (e) and is thereby exempt from the Coastal Development Permit requirements of the Coastal Act of 1976.

Certified by:

(Planner's Signature) on _____
(Date)

(Planner's Printed Name)

(Applicant's Signature) _____
(Date)

Within five calendar days, the City of Oceanside shall send a copy of this notice to: California Coastal Commission.

APPENDIX 6

COASTAL POLICY CHECKLIST

COASTAL LAND USE PLAN POLICIES

This is an informational summary of findings and policies of the Land Use Plan requirements for development in Oceanside's Coastal Zone. It is intended to be utilized as a guide for staff's review and as a tool for the applicant in preparing an application for submittal to the City. Please use the Summary of Findings and Policies for the Coastal Land Use Plan as the major reference guide.

APPENDIX 7
CHAPTER 3 - COASTAL ACT

ARTICLE 1

GENERAL

Section 30200.

(a) Consistent with the coastal zone values cited in Section 30001 and the basic goals set forth in Section 30001.5, and except as may be otherwise specifically provided in this division, the policies of this chapter shall constitute the standards by which the adequacy of local coastal programs, as provided in Chapter 6 (commencing with Section 30500), and, the permissibility of proposed developments subject to the provisions of this division are determined. All public agencies carrying out or supporting activities outside the coastal zone that could have a direct impact on resources within the coastal zone shall consider the effect of such actions on coastal zone resources in order to assure that these policies are achieved.

(b) Where the commission or any local government in implementing the provisions of this division identifies a conflict between the policies of this chapter, Section 30007.5 shall be utilized to resolve the conflict and the resolution of such conflicts shall be supported by appropriate findings setting forth the basis for the resolution of identified policy conflicts.

(Amended by Ch. 43, Stats. 1982.)

ARTICLE 2

PUBLIC ACCESS

Section 30210.

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

(Amended by Ch. 1075, Stats. 1978.)

Section 30211.

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

Section 30212.

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

(b) For purposes of this section, "new development" does not include:

(1) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610.

(2) The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.

(3) Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure.

(4) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the regional commission or the commission determines that such

activity will have an adverse impact on lateral public access along the beach.

As used in this subdivision "bulk" means total interior cubic volume as measured from the exterior surface of the structure.

(c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

(Amended by Ch. 1075, Stats. 1978.)

(Amended by Ch. 919, Stats. 1979.)

Section 30212.5.

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

Section 30213.

~~Lower cost visitor and recreational facilities and housing opportunities for persons and families of low or moderate income, as defined by Section 50093 of the Health and Safety Code, shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. New housing in the coastal zone shall be developed in conformity with the standards, policies, and goals of local housing elements adopted in accordance with the requirements of subdivision (e) of Section 65302 of the Government Code.~~

Neither the commission nor any regional commission shall either: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate-income persons for the purpose of determining

eligibility for overnight room rentals in any such facilities.

(Amended by Ch. 1191, Stats. 1979.)

(Amended by Ch. 1087, Stats. 1980.)

(Amended by Ch. 1007, Stats. 1981.)

Section 30214.

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

(1) Topographic and geologic site characteristics.

(2) The capacity of the site to sustain use and at what level of intensity.

(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.

(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

(c) In carrying out the public access policies of this article, the commission, regional commissions, and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private

organizations which would minimize management costs and encourage the use of volunteer programs.

(Amended by Ch. 919, Stats. 1979.)

ARTICLE 3

RECREATION

Section 30220.

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

Section 30221.

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

(Amended by Ch. 380, Stats. 1978.)

Section 30222.

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30223.

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

Section 30224.

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching

facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

ARTICLE 4

MARINE ENVIRONMENT

Section 30230.

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

Section 30231.

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

Section 30232.

Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup

facilities and procedures shall be provided for accidental spills that do occur.

Section 30233.

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland; provided, however, that in no event shall the size of the wetland area used for such boating facility, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, be greater than 25 percent of the total wetland area to be restored.

(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities.

(5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource dependent activities.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

For the purposes of this section, "commercial fishing facilities in Bodega Bay" means that not less than 80 percent of all boating facilities proposed to be developed or improved, where such improvement would create additional berths in Bodega Bay, shall be designed and used for commercial fishing activities.

(d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients which would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for such purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

(Amended by Ch. 673, Stats. 1978.)

(Amended by Ch. 43, Stats. 1982.)

Section 30234.

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Section 30235.

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

Section 30236.

Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

ARTICLE 5

LAND RESOURCES

Section 30240.

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat

values, and only uses dependent on such resources shall be allowed within such areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

Section 30241.

The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

(b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses ~~and~~ or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

(c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.

~~(c)~~ (d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.

~~(d)~~ (e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.

~~(e)~~ (f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), ~~of this section~~ and all

development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.

(Amended by Ch. 1066, Stats. 1981.)

(Amended by Ch. 43, Stats. 1982.)

Section 30242.

All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

Section 30243.

The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities.

Section 30244.

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

ARTICLE 6

DEVELOPMENT

Section 30250.

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or

cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

(Amended by Ch. 1090, Stats. 1979.)

Section 30251.

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30252.

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the

recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Section 30253.

New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.

(4) Minimize energy consumption and vehicle miles traveled.

(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Section 30254.

New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public

services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

Section 30255.

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

(Amended by Ch. 1090, Stats. 1979.)

ARTICLE 7

INDUSTRIAL DEVELOPMENT

Section 30260.

Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

Section 30261.

(a) Multicompany use of existing and new tanker facilities shall be encouraged to the maximum extent feasible and legally permissible, except where to do so would result in increased tanker operations and associated onshore development incompatible with the land use and environmental goals for the area. New tanker terminals

outside of existing terminal areas shall be situated as to avoid risk to environmentally sensitive areas and shall use a monobuoy system, unless an alternative type of system can be shown to be environmentally preferable for a specific site. Tanker facilities shall be designed to (1) minimize the total volume of oil spilled, (2) minimize the risk of collision from movement of other vessels, (3) have ready access to the most effective feasible containment and recovery equipment for oilspills, and (4) have onshore deballasting facilities to receive any fouled ballast water from tankers where operationally or legally required.

(b) Because of the unique problems involved in the importation, transportation, and handling of liquefied natural gas, the location of terminal facilities therefore shall be determined solely and exclusively as provided in Chapter 10 (commencing with Section 5550) of Division 2 of the Public Utilities Code and the provisions of this division shall not apply unless expressly provided in such Chapter 10.

(Amended by Ch. 855, Stats. 1977.)

Section 30262.

Oil and gas development shall be permitted in accordance with Section 30260, if the following conditions are met:

(a) The development is performed safely and consistent with the geologic conditions of the well site.

(b) New or expanded facilities related to such development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.

(c) Environmentally safe and feasible subsea completions are used when drilling platforms or islands would substantially degrade coastal visual qualities unless use of such structures will result in substantially less environmental risks.

(d) Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the

facility or related operations, determined in consultation with the United States Coast Guard and the Army Corps of Engineers.

(e) Such development will not cause or contribute to subsidence hazards unless it is determined that adequate measures will be undertaken to prevent damage from such subsidence.

(f) With respect to new facilities, all oilfield brines are reinjected into oil-producing zones unless the Division of Oil and Gas of the Department of Conservation determines to do so would adversely affect production of the reservoirs and unless injection into other subsurface zones will reduce environmental risks. Exceptions to reinjections will be granted consistent with the Ocean Waters Discharge Plan of the State Water Resources Control Board and where adequate provision is made for the elimination of petroleum odors and water quality problems.

Where appropriate, monitoring programs to record land surface and near-shore ocean floor movements shall be initiated in locations of new large-scale fluid extraction on land or near shore before operations begin and shall continue until surface conditions have stabilized. Costs of monitoring and mitigation programs shall be borne by liquid and gas extraction operators.

Section 30263.

(a) New or expanded refineries or petrochemical facilities not otherwise consistent with the provisions of this division shall be permitted if (1) alternative locations are not feasible or are more environmentally damaging; (2) adverse environmental effects are mitigated to the maximum extent feasible; (3) it is found that not permitting such development would adversely affect the public welfare; (4) the facility is not located in a highly scenic or seismically hazardous area, on any of the Channel Islands, or within or contiguous to environmentally sensitive areas; and (5) the facility is sited so as to provide a sufficient buffer area to minimize adverse impacts on surrounding property.

(b) In addition to meeting all applicable air quality standards, new or expanded refineries or petrochemical facilities shall be permitted in areas designated as air

quality maintenance areas by the State Air Resources Board and in areas where coastal resources would be adversely affected only if the negative impacts of the project upon air quality are offset by reductions in gaseous emissions in the area by the users of the fuels, or, in the case of an expansion of an existing site, total site emission levels, and site levels for each emission type for which national or state ambient air quality standards have been established do not increase.

(c) New or expanded refineries or petrochemical facilities shall minimize the need for one-through cooling by using air cooling to the maximum extent feasible and by using treated waste waters from inplant processes where feasible.

Section 30264.

Notwithstanding any other provisions of this division, except subdivisions (b) and (c) of Section 30413, new or expanded thermal electric generating plants may be constructed in the coastal zone if the proposed coastal site has been determined by the State Energy Resources Conservation and Development Commission to have greater relative merit pursuant to the provisions of Section 25516.1 than available alternative sites and related facilities for an applicant's service area which have been determined to be acceptable pursuant to the provisions of Section 25516.

ADDITIONAL ATTACHMENTS REQUIRED FOR COASTAL DEVELOPMENT PERMITS

Regular Permits:

1. Proof of the applicant's legal interest in the property.
(A copy of any of the following will be acceptable: current tax bill, recorded deed, signed Offer to Purchase along with a receipt of deposit, signed final escrow document, or current policy of title insurance. Applicant's representatives must present a letter signed by the property owner.)
2. Assessor's parcel map(s) showing the applicant's property and all other properties within 300 feet (excluding roads) of the property lines of the project site. (Available from the County Assessor)
3. Typed labels addressed to each property owner and occupant of property situated within 100 feet of the property lines and to each property owner within 300 feet of the property lines of the project site (excluding roads), along with a list containing the names, addresses and assessor's parcel numbers of same.
4. A vicinity or location map (copy of Thomas Bros. or other road map or USGS quad map) with the project site clearly marked.
5. Copy(s) of the project plans, drawn to scale, including site plans, floor plans, elevations, grading and drainage plans, landscaping plans, and any additional information that may be required. Trees to be removed must be marked on the site plans. In addition, a reduced site plan, 8½" x 11" in size, must be submitted.
6. Application fee. The fee for regular coastal development permit items is \$50. This is in addition to required fees for other discretionary items.
7. An Environmental Information Form is required to be submitted by the applicant.
8. Verification of all other permits, permissions or approvals applied for or granted by public agencies (e.g. Dept. of Fish and Game, State Lands Commission, U.S. Army Corps of Engineers)
9. For development on a bluff face, bluff top, or in any area of high geologic risk, a comprehensive, site-specific geology and soils report (including maps and wave action report) prepared in accordance with the requirements of the Engineering Department.

APPENDIX 5

NOTICE OF EXCLUSION

COASTAL PERMIT
NOTICE OF EXCLUSION

On _____, 2000, _____
(Date) (Applicant)

applied for a permit to _____
(Project Description)

at _____, Application No. _____
(Project Address)

in the City of Oceanside. This application is for a development that excluded from the Coastal Development Permit requirements under a Categorical Exclusion, adopted by the California Coastal Commission on _____.

(List out categorical exclusions approved by Coastal Commission when available.)

Therefore, the City of Oceanside Planning Division certifies that this development meets the requirements of Public Resources Code Section 30610 (e) and is thereby exempt from the Coastal Development Permit requirements of the Coastal Act of 1976.

Certified by:

(Planner's Signature) on _____
(Date)

(Planner's Printed Name)

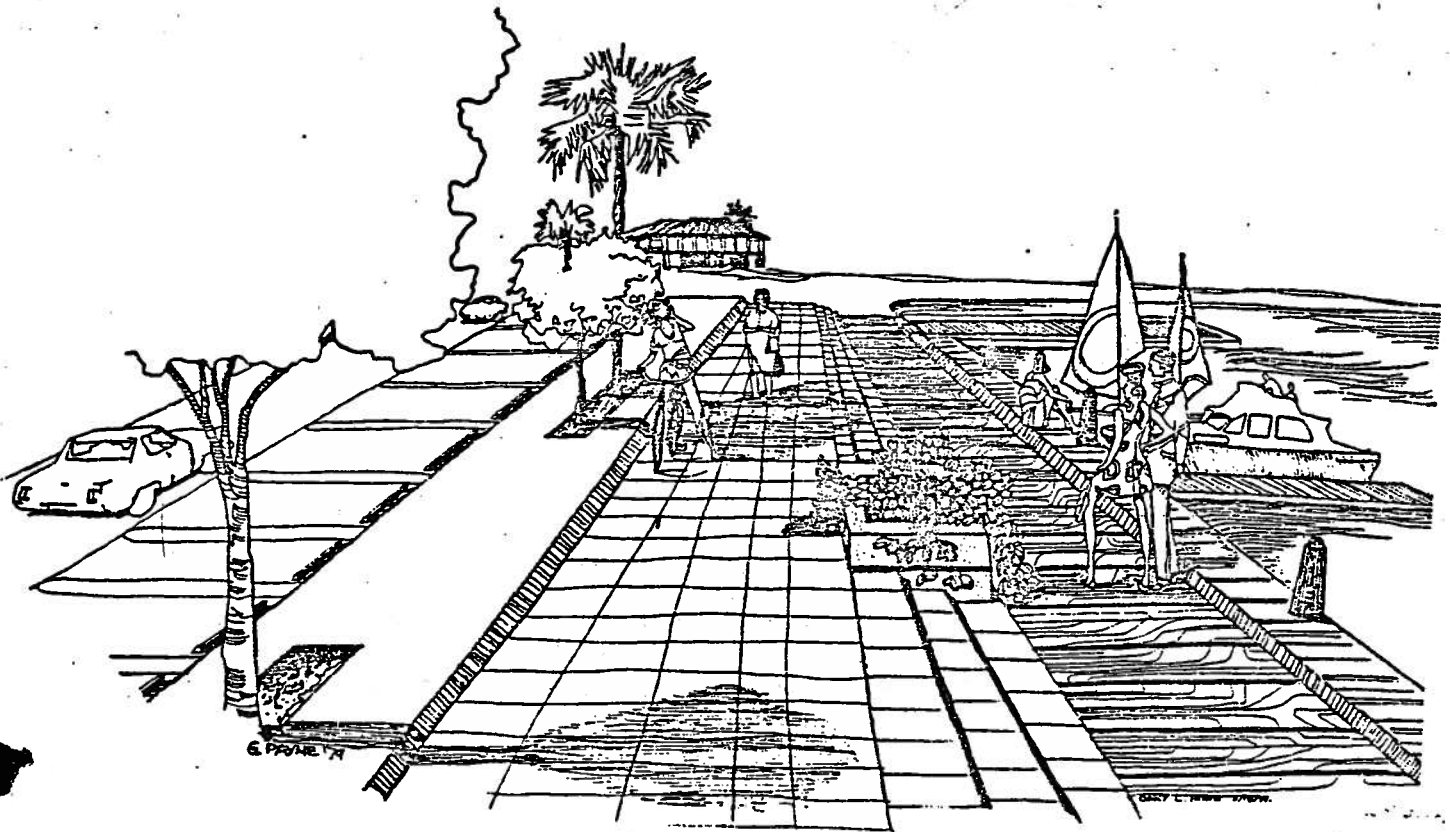
(Applicant's Signature) _____
(Date)

Within five calendar days, the City of Oceanside shall send a copy of this notice to: California Coastal Commission.

City of Oceanside

LAND USE PLAN
SUMMARY OF FINDINGS AND POLICIES
AMENDED BY THE CITY COUNCIL
APRIL 24, 1985
CERTIFIED BY CALIFORNIA COASTAL COMMISSION
JULY 10, 1985

Local Coastal Program



LAND USE PLAN
SUMMARY OF FINDINGS AND POLICIES
AMENDED BY THE CITY COUNCIL
APRIL 24, 1985
CERTIFIED BY CALIFORNIA COASTAL COMMISSION
JULY 10, 1985

PREPARED BY
THE CITY OF OCEANSIDE

NOTE: THIS DOCUMENT WAS ORIGINALLY
ADOPTED BY THE CITY COUNCIL ON
JUNE 11, 1980 AND WAS SUBSEQUENTLY
AMENDED ON SEPTEMBER 19, 1984 AND
APRIL 24, 1985.

**LOCAL
COASTAL
PROGRAM**

Chapter Two -

POLICY GROUP SUMMARIES

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

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

Adopted April 24, 1985
Certified July 10, 1985

I. COASTAL ACCESS

A. COASTAL ACT POLICIES:

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

B. SUMMARY OF MAJOR FINDINGS:

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

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

C. OBJECTIVE AND POLICIES:

Objective:

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

Policies:

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

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

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

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

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

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

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

II. RECREATION AND VISITOR SERVING FACILITIES

A. COASTAL ACT POLICIES:

The Coastal Act requires adequate distribution of public facilities such as parking areas, provision of lower cost visitor facilities, protection of ocean-front areas for Coastal recreation, granting of priority to commercial recreation uses, reservation of upland areas to support coastal recreation, and distribution of visitor facilities throughout the Coastal zone.

B. SUMMARY OF MAJOR FINDINGS:

1. There has been a periodic decline in beach usage in Oceanside which corresponds to the seriousness of the beach erosion problem.
2. Generally, only about one-third of the persons using Oceanside's beaches live in the City. In fact, the City's beaches attract as many out-of-county visitors as residents.
3. Persons coming to Oceanside's beaches travel primarily (70%) in private automobiles. More than half of those surveyed were willing to use remote parking (park-and-ride), with a lesser number willing to pay for that service.
4. The expenditures of persons using the beach in Oceanside are quite low, generally under \$5.00 per person. This indicates that the revenue currently accrued to the City from beach users (e.g., transient tax and sales tax) is probably less than the expenditures made by the City for basic services, beach improvements and maintenance.
5. The beach user survey revealed that primary beach activities are sunning and swimming. Most users expressed a need for only basic support services, such as restrooms, parking and trash containers. New recreational equipment and eating establishments were a low priority.
6. Future growth in beach usage in Oceanside will depend upon:
 - a. Restoration of the beach.
 - b. Local and regional population growth.

- c. Changes in recreational participation rates.
 - d. Development of new support services and amenities.
- 7. Present peak day beach attendance (typically a hot summer Sunday) is about 12,000. Assuming the beach is restored, this figure is expected to grow at a rate of 5.5% annually.
 - 8. The saturation capacity of Oceanside's beach (when restored) is estimated to be about 30,000 persons per peak day. Any additional use beyond that level could be expected to cause severe congestion and degradation of the beach environment. Saturation is expected to occur around 1995.

Beach Parking:

- 9. The greatest present need for beach parking is in the vicinity of Harbor Beach, which has an existing deficit of about 387 spaces. This deficit could be reduced substantially by providing new parking as proposed in the Harbor Precise Plan.
- 10. The Strand south to the City boundary has generally enough parking to meet existing needs. With restoration of the beach, however, the area between Wisconsin and Witherby Streets which presently experiences very low usage will attract increased beach usage. The demand for new beach parking will occur concurrent with the beach restoration.
- 11. Oceanside Pier Area Traffic/Parking/Urban Design Study, includes the potential for approximately 700 parking spaces, many of them occupying land that will be freed in conjunction with relocation of the railroad switching yards. Although all spaces initially will be at grade, the concept incorporates provisions for possible future construction of terraced parking structures, if warranted by demand. Development of additional parking spaces between Ninth Street and Wisconsin Avenue will result in the distribution of public parking throughout the study area, helping to make more of the beach frontage conveniently available to visitors arriving by automobile.

Public and Commercial Recreation:

12. A number of motel operators have suggested that the transient occupancy tax be reserved strictly for maintaining and upgrading visitor amenities.
13. A considerable portion of the City's transient lodgings are being used by other than tourists or coastal-oriented visitors. The needs of these users (i.e., highway travelers, military-related persons, and business travelers) are distinct and different from those who select Oceanside as a tourist destination or stop-over.
14. There is a significant inventory of ocean-front motels and motel/apartments on The Strand. However, because of current market conditions these are being occupied mostly by permanent residents.
15. Many of the accommodations on The Strand (an estimated 50%) are substandard or deteriorating. At the present time economic conditions are not conducive to upgrading of these existing units.
16. While there appears to be an adequate inventory of lower and moderate cost visitor accommodations on the beach, the City lacks a high quality tourist destination hotel in the beach area.
17. The Strand Market Study projected demand for 9.3 acres of the following commercial recreation and visitor uses in The Strand area:
 - a. A 2-phase tourist and business visitor hotel, with between 120 and 150 units per phase, and an acreage requirement of 1.8 acres;
 - b. Between 3,000 and 5,000 square feet of speciality retail space in conjunction with the hotel complex and a convenience market with an aggregated acreage of 1.8 acres;
 - c. Two lunch and dinner houses, one within the hotel and the other freestanding (2,500 - 5,500 s.f. each) with an aggregated acreage requirement of 1.8 acres.

18. Camping and Recreational Vehicle Parks are one market in which demand is high. The Coastal Zone currently has three such parks, with a total of 278 spaces, plus overnight RV usage is allowed at Harbor Beach. A fourth facility of about 300 spaces with 40 tent camping spaces has been approved in the San Luis Rey River area.
19. At present, the demand for ocean-front visitor accommodations is highly seasonal. Seasonal rentals (which can be used as permanent residences during the off season) currently fulfill much of the peak summer demand.
20. Except for the Harbor area and in conjunction with the motels located on North Hill Street, the Coastal Zone generally lacks high quality coastal-oriented restaurants which would attract new visitors or service existing ones.
21. All of the major beach areas in the City are presently served by quick-order, low cost food services.
22. The beach user survey indicated that people generally felt that no additional eating facilities were needed near the beach. However, some of the survey respondents indicated that more ramadas and picnic tables were needed.
23. The City of Oceanside enacted a Park Fee Ordinance May 12, 1982, the intent of which is to assess new development within the City at a level adequate to assure sufficient park facilities for City residents. The ordinance divided the City into ten park districts and established fee schedules for each district according to the number of units projected at build-out. The fees collected are divided into three categories:
 - a. Neighborhood funds, which can be spent only within the individual district of the assessed units.
 - b. Community and regional funds, which must be expended on community parks (such as The Strand Beach Park), which serve the entire City.

- c. A beach park fee which would be expended exclusively for beach park facilities.

C. OBJECTIVE AND POLICIES:

Objective:

The City shall provide and maintain a wide range of public recreation areas, beach support facilities, and visitor-serving facilities, commensurate with need.

Policies:

General:

1. The City shall seek funding assistance from State, County and/or Federal sources for improvements to City beaches, since the majority of persons using Oceanside's beaches live outside the City.
2. Priority beach improvement expenditures shall be for basic support facilities, such as restrooms, trash containers, parking and picnic tables.
3. The City shall strive to evenly distribute beach usage by a system of directional signage and through allocation of support services.
4. The City shall encourage a program of periodic replenishment of the beach or interim stabilization of the shoreline by artificial means, in cooperation with the Army Corps of Engineers, until a permanent solution to the beach erosion problem is provided.
5. The City shall continue to take the initiative to resolve the problem of beach erosion.
6. Lower cost visitor and recreational facilities shall be protected, encouraged and, where possible, provided.
7. In granting approvals for new development within the Coastal Zone, the City shall give priority to visitor serving commercial recreation facilities over private residential, general industrial or general commercial uses.

*Funding
priorities*

8. The City has reserved adequate upland areas to meet future market demand for visitor facilities to support coastal recreation, along the Hill Street corridor and in the Eighth Street Triangle and North River areas.
9. New recreational vehicle and camping facilities shall be encouraged within the Coastal Zone, providing that the following criteria be met:
 - a. New facilities should be sited in areas where they can be compatible with surrounding land uses.
 - b. Tent camping spaces as well as recreational vehicle spaces shall be provided.
10. The City shall continue to promote coastal tourism through the revitalization of the coastal area and upgrading of visitor amenities.
11. The City shall evaluate methods for improving transient tax collection. Where possible, transient tax revenues should be used to upgrade or maintain public amenities used by tourists.

Parking:

12. If existing beach parking is removed for any reason, one-to-one replacement parking shall be provided west of the railroad right-of-way.
13. Efforts shall be made to provide additional public beach parking facilities to serve anticipated future demand. Priority should be given for new parking facilities to serve the following locations:
 - a. Harbor Beach (some new parking recently completed).
 - b. The beach area between Wisconsin and Witherby Streets.
 - c. In the Redevelopment Area at the following general locations:
 - (1) Ninth and Pacific Streets
 - (2) Pocket parking at stub ends of Seventh and Eighth Streets
 - (3) First Street and Strand

- (4) Pier and Strand
- (5) Wisconsin Street and Strand
- (6) Railroad and Third Street
- (7) Railroad and Sixth Street
- (8) Beach Community Center
- (9) Railroad and Tyson Street
- (10) Railroad and Wisconsin Street

- 14. No new development on railroad right-of-way for any non-railroad operations purposes (other than public parking lots) shall occur until a Precise Plan for the area is approved by the Commission. Said plan shall include designation of parking areas in locations generally consistent with Land Use Plan Policy #13 and an implementation plan for the parking areas.
- 15. Because of high cost of land along the immediate shoreline, the City shall attempt to locate new parking facilities at lower-cost landward areas, and link those parking areas to the beach by pedestrian access, public transit, and beach area vehicular drop off points.
- 16. Since Oceanside beaches serve a recreational need for primarily non-local persons, the City shall seek funding assistance from State or County agencies for acquisition and construction of new parking facilities.
- 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.
- 18. The City shall develop a contingency parking plan for the use of vacant lots and the railroad right-of-way during occasional peak overflows.
- 19. The joint use of parking facilities (night-only restaurants/downtown offices which are closed on weekends) which are idle during peak beach usage periods shall be encouraged.
- 20. The City shall provide incentives (such as free or reduced price parking) to encourage beach users to utilize remote parking facilities, thereby relieving congestion within the immediate beach area.

21. In order to generate revenue, regulate beach parking, and to provide an incentive for remote parking, the City shall continue its graduated fee structure for beach parking. Fees collected at City owned parking areas shall be used for maintaining and upgrading beach facilities.
22. The City shall continue to monitor beach usage and parking availability and adjust policies as needed.
23. All beach parking lots shall be clearly signed and identified for public use.
24. The City shall continue to work with the California Department of Transportation, North County Transit District and other affected agencies to improve alternatives to private automobile use, including public transit (bus or other means), bicycle and pedestrian travel, and multi-modal combinations (e.g., "park-n-ride", shuttle service).
25. The City shall protect the snack bars at Buccaneer Beach and at the base of the pier as lower cost visitor facilities.
26. The City shall protect a minimum of 375 lower cost hotel and motel units and 220 recreational vehicle/camping sites within the coastal zone. Twenty percent of those hotel/motel units shall be maintained in shorefront locations. The City shall not allow any demolitions of affordable hotel/motel units which would allow the coastal zone inventory of such units to drop below the number required by this policy. In order to verify its compliance with this policy, the City shall report the inventory of affordable hotel/motel units to the Coastal Commission on an annual basis.

Off-Setting Benefits Program:

27. Upon the Coastal Commission's approval of the change in land use designation between Fourth and Sixth Streets from "visitor-serving commercial" to "residential" and application of the South Strand Zone, the City, through the Community Development Commission, will commit to purchase and development of a shore-front park between First and Tyson Streets, consistent with the plan approved by the California Coastal Conservancy.

As it is acquired, the City will dedicate the property as park land to protect it against any conversion from park use.

28. Prior to the commencement of construction of the proposed project between Fourth and Sixth Streets on the Strand, the City shall control (through purchase agreements or other means) those lands designated in the Land Use Plan for park land use between First and Tyson Streets on the Strand, which are commensurate with the offsetting benefits formula in the previously adopted LCP Land Use Plan.

29. The park acquisition is to be financed in the following methods:

a. Upon certification of the LCP, the Community Development Commission (CDC) will place in an escrow account \$200,000 toward purchase of the park land.

b. As new development occurs in the Redevelopment Area, the CDC will pledge \$200,000 in annual tax increment (subject to the protection of existing bond service), and would also pledge its best efforts to float a bond issue to accelerate the acquisition.

c. The CDC will also receive a 1% "deferred purchase price" on the resale of each unit in the residential project, and share equally with the developer any profit from project sales exceeding 20%. These monies, like the tax increment, will be available to finance public park land.

d. The City is currently collecting three different types of park fees to assist in the acquisition and development of the Strand Beach Park:

- Neighborhood park funds from within The Strand neighborhood.
- A portion of Community/Regional park funds, which are allocated to community and regional parks City-wide.

- A portion of the beach park fee, which is collected City-wide exclusively for beach area parks.

30. Not less than 34% of the South Strand Area (from the Tyson Street access to Wisconsin Street) will be reserved exclusively for commercial visitor-serving facilities such as hotels and motels, as provided for in the South Strand Zone which is an implementing mechanism of the LCP.
31. Within two years of the certification date of the LCP, the City shall review the development patterns of properties within the SS Zone and re-evaluate the appropriateness of that zoning mechanism to provide a suitable mix of land use on the South Strand.
32. The City shall solicit proposals from private developers to construct and maintain kiosks for beach equipment rentals, food and beverage sales, and beach visitor sundries sales on publicly owned or leased land in the vicinity of the pier, Tyson Street and Wisconsin Street.
33. As funds become available, the City shall construct new public restroom facilities on the South Strand near Tyson Street to serve beach users.
34. In conjunction with the next amendment to the Redevelopment Plan and General Plan, the City and Community Development Commission shall change the land use designation and zoning for the property at Sixth and Cleveland Streets (Pappy's Market) from residential to visitor serving commercial, in order to protect the existing use at that location.
35. Within the "Coastal Dependent, Recreation, and Visitor-Serving Commercial" use area, "time share" condominium units shall not be permitted unless a substantial proportion of the units are permanently reserved for transient overnight accommodations during the summer season (June 1 through Labor Day weekend).

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

A. COASTAL ACT POLICIES:

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

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

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

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

B. SUMMARY OF MAJOR FINDINGS:

Water Quality:

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

Geologic Hazards:

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

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

Flood Hazards:

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

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

Harbor Area Projects:

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

C. OBJECTIVES AND POLICIES:

Objectives:

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

Policies:

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

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

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

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

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

IV. SAN LUIS REY RIVER SPECIFIC PLAN

A. COASTAL ACT POLICIES:

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

B. SUMMARY OF MAJOR FINDINGS:

1. The San Luis Rey River contains six major habitat types which support large indigenous populations of wildlife, and serve as a nursery ground for marine fish and a refuge for migratory birds.
2. Most of the mesas above the river valley and Lawrence Canyon are geographically stable and suitable for development.
3. No archaeological resources are known within the San Luis Rey River Study Area. However, a significant paleontological site has been identified in Lawrence Canyon.
4. The water quality of the river is of a marginal quality but still capable of sustaining viable plant and animal communities.

Projects Proposed in the River Area:

5. The proposed Army Corps of Engineers San Luis Rey River Flood Control Project is necessary to protect structures in the Small Craft Harbor and North Coast Village from flood hazards, as well as increasing flood protection for existing development outside of the coastal zone. This project would enlarge the lagoon at the river mouth, remove two large spoil banks, lower the sand plug at the river mouth, upgrade the Pacific Street causeway, and raise the existing levees. A Coastal Zone consistency determination has been made for this project.
6. Caltrans proposes to build an expressway through the river valley. Beneficial effects from this Route 76 expressway would be improved coastal access, and a reduction of travel time, energy consumption, auto emissions, accident rates, and congestion.

A separate LCP component addressing the Route 76 project has been prepared. That analysis concludes that the mitigated adopted alignment alternative is the least impacting to the environment and most cost effective solution which meets the long term transportation needs of the City.

7. The City has approved a General Plan Amendment application which proposes to change the land use designation on portions of the floor of Lawrence Canyon and the mesas above it from general commercial to high density residential use. The northern portion of the canyon floor is proposed to be left as commercial and would be used for a commercial recreation camping facility. This General Plan Amendment conforms to the recommendations of the Specific Plan.
8. A permanent bridge across the river mouth at Pacific Street does not appear to be feasible at this time, due to engineering and cost constraints.

Analysis of River Area Opportunities:

9. The San Luis Rey River area offers excellent views of wildlife and natural landscapes.
10. There is potential for residential uses on the mesas that surround the San Luis Rey Valley.
11. The floor of Lawrence Canyon offers potential as a recreational vehicle/campground site.
12. Existing unimproved trail systems offer coastal access from inland areas.
13. A potential exists in several areas for restoration of degraded ecological habitats.

Analysis of River Area Constraints:

14. During peak flow conditions, the Loretta and Pacific Streets crossings of the San Luis Rey River wash out.
15. Flood hazards are present in the entire valley floor and along the north levee near the Harbor.
16. Littering has degraded the scenic quality of the river area.
17. Potential security problems for pedestrians who pass under the I-5/Hill Street Bridge on the two existing trail systems.
18. Steep slopes prohibit development in several areas.

19. Off-road vehicles have denuded vegetation along the river banks.
20. The railroad, I-5, and future Route 76 corridors pose noise constraints.
21. Lawrence Canyon possesses a number of constraints:
 - a. The northern portion of Lawrence Canyon is underlain by a deep layer of uncompacted fill which generally prohibits the construction of buildings.
 - b. A vertical cut slope in the north end of the canyon poses a public safety hazard.
 - c. The natural vegetation of the canyon has been destroyed by a previous quarrying operation.

C. OBJECTIVES AND POLICIES:

Objectives:

- The City shall maximize public access in the San Luis Rey River and environs consistent with natural resource values.
- Low cost recreation and visitor serving facilities shall be a priority land use in the river area, commensurate with public demand for such facilities.
- The City shall protect, maintain and enhance the river's existing sensitive habitats.
- The water resources of the river shall be maintained, enhanced and, where feasible, restored.
- New development shall be sited and planned in a manner which utilizes the San Luis Rey River environs to the fullest, but retains the aesthetic and resource values present.
- The City shall protect the public safety and welfare in areas of the river subject to flood or geologic hazards.

Policies:

1. In order to enhance access in the river area, the City shall:
 - a. Maintain the existing trail system on the north side of the river.
 - b. If and when funds become available, establish a viewing area with interpretive signs on the south side of Capistrano Drive, across from Capistrano Park.
 - c. Encourage passive recreation activities such as hiking, fishing and viewing.
 - d. Where appropriate, require developers to participate in construction of on- and off-site site bicycle and pedestrian facility improvements.
2. In order to protect the sensitive resources of the river area the City shall:
 - a. Post signs at appropriate locations noting regulations on littering, off-road vehicles, use of firearms, and leash laws.
 - b. Encourage the California Department of Fish and Game to actively enforce the Fish and Game Code in the river area.
 - c. Require property owners to remove debris from their properties when fire or health hazards exist.
 - d. Monitor future public use of the river area to identify areas of overuse. If such areas are identified, take steps to restrict access commensurate with the carrying capacity of the resources.
 - e. Continue police and code enforcement against litterers, trespassers, off-road vehicles, and other violators.

3. Developers proposing projects in the San Luis Rey Specific Plan study area shall:
 - a. Maintain adequate buffers surrounding sensitive habitat areas, using setbacks, fencing and/or vertical separation.
 - b. Protect habitat for the endangered Dudleya viscida. Where habitat impacts are unavoidable, the developer shall transplant the species to a protected location.
4. In order to protect water quality in the river area, the City shall:
 - a. Allow natural tidal circulation between the San Luis Rey lagoon and the ocean through the culverts under Pacific Street.
 - b. As part of its environmental review process, establish measures on a project-by-project basis to minimize the introduction of grease, oil, paints, pesticides, construction waste, and other pollutants into the San Luis Rey River.
5. On a project-by-project basis, developers proposing activities in the San Luis Rey River study area shall:
 - a. Direct storm run-off away from the river whenever possible.
 - b. Maximize penetrable surfaces for percolation, and if necessary, provide sediment settling basins, grease traps and/or energy dissipaters.
 - c. Use strict erosion and sedimentation controls which include:
 - (1) Retaining all run-off from construction areas on-site in percolation-settling ponds, or channeled into culverts that possess adequate energy dissipaters to prevent erosion and sedimentation into the river and lagoon.

- (2) Prohibiting grading from November through March.
 - (3) Revegetating slopes upon completion of grading.
 - (4) Minimizing the alteration of land forms.
6. In addition to the provisions of the Zoning Ordinance, the City shall regulate erection of on-site signs in the river area as follows:
- a. Require any free-standing signs to be constructed of wooden and/or masonry materials with external illumination, not to exceed six feet in height.
 - b. Prohibit any signs which would detract from the visual quality of the area and cause excessive glare or annoyance to surrounding properties.
7. All private developments in the river area shall submit a development plan application for the City's approval unless a conditional use permit is already required.
8. Any deficiencies in the river area sewer and water facilities shall be corrected by developers at the time of development.
9. New development along the I-5 and Route 76 corridors shall include measures to attenuate noise problems, such as construction of barriers or use of building insulation.
10. The developer of Lawrence Canyon shall mitigate impacts to paleontological resources by:
- a. Working in close coordination with the Los Angeles Natural History Museum.
 - b. Establishing a timetable for grading plans well in advance of commencement of that work.
 - c. Removing significant fossil bearing soils from the construction site so that these soils can be examined thoroughly.

- d. Allowing continuous in-grading inspection by an on-site paleontologist.
 - e. Temporarily deferring grading operations if significant new fossils are discovered to allow for recovery.
- 11. New developments in the river area shall incorporate to the maximum extent feasible, native and/or drought tolerate plants into project landscape design.
- 12. New development in the river area shall be designed to be subordinate to the natural environment. Design themes which complement the natural setting and history of the area are encouraged. Such themes include rustic (using rough hewn wood, pitched roofs, heavy beams, etc.), Spanish or Early California Mission design.
- 13. In order to protect life and property in the river area from flood hazards, the City shall:
 - a. Prevent encroachment of permanent structures into the floodway.
 - b. Allow only flood compatible uses and structures, per the Federal Flood Insurance Agency's regulations, within the 100-year floodplain.
 - c. Cooperate with Army Corps of Engineers to ensure completion of the flood control project, as proposed.
- 14. In order to protect life and property in the river area from geologic hazards, the City shall:
 - a. Require developers to stabilize or remove the vertical cut-slope in the northwestern corner of Lawrence Canyon, in conjunction with development of that site.
 - b. Require applicants for new development in Lawrence Canyon to perform an on-site geological study, and design the project in conformity with the recommendations of a licensed engineering geologist. All development shall meet the requirements of the Alquist-Priolo Special Studies Zone Act.

- c. Require new bluff-top development in the river area to maintain an adequate setback from the bluff edge and, where necessary, erect barriers along the bluff to maintain public safety.
15. The City will periodically review the Specific Plan in light of changing conditions and needs in the river area.
16. Construction of the State Route 76 Expressway will be allowed subject to the special design and environmental conditions specified in the "LCP Land Use Plan Supplement and Implementation Phase for State Route 76".

V. ENVIRONMENTALLY SENSITIVE HABITAT AREAS

A. COASTAL ACT POLICIES:

The Coastal Act requires that environmentally sensitive habitat areas be protected against significant disruption. Development adjacent to such habitats shall be sited and designed to prevent adverse environmental impacts.

B. SUMMARY OF MAJOR FINDINGS:

Buena Vista Lagoon:

1. Because of its present designation as an ecological preserve, Buena Vista Lagoon is not in direct danger of being disturbed or filled. Indirect impacts of sedimentation and water pollution (emanating primarily outside the coastal zone) are the main threat to the lagoon at this time.
2. Buena Vista is the only fresh water lagoon in San Diego County, and therefore offers a unique habitat. Over 200 different bird species have been sighted at the lagoon.
3. The lagoon supports two endangered bird species -- (1) Belding's Savannah sparrow, of which little is known, and (2) the California least tern, which feeds in the lagoon during its summer breeding season. In addition, the California clapper rail, another endangered bird, is believed to live and breed in the lagoon environs, but no sightings have been confirmed.

4. Nutrient levels in the lagoon are high. It is probable that nutrients are concentrated in the bottom sediments and are dissolving into the water column. Even with this problem the lagoon is capable of sustaining a large food chain that can withstand these stressful conditions.
5. The Buena Vista Lagoon Study examined four special areas adjoining the lagoon:
 - a. The four vacant parcels at the northeast end of the lagoon are privately owned and zoned for commercial use. The Coastal Act prohibits diking, dredging or filling in this area.
 - b. The slopes above the lagoon between I-5 and Alvarado Street are generally undevelopable under the terms of the City's Hillside Ordinance.
 - c. In conjunction with the development of the "Sandpiper Cove" project, the property owner dedicated about four acres of land and water to the State Department of Fish and Game.
 - d. New development is possible on a flat 3.1 acre parcel adjoining the lagoon on the west side of Hill Street. Several buffering and habitat protection measures are suggested for this site.

Loma Alta Creek:

6. Loma Alta Creek enters the Coastal Zone six-tenths of a mile inland from the ocean. Once in the Coastal Zone, the creek is a concrete lined channel which passes through two mobile home parks and a recreational vehicle campground. About 300 yards inland the creek flows through an earth bottom rock revetted channel. The stream forms a 2 acre slough between the railroad tracks and Pacific Street.
7. Water is present in the Coastal Zone portion of the creek year round. The Oceanside Servisoft Company and Mission Linen Supply Company have been discharging about 11,500 gallons of waste water daily into the upstream portions of the creek under permits issued by the Regional Water Quality Control Board. No direct impact to water quality from these discharges is foreseen.

8. The biological resources of Loma Alta Creek and slough within the Coastal Zone are quite limited. The only significant stand of vegetation is a large stand of Mytoporum leathum, an introduced plant, adjacent to the slough.
9. The water quality of Loma Alta Creek has not been tested, but is believed to be poor. It is probable that the water is entrophied due to its dark green color and stagnant appearance. The water contains a large amount of urban pollutants due to the vast expanses of pavement which drain directly into the creek and slough.
10. Existing development near the creek (both in and out of the Coastal Zone) is susceptible to flood hazards. Flood control measures may need to be taken to protect existing structures.

C. OBJECTIVES AND POLICIES:

Objectives:

- The City shall work with other local, state, and federal agencies, including the recently formed Tri-Cities Buena Vista Lagoon Joint Powers Committee, to protect the sensitive biological habitats and water quality of Buena Vista Lagoon.
- The City shall provide adequate flood protection to existing development in the vicinity of Loma Alta Creek in a manner which preserves the remaining resources of the creek.

Policies:

1. The City shall prohibit any diking or dredging of Buena Vista Lagoon and its surrounding wetlands, except for habitat restoration measures which have been specifically approved by the State Department of Fish and Game.

2. Prior to approving any developments on dry lands adjacent to Buena Vista Lagoon, the City shall consult the State Department of Fish and Game to ensure that adequate measures are provided to protect and enhance the lagoon's sensitive resources. Such measures shall include, where appropriate:
 - a. Provision of adequate buffers between development and the lagoon.
 - b. Erection of barriers - such as fences - to prohibit access to sensitive portions of the lagoon.
 - c. Incorporation of native riparian plant species into project design to enhance habitat value.
 - d. Construction of informational signs/kiosks educating the public on the value of the lagoon, and listing regulations for public use.
 - e. Habitat restoration measures (such as removal of built up sediment) providing that such measures are approved by the State Department of Fish and Game.
3. The City shall require all developments which drain into the lagoon to include measures to prevent erosion, sedimentation and other water quality impacts, such as:
 - a. During construction, retaining all run-off on-site in percolation settling ponds and staking down bales of straw in the drainage ways to filter remaining sediments.
 - b. Prohibiting grading or clearing from November through March. Any soils left exposed during this period should be re-seeded or temporarily stabilized using plastic or other material as needed.
 - c. Minimizing the alteration of land forms.
 - d. Maximizing penetrable surfaces for percolation, and providing permanent sediment settling basins, grease traps and/or energy dissipaters.

4. The City shall encourage active enforcement of leash laws in the vicinity of the lagoon.
5. In the area between Interstate 5 and Alvarado Street, the City shall prohibit encroachment of development beyond the bluff line of the lagoon.
6. New development on the private, commercially zoned land fronting the eastern segment of the lagoon, south of Highway 78 shall be sensitive to the lagoon and its environment.
7. It is the policy of the City to prohibit filling in Loma Alta Creek.
8. Removal of existing vegetation shall not be permitted in Loma Alta Creek except when essential for flood control purposes. In such instances, the City will obtain necessary clearances from the State Department of Fish and Game prior to commencing work.
9. The City shall continue to cooperate with other agencies including the State Department of Fish and Game, the Cities of Carlsbad and Vista through the Joint Powers Committee, U. S. Fish and Wildlife Service, San Diego Association of Governments, and the Regional Water Quality Control Board in seeking ways to lessen current impacts on the lagoon. Siltation and water pollution are two such impacts which are particularly critical.

VI. VISUAL RESOURCES AND SPECIAL COMMUNITIES

A. COASTAL ACT POLICIES:

The Coastal Act requires that the visual qualities of the Coastal Zone shall be protected and that new development be sited and designed to be visually compatible with the character of surrounding areas.

B. SUMMARY OF MAJOR FINDINGS:

1. Oceanside's Coastal Zone is blessed with several important natural aesthetic resources, including the ocean, the San Luis Rey River and Buena Vista Lagoon.

2. The City's grid street pattern allows public views of these water bodies from several vantage points. Most east-west streets in the Coastal Zone offer views of the ocean. In addition, Buena Vista Lagoon, the San Luis Rey River and the ocean are visible from portions of Interstate-5.
3. There are no developed vista points in Oceanside, although several locations seem to meet this purpose. These include the fishing area at Buena Vista Lagoon, the frontage road adjacent to the inner lagoon, and the Oceanside Pier. The bluff promenade along Pacific Street, above The Strand, provides an attractive viewing area.
4. The Harbor and Pier are important man-made aesthetic resources.
5. Visual deterioration is a significant problem in the Redevelopment Area. This problem can be attributed to a variety of factors: the age of existing structures, lack of comprehensive design standards in the past, conflicting architectural styles, lack of maintenance, and lack of investment in the area. Enhancing visual quality in the Redevelopment Area is important because it will serve as a stimulus for revitalization.
6. Aesthetically, the Redevelopment Area is in transition, with gradual improvements being made in cleaning up or remodeling existing uses, and some new construction occurring.
7. Hill Street is the business loop for Interstate 5 and the major through north-south street in the Coastal Zone. As such, it represents a major "window" to the coast and a significant visitor use area.
8. The proliferation of signs and display areas on Hill Street tends to increase design "confusion" and obscure some businesses. This problem can be lessened by enacting sign abatement and encouraging individualized, subdued design treatment of businesses.

9. There are several buildings in the Coastal Zone which have local historic or architectural significance. However, the Traveler's Hotel at 322 North Cleveland Street is the only structure presently designated as a National Registry Landmark.

C. OBJECTIVES AND POLICIES:

Objectives:

- The City shall protect, enhance and maximize public enjoyment of Coastal Zone scenic resources.
- The City shall, through its land use and public works decisions, seek to protect, enhance, and restore visual quality of urban environment.

Policies:

1. In areas of significant natural aesthetic value, new developments shall be subordinate to the natural environment.
2. The City shall encourage the preservation and/or rehabilitation of buildings of historical or architectural significance.
3. All new development shall be designed in a manner which minimizes disruption of natural land forms and significant vegetation.
4. The City shall maintain existing view corridors through public rights-of-way.
5. The City shall encourage development of viewing areas at the Pacific Street Linear Park, the Buena Vista Lagoon Fishing area (provided by Eaton Hill developers) and from the frontage road between Highway 78 and the inland portion of Buena Vista Lagoon.
6. Open space buffers or greenbelts shall be provided along major scenic corridors.
7. Development of sandy beach areas shall be restricted to those uses which are directly supportive of beach usage, such as restrooms, lifeguard towers, and recreational equipment. Any such structures should minimize view blockage and be durable yet attractive.

8. The City shall ensure that all new development is compatible in height, scale, color and form with the surrounding neighborhood.
9. In areas where a change to a more intensive use is proposed, adequate buffers or transition zones (such as increased setbacks, landscaped barriers, or decorative walls) shall be provided.
10. The City shall encourage consolidation of small, narrow frontage lots as a means of achieving better design.
11. The City shall encourage variety, creativity, and site-responsive design for all new development.
12. The City shall support enhancement of the streetscape of the major tourist corridors through Oceanside (Hill Street and Mission Avenue) using the following features:
 - a. Attractive and functional street furniture (benches, light standards, trash containers).
 - b. Paving treatment such as stamped concrete or brick.
 - c. Abatement of non-conforming signs.
 - d. Intensive "pockets" of landscaping.
 - e. Renovation of building facades.
 - f. Undergrounding of utilities.
13. New development shall utilize optimum landscaping to achieve the following effects:
 - a. Accent and enhance desirable site characteristics and architectural features.
 - b. Soften, shade and screen parking and other problem areas.
 - c. Frame and accent (but not obscure) coastal views.
 - d. Create a sense of spaciousness, where appropriate.

- e. In areas where significant natural vegetation exists, replant, as appropriate, developed areas with native drought-tolerate species.
14. In areas where significant "theme" architecture has been established, the City shall encourage continuation of this theme. Such theme areas include:
- a. St. Malo (and vicinity) - French Provincial style.
 - b. South Hill Street - Creative use of wall murals, with "beach" motif and muted colors (examples: Unique Expressions, Brother's Three, and Oceanside Fish Market).
 - c. Buena Vista Lagoon - Rustic rough sawn wood exteriors, with pitched roofs and heavy beams.
15. Development on The Strand shall remain below the height of the bluff, as provided for in Proposition A, which was approved by the voters in April, 1982.

VII. NEW DEVELOPMENT AND PUBLIC WORKS

A. COASTAL ACT POLICIES:

The Coastal Act requires mitigation of impacts on archaeological and paleontological resources, the location of new development in or near existing urban areas, improvement of transit and parking opportunities, and provision of on-site recreation facilities.

The Coastal Act also limits new and expanded public works facilities to those facilities necessary to accommodate new development or uses permitted by the Act.

B. SUMMARY OF MAJOR FINDINGS:

Neighborhood Recommendations:

These neighborhood-specific findings are referenced to the neighborhoods identified on the map in the LCP Land Use Plan text.

1. In the Buena Vista Lagoon residential neighborhood steps have been taken to:
 - a. Rezone Buena Vista Lagoon to open space.
 - b. Designate the neighborhood three blocks north of Sandpiper Cove for low density residential use.
 - c. Protect the slopes and flood prone areas on the north shore of the middle section of Buena Vista Lagoon from development.
2. Improvements to visual quality are proposed along the Hill Street commercial corridor.
3. The Broadway residential neighborhood is proposed as a strictly residential neighborhood. A site for a low- and moderate priced senior citizen's housing project is suggested at the southerly end of Broadway Street.
4. New beach access should be required in conjunction with major new development in the South Oceanside Beach area.
5. The Mobile Home Parks in the vicinity of Loma Alta Creek should be protected against conversion to other uses.
6. In the South Pacific Street Beach area:
 - a. Any residual land not needed for the La Salina Treatment Plant should be considered for public use.
 - b. Provision of adequate on-site parking for new development is particularly critical because of existing deficiencies in on-street parking.

c. Discretionary review is needed on projects west of Pacific Street in order to regulate project design and beach access.

8. The City should continue to encourage residential rehabilitation in the Eastside neighborhood.
9. Possible public works projects in the Coastal Zone are delineated on the attached matrix.

These projects may not all come to fruition. Conversely, there are likely to be other projects which cannot be anticipated at this time. All future public works projects will be governed by the performance criteria established under the LCP policies.

PROPOSED COASTAL ZONE PUBLIC WORKS PROJECTS

NAME OF PROJECT	LOCATION	DESCRIPTION	COASTAL ACT COMPLIANCE
1. Drainage improvements per the Master Drainage Plan.	Throughout the Coastal Zone.	Construction of new and upgraded storm drain facilities in the downtown and Loma Alta Creek areas.	The storm drains are to be constructed to augment existing facilities. They will enable greater flood protection consistent with Section 30253.
2. Water facilities per the Sewer and Water Master Plan.	Throughout the Coastal Zone.	This project would entail extensive new construction and replacement of water lines, valves and hydrants	Approximately 70% of the existing water system is substandard by current engineering criteria. The project will correct this deficiency, and afford improved domestic service and greater fire protection.
3. Sewer line improvements per the Sewer and Water Master Plan.	Throughout the Coastal Zone.	a) Replace existing sub-standard 6" sewer lines with 8" lines. b) Replace deteriorated or depreciated piping and manholes. c) Replace inadequately sized lines.	The purpose of this project is to correct existing deficiencies, and allow new development consistent with Coastal Act policies. This will allow densities which can facilitate transit and reduce energy consumption.

4. La Salina Treatment Plant.	North side of Loma Alta Creek between the ATSF Railroad and Pacific Street.	The La Salina Plant provides sewage treatment facilities for all of the Coastal Zone. Its service area also includes other non-coastal zone lands west of I-5. The plant's current capacity is 5.5 MGD, although re-rating to 4.27 MGD is expected. Current flow is about 3 MGD. The Coastal Zone at build-out, could generate up to 4.19 MGD in effluent.	According to recent studies, the La Salina Plant has sufficient reserve capacity to serve development well into the future (perhaps for the next 50 years). The City should reserve plant capacity to serve maximum commercial recreation and coastal dependent development projected for the Coastal Zone (about .10 MGD).
5. Route 76 Expressway.	South of the San Luis Rey River, between I-5 and the Coastal Zone boundary.	Construction of a 4-lane Expressway (with ultimate right-of-way for six lanes).	A detailed description of Coastal Act compliance is provided in the LCP supplement for State Route 76. Impacts on sensitive habitats would be mitigated by extensive restoration and buffering.
6. Street Improvements per the Major Street Plan.	Throughout the Coastal Zone.	The draft Major Street Plan proposes a number of general traffic control measures to improve traffic flow in the Coastal Zone.	The proposed improvements would help meet Section 30252 by enhancing the capacity of local roads for recreational users, encouraging and accommodating non-auto modes, and reducing energy consumption.

NAME OF PROJECT LOCATION DESCRIPTION COASTAL ACT POLICIES

7. San Luis Rey Bike Loop.	Looped bike trail along the San Luis Rey River, The Strand, Pacific Street and Vista Way.	The Bike Loop (parts of which are already being implemented) would accommodate work, recreation, school, and shopping trips.	The proposed improvements would help meet Section 30252 by enhancing the capacity of local roads for recreational users, encouraging and accommodating non-auto modes, and reducing energy consumption.
8. Oceanside Transit Center.	Block area south of the existing Train Depot.	The OTC integrates rail, local bus, passenger bus and taxi service into a single facility.	Project completed in January, 1984.
9. San Luis Rey River Flood Control Project.	San Luis Rey River from the Pacific Ocean to the Coastal Zone boundary.	The flood control project would increase the capacity of the river to handle standard project storm flows. Specific improvements include removal of two spoil banks, enlargement of the lagoon, and removal of the sand plug at the river mouth.	This project would consist primarily of habitat restoration measures, and the upgrading of an existing levee. See discussion on p. 30 of the San Luis Rey Specific Plan.

NAME OF PROJECT

LOCATION

DESCRIPTION

COASTAL ACT POLICIES

10. Loma Alta Creek Flood Control Project.	Loma Alta Creek from the Pacific Ocean to the Coastal Zone boundary.	This project involves upgrading the Loma Alta Creek Channel to withstand 100-year storm flows.	Loma Alta Creek is channelized throughout the Coastal Zone. This project would upgrade the existing flood control facilities in order to improve flood protection for existing development, per Section 30253.
11. Harbor Expansion.	Marine Corps Turning Basin, just north of Oceanside Small Craft Harbor.	The Harbor Expansion would entail construction of approximately 740 boat slips and moorings, a free launch ramp, dry boat storage, and restrooms and utilities.	This action is consistent with Coastal Act Policy 30224 which encourages construction of new boating facilities within existing harbors.
12. Pier Restoration.	From the intersection of Third and Pacific Sts. westerly approximately 1800 feet.	This project would involve restoration of the existing municipal pier, a major recreational facility.	A Coastal Permit for this project was issued in 1977. Conformance to the Coastal Act is based on the pier's recreational value and a lack of significant environmental impacts.
13. Pacific Street Linear Park.	On the west side of Pacific Street between Fifth and Wisconsin Streets.	Construction of landscaping, sidewalk and street furniture.	A Coastal Permit was issued and construction was completed for the first phase of this project (between First and Wisconsin Streets) in 1979. The second phase would extend the linear park to Fifth Street. The project will improve coastal access and aesthetics.

NAME OF PROJECT LOCATION DESCRIPTION COASTAL ACT POLICIES

14. Buccaneer Park.	On the east side of Pacific Street, adjacent to Loma Alta Slough.	Development of an active park, including a beach accessway, playground equipment, ramadas, and grassy areas.	The project will provide increased parking and recreational areas adjacent to Buccaneer Beach. This project is complete.
15. Relocation of the Railroad Switching Yard.	West side railroad right-of-way between Fifth and Pine Streets.	Remove existing railroad switching yard from existing and relocate on US Marine Corps Base Camp Pendleton. The project will improve aesthetics, enhance access and lessen noise.	This project will greatly reduce delays and congestion at existing rail crossing.
16. Pacific Street Causeway crossing of the SLR River.	Pacific Street, between North Coast Village and Ocean-side Small Craft Harbor.	Construction of an up-graded, realigned causeway across the river mouth.	This project will allow better tidal flushing of the SLR Lagoon, which should improve water quality and biologic productivity. It will also improve flood protection for the Harbor area and North Coast Village. A Coastal Permit has been issued for a temporary crossing at this location.
17. Eighth Street Bridge over the Railroad.	Connecting existing segments of Eighth Street over the ATSF Railroad right-of-way.	This bridge would enable improved ingress/egress to the North Pacific Street area.	This project will enhance vehicular and pedestrian access in both the Harbor and North Redevelopment Area.

NAME OF PROJECT LOCATION DESCRIPTION COASTAL ACT POLICIES

18. Beach Restoration.	The beach from First Street to the South City Limits.	This project would permanently restore sand to Oceanside's beaches. A current proposal is to complete construction of the sand bypass system and install groins perpendicular to the shoreline.	The Diking, Dredging and Filling Report notes that construction of the groin project will be consistent with the Coastal Act if satisfactory environmental mitigations are implemented and if down-coast impacts are minimized.
19. Harbor Entrance Modifications.	Mouth of Oceanside Small Craft Harbor.	This project would involve modifications to the Harbor entrance breakwaters to control surge in the existing harbor, prevent shoaling in the harbor entrance, and create a sand trap for the bypassing system.	This project would help solve the beach erosion problem and would also enable expansion of the existing Harbor-consistent with the Coastal Act.

C. OBJECTIVES AND POLICIES:

Objectives:

- The City endorses infilling and revitalization of the Coastal Zone for the purpose of creating an attractive, balanced, and economically sound urban environment.
- New public works facilities in the Coastal Zone shall be sited and designed to meet all policies of the City's Local Coastal Program.

Policies:

1. The City shall deny any project which diminishes public access to the shoreline, degrades coastal aesthetics, or precludes adequate urban services for coastal-dependent, recreation, or visitor serving uses.
2. The City shall promote development of a high level of transportation facilities, public services and amenities in the Coastal Zone as a means for reducing energy consumption and vehicle miles traveled. Such actions include:
 - a. Support continued high levels of North County Transit District Service to all portions of the Coastal Zone.
 - b. Support expansion and upgrading of Amtrak service, commensurate with need, but oppose the proposed bullet train because of unmitigable effects on Coastal Zone resources.
 - c. Encourage preservation of existing and development of new neighborhood commercial uses such as markets, banks and small retail stores.
 - d. Support development of a wide variety of private and public recreational and tourist facilities which can attract and serve both visitors and residents.
 - e. Encourage continued development of bicycle and pedestrian facilities per the LCP access policies.
3. New or expanded public works facilities shall be sized to serve new development and uses allowed pursuant to the LCP Land Use Plan.

4. The City shall approve new development in the Coastal Zone only if essential public facilities will be available to serve that development.
5. In the event that any public service capacity (such as sewer, water or street facilities) becomes limited, the City shall assign priority for the remaining capacity to the following uses:
 - a. Coastal dependent land use;
 - b. Essential public services and basic industries vital to the economic health of the region, state or nation; and,
 - c. Commercial recreation and visitor serving land uses.

COASTAL DEVELOPMENT DESIGN STANDARDS

City of Oceanside

LOCAL COASTAL PLAN

Community Development Department
320 North Horne Street
Oceanside, CA 92054

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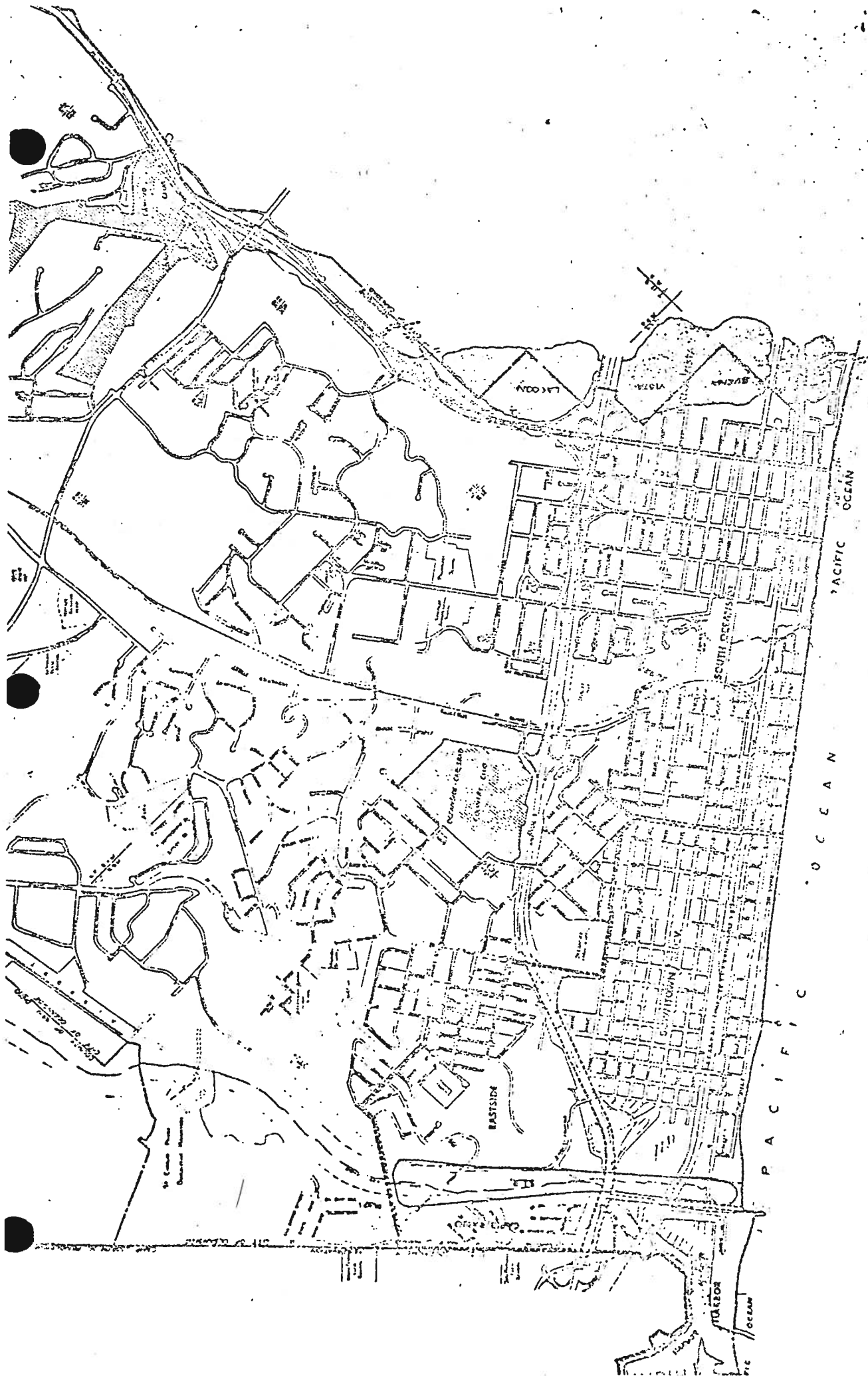
I. INTRODUCTION

These standards serve as a practical guide to new development- and rehabilitation projects in the Coastal Zone. The design standards are to be used by public and private projects alike.

The overriding goal of design standards is to improve the attractiveness of the Coastal Zone for both tourists and local residents.

The attempt of these standards is to establish an acceptable level of design quality while promoting the opportunity for excellent design by remaining flexible.

Specific design elements which may be useful in the design of a number of "streetscape" elements have been included in this manual where appropriate



Scale
North Arrow
Index
Legend

Scale
North Arrow
Index
Legend

II. EXISTING COASTAL LANDSCAPE; PRESERVING OCEANSIDE'S NEIGHBORHOODS

The topography in Oceanside's Coastal Zone consists of a gradually sloping eastward marine terrace bisected by the San Luis Rey River, Loma Alta Creek and Buena Vista Lagoon drainage courses. Generally, the portion of the terrace between the San Luis Rey River and Loma Alta Creek has greater range in elevation than South Oceanside and, as a result, has a greater view potential.

Oceanside's street system is designed on a grid pattern, which allows attractive ocean views on virtually all of the east-west streets located in the one-mile stretch between the San Luis Rey River and Oceanside Boulevard. Traveling west from I-5, these views diminish as one approaches Hill Street.

In South Oceanside the view corridors are much more limited due to the generally flatter topography and the limited number of through east-west streets.

The Strand and Pacific Street are the only two streets paralleling the coast which offer significant ocean views. Since The Strand (a beach-level street) is adjacent to the beach, the view is unobstructed. The view from Pacific Street is intermittent, with the area between Fifth and Wisconsin Streets offering the most significant views.

Other areas offering important views are the Harbor, the San Luis Rey River and Buena Vista Lagoon. The Harbor is visible from Harbor Drive, Hill Street and Pacific Street. The San Luis Rey River offers excellent views from I-5, Pacific Street, Hill Street, North Nevada Street, Loretta Street, and Capistrano Drive. Public views of Buena Vista Lagoon exist from I-5, Freeway 78, the frontage road adjacent to the inner lagoon, and Hill Street.

There is one developed vista point in Oceanside at the fishing area at Buena Vista Lagoon. The bluff promenade on Pacific Street above The Strand provides another attractive viewing area.

Significant Areas

1. Oceanside Harbor - The Harbor represents one of the most attractive and unique areas in Oceanside's Coastal Zone. The Harbor Design Standards contain measures for enhancing the appearance of the Harbor. That discussion is not repeated here. A copy of the Harbor Design Standards is on file at the Planning Department.

2. San Luis Rey River - The San Luis Rey River area is presently undeveloped and therefore is a potential for visual impact from development. Significant areas of native vegetation and wildlife habitat are planned for both pedestrian and equestrian use including a trail system along the border.

The Local Coastal Land Use Plan outlines some general design provisions as listed below.

Page 22.....

"6. In addition to the provisions of the Zoning Ordinance, the City shall regulate erection of onsite signs in the river area as follows:

- a. Require any freestanding signs to be constructed of wooden and/or masonry materials with external illumination, not to exceed 6 feet in height.
 - b. Prohibit any signs which would detract from the visual quality of the area and cause excessive glare or annoyance to surrounding properties.
7. All private developments in the river area shall submit a development plan application for the City's approval unless a conditional use permit is already required.

Page 23.....

11. New developments in the river area shall incorporate to the maximum extent feasible, native and/or drought tolerant plants into project landscape design.
12. New development in the river area shall be designed to be subordinate to the natural environment. Design themes which complement the natural setting and history of the area are encouraged. Such themes include rustic (using rough hewn wood, pitched roofs, heavy beams, etc.), Spanish or Early California Mission design."
3. Redevelopment Area - Oceanside's Redevelopment Area encompasses much of the City's central business district, the City's longest stretch of public beach, and houses a diverse cross-section of the City's population. It also serves as the gateway to the City's main tourist areas. As such it represents a focal point for both residents and visitors to the City.

Visual deterioration is a significant problem in the Redevelopment Area. This problem can be attributed to a variety of factors: the age of existing structures, lack of comprehensive design standards in the past, conflicting architectural styles, lack of maintenance, and lack of investment in the area.

Aesthetically, the Redevelopment Area is in transition, with gradual improvements being made in cleaning up or remodeling existing uses, and some new construction occurring. The Redevelopment Agency anticipates that as the momentum of Redevelopment picks up, private sector improvements will be encouraged and funds will be generated for public improvements.

4. Eastside/Capistrano - These two residential neighborhoods are the only developed portions of the Coastal Zone located east of I-5. They are actually two separate neighborhoods bisected by the San Luis Rey River.

The Eastside is an existing low and moderate income neighborhood of mixed residential types, with a high proportion of minority households. Over half of the units in this neighborhood are over 25 years old, and one-third of the units were identified in the 1975 Census as being in a deteriorating or dilapidated condition.

5. South Oceanside - The area known as South Oceanside encompasses several different neighborhoods and land uses. For the purpose of this discussion, South Oceanside is broken down into sub-neighborhoods of: the beach residential area (west of Hill Street); the Hill Street Corridor; St. Malo; the residential area east of Hill Street; and the properties fronting on Buena Vista Lagoon.

- a. Beach Residential Neighborhood - This area consists of a mixture of residential densities and housing types. Most architecture in the area is contemporary, and styles range from austere stucco box apartments to large, modern beach front luxury homes. Natural vegetation is sparse in this area, and introduced landscaping is confined to salt tolerant species due to the influence of coastal breezes and salt air. Because of narrow frontage lots, many of the beach front lots have been

developed with "boxy" buildings. Stucco and wood are the predominate building materials, and colors on the more modern buildings are generally muted earth tones.

- b. The Hill Street Corridor - Hill Street is the business loop for Interstate 5, and is the major north-south street in the Coastal Zone. As such, it represents an entryway to the Coast, and a significant visitor use area.

Hill Street is generally characterized by strip commercial development, with a somewhat cluttered appearance. The buildings along Hill Street tend to be uniform and box-like, adding to the linear appearance of the corridor.

An important consideration for businesses along Hill Street is to have easy recognition and accessibility. The proliferation of competing signs and display areas tends to increase confusion and obscure some businesses - especially the smaller ones. Several businesses in South Oceanside have successfully used wall murals to create interest and identity.

- c. St. Malo - St. Malo is a closed-gate residential community located on the north shore of Buena Vista Lagoon between the railroad tracks and the ocean. The architectural design of this community is French Provincial, and is regulated by a homeowner's organization. Visually, the community is quaint, picturesque, and complementary to its surroundings but is restricted from the public.

The architectural influence of St. Malo has been carried over to some of the residences in the adjoining beach residential area.

- d. Residential Neighborhood East of Hill Street - The South Oceanside residential neighborhood east of Hill Street represents one of the most stable neighborhoods in all of Oceanside. The two block area adjoining Hill Street is designated as transitional density (R-3 and R-2) between the commercial strip and single family neighborhood. The single family

residential portion of South Oceanside is characterized by tree-lined streets, and well maintained modest residences. Most of the residences are post - World War II track homes. Over the years, however, individualized remodeling and exterior renovation has added to the variety and attractiveness of the area.

This area is built-out and little new construction has occurred in recent years. The high level of maintenance and sense of "community pride" has helped to preserve and enhance visual quality in this area.

- e. Buena Vista Lagoon - Buena Vista Lagoon is one of the most significant natural aesthetic resources in the Coastal Zone. Therefore, development surrounding the Lagoon is particularly important in terms of its compatibility with the natural setting.

Development on the North Shore (in Oceanside) is largely buffered by a steep embankment and dense vegetation. The natural landscape is the predominant feature of the area. The south shore, in Carlsbad, represents a more urbanized landscape, particularly in the area immediately west of I-5, where several condominium projects are built on the bank above the Lagoon.

III. OVERALL OBJECTIVES

1. The City shall protect, enhance and maximize public enjoyment of the Coastal Zone scenic resources.
2. The City shall, through its land use and public works decisions, seek to protect, enhance and restore the visual quality of the urban environment.
3. The City shall maximize the use of recreation areas for recreation purposes.
4. The City shall encourage a continuing awareness of the long term effects of the physical forms of individual projects on the overall image of Oceanside

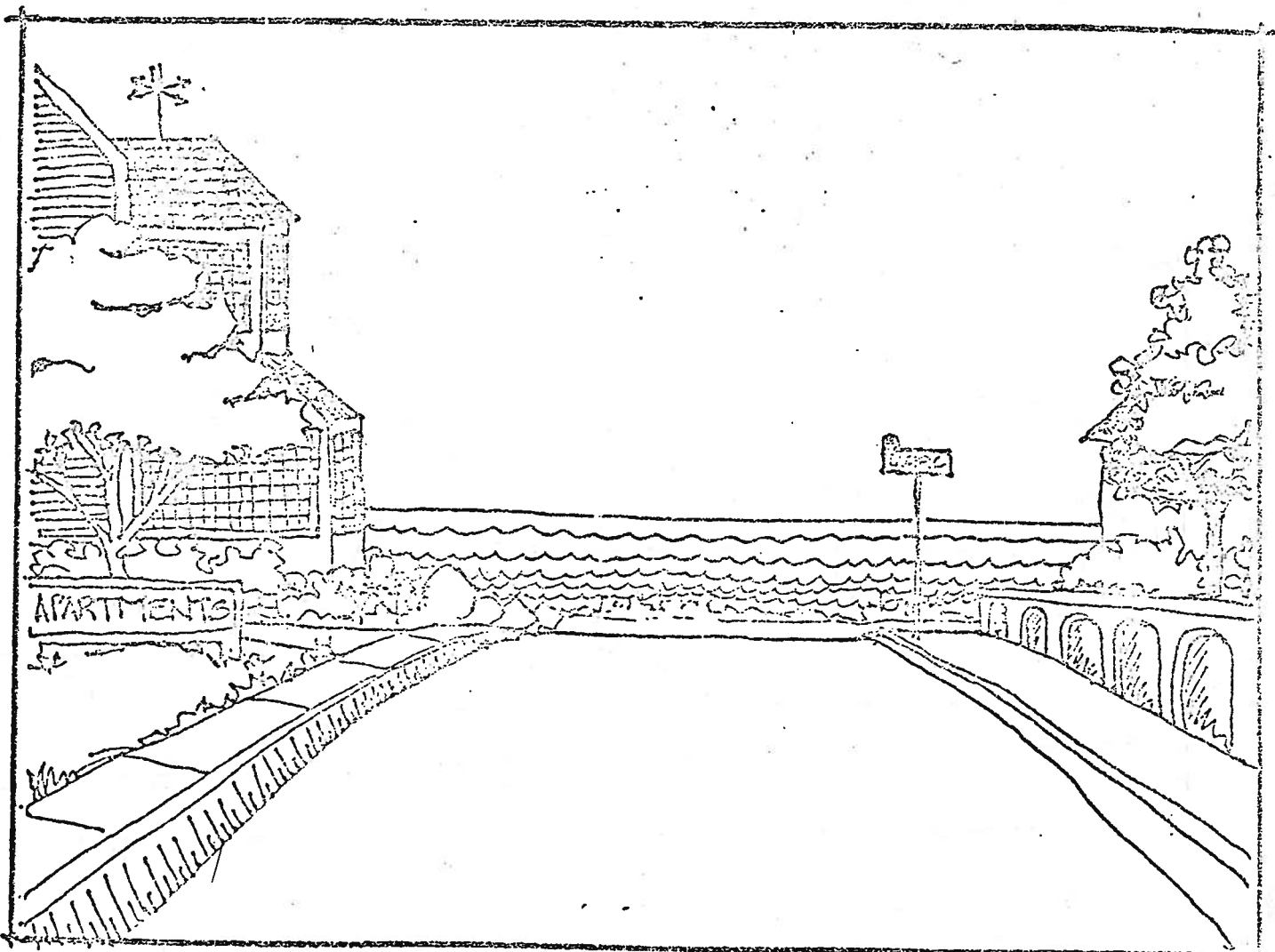
IV. PRESERVING AND CREATING VIEWS

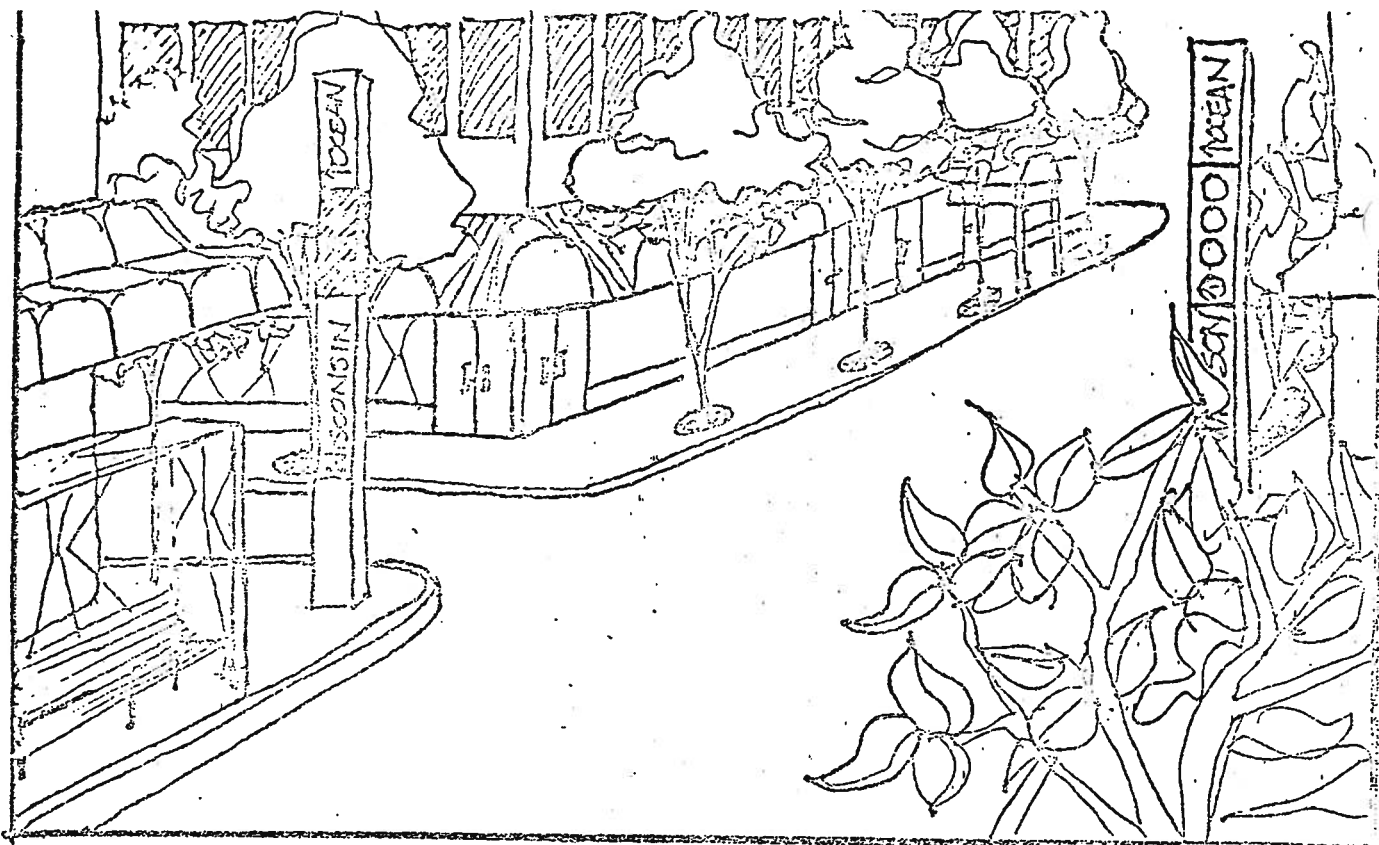
The visual orientation to the Pacific Ocean is a major identity factor for the City of Oceanside. Traditional view corridors should be preserved and reinforced in the placement of buildings and landscaping. Additionally, some views not presently recognized, deserve consideration in the design and location of further coastal improvements.

View areas can be preserved and reinforced by:

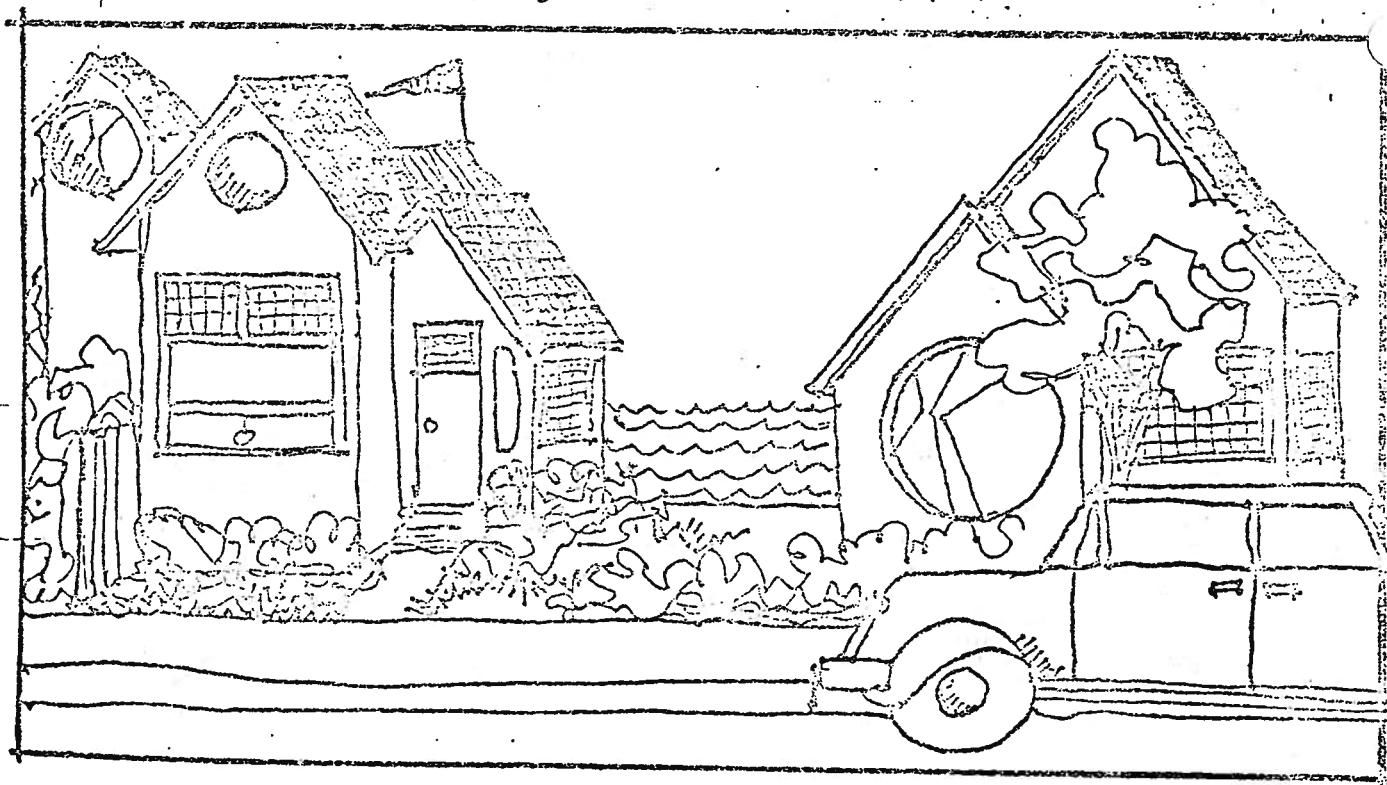
A. Removing Obstructions

1. No fencing, signage, planting, or structures should be placed in a way that will obstruct a view corridor. (Maintain existing view corridors through public rights-of-way.)



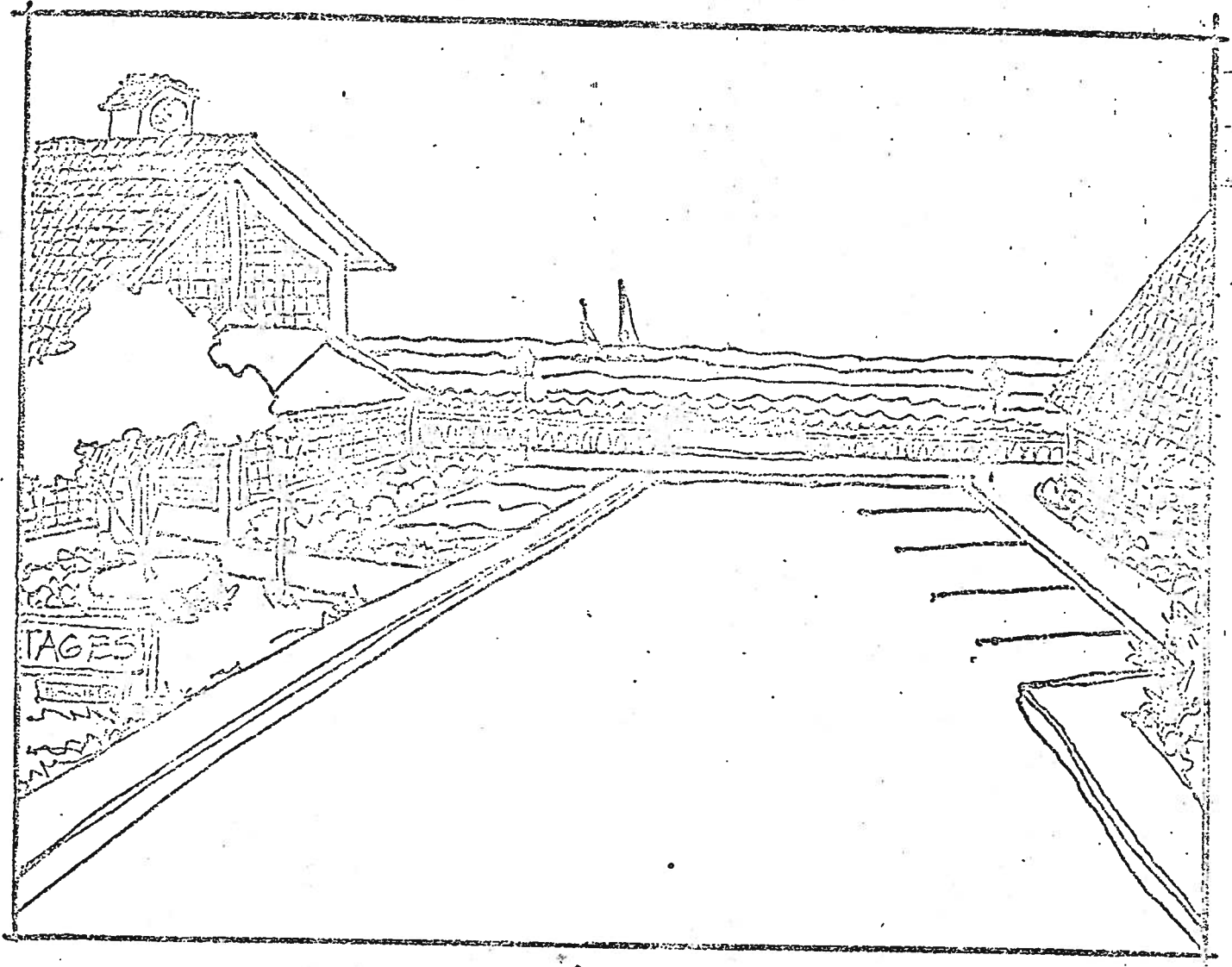


2. Visibility of major destinations and other orientation points should be enhanced through signage, planting and upgrading of site and structure design.



3. Proposed new development should consider surrounding views when designing building height.

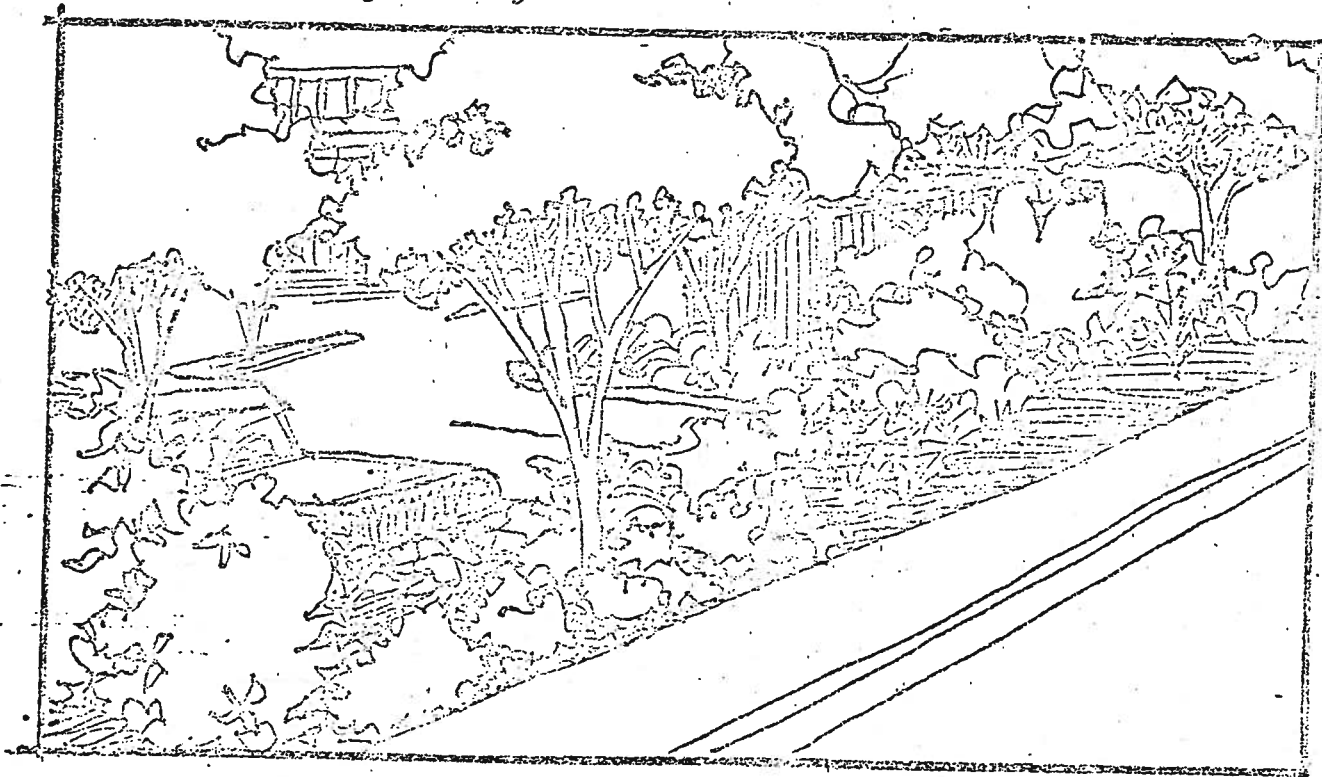
B. Framing/Directing Views



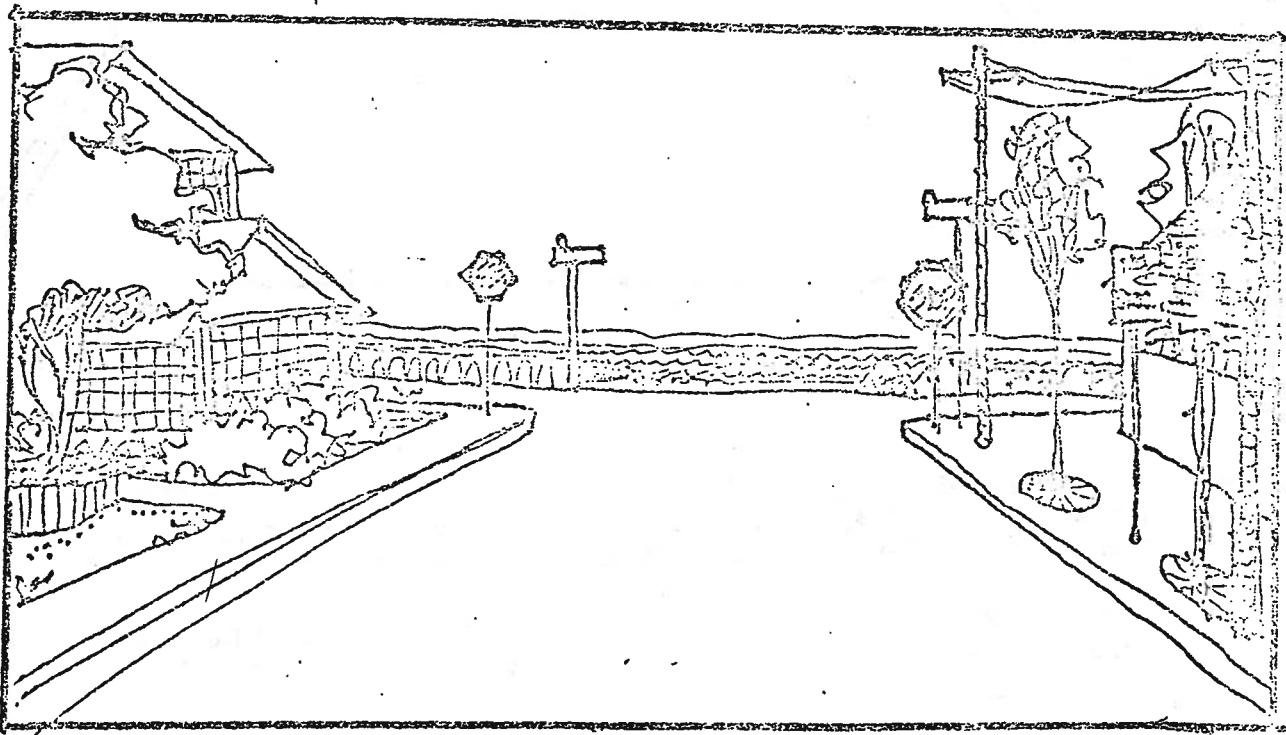
1. Fencing, signage, planting and structures shall be placed in a way that 'frame' a view and enhance it, directing the observer's eye to the view.
2. Street rights-of-way carried through to the water and views along the waterfront provide a desirable sense of contact with the water.

C. Screening of Unpleasant Views

1. Trash bins, utility equipment, parking lots should be screened or softened by attractive fencing and/or planting.



2. Remove or obscure distracting, cluttering elements.

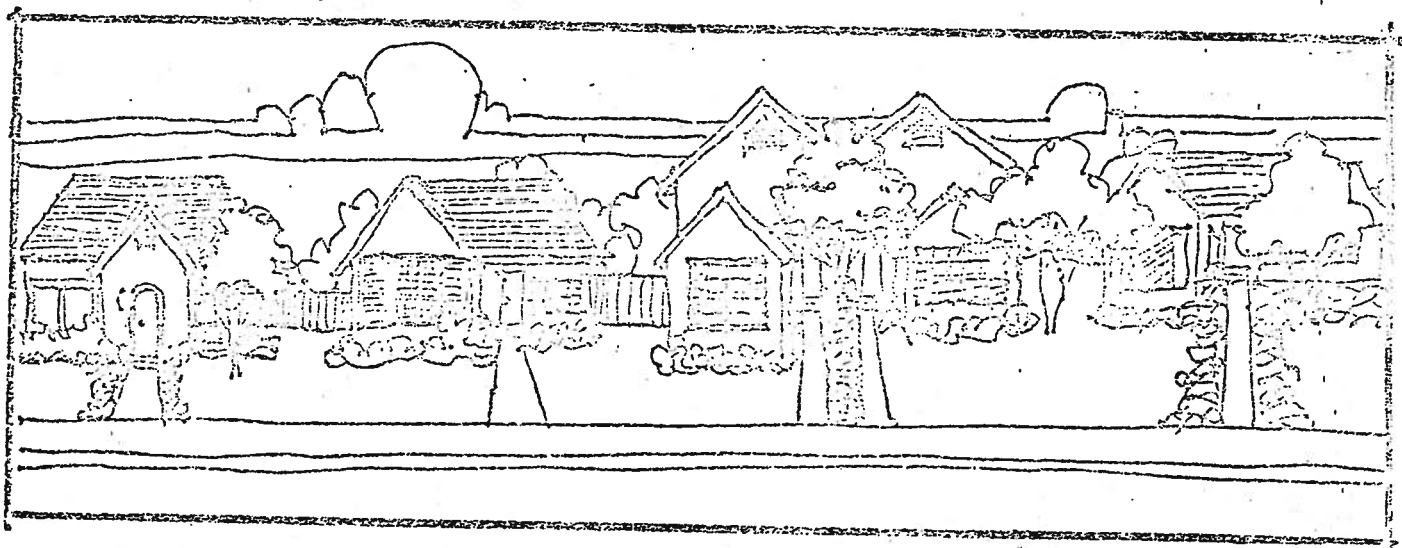


V. PRESERVING THE PAST

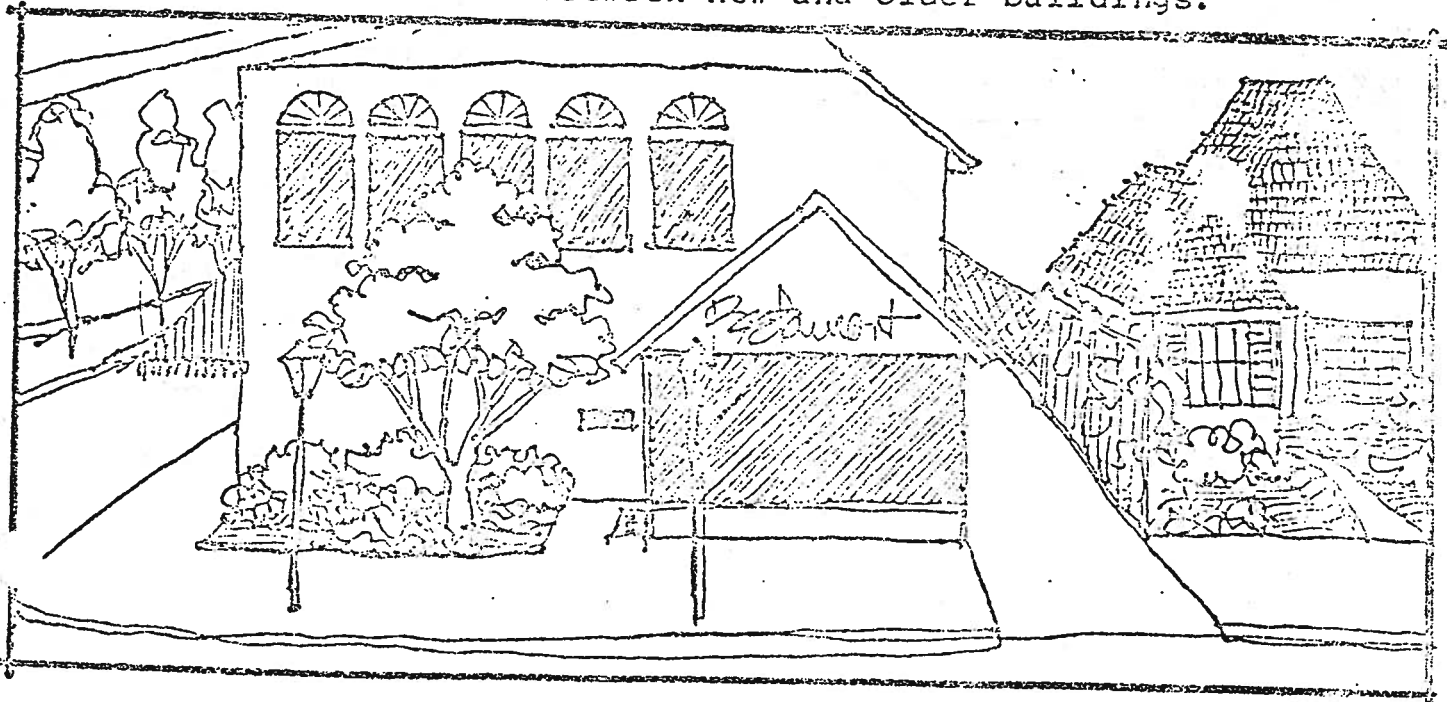
The Coastal Development Design Standards concern both new development and preservation of older buildings. Human needs include a sense of time and place in connection with the history of a neighborhood. Any successful development must recognize the positive attributes of the existing neighborhood and seek to enhance the established living environment.

Neighborhood preservation can be realized by the following:

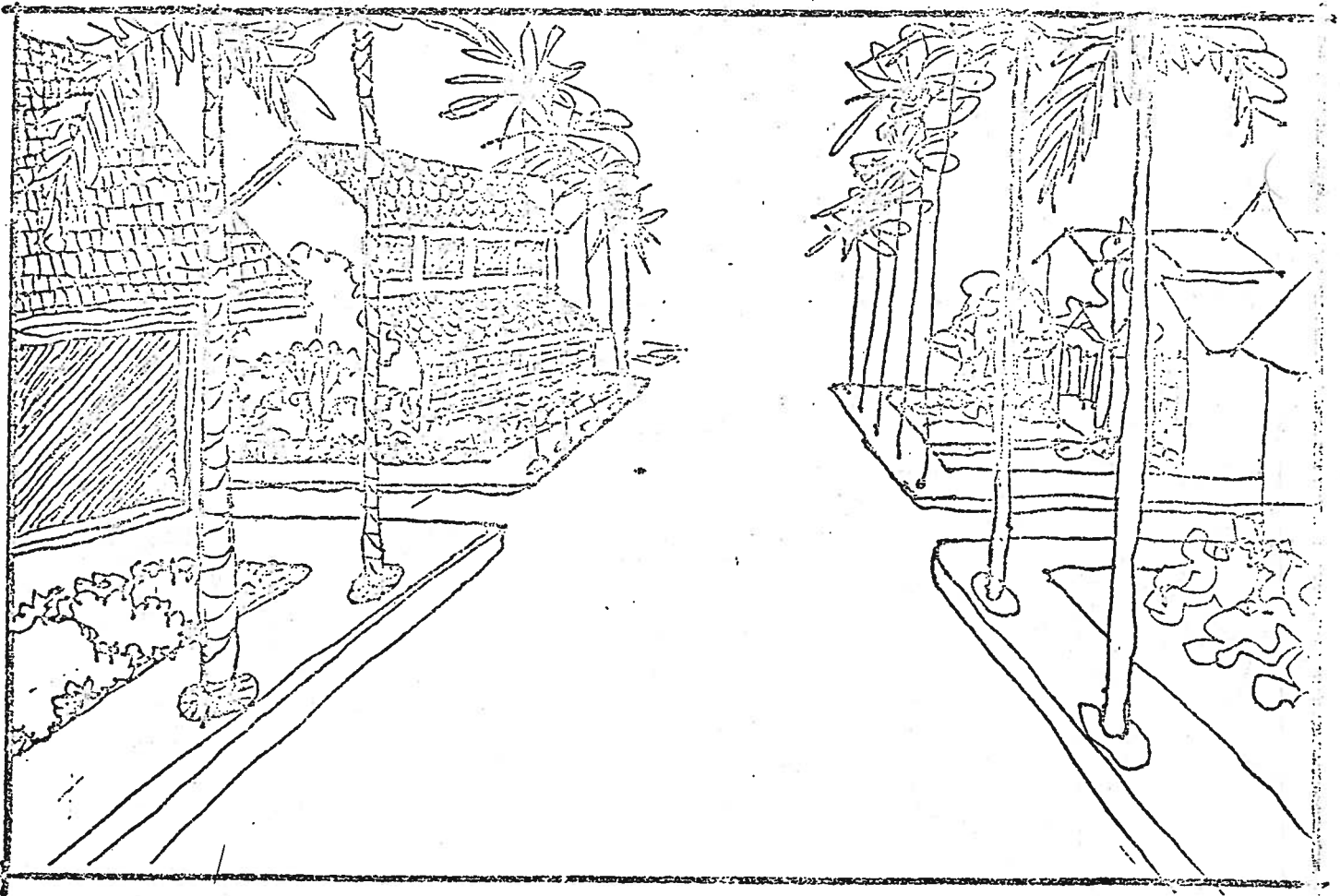
1. Ensure that all new development is compatible in height, scale, color and form with the surrounding neighborhood.



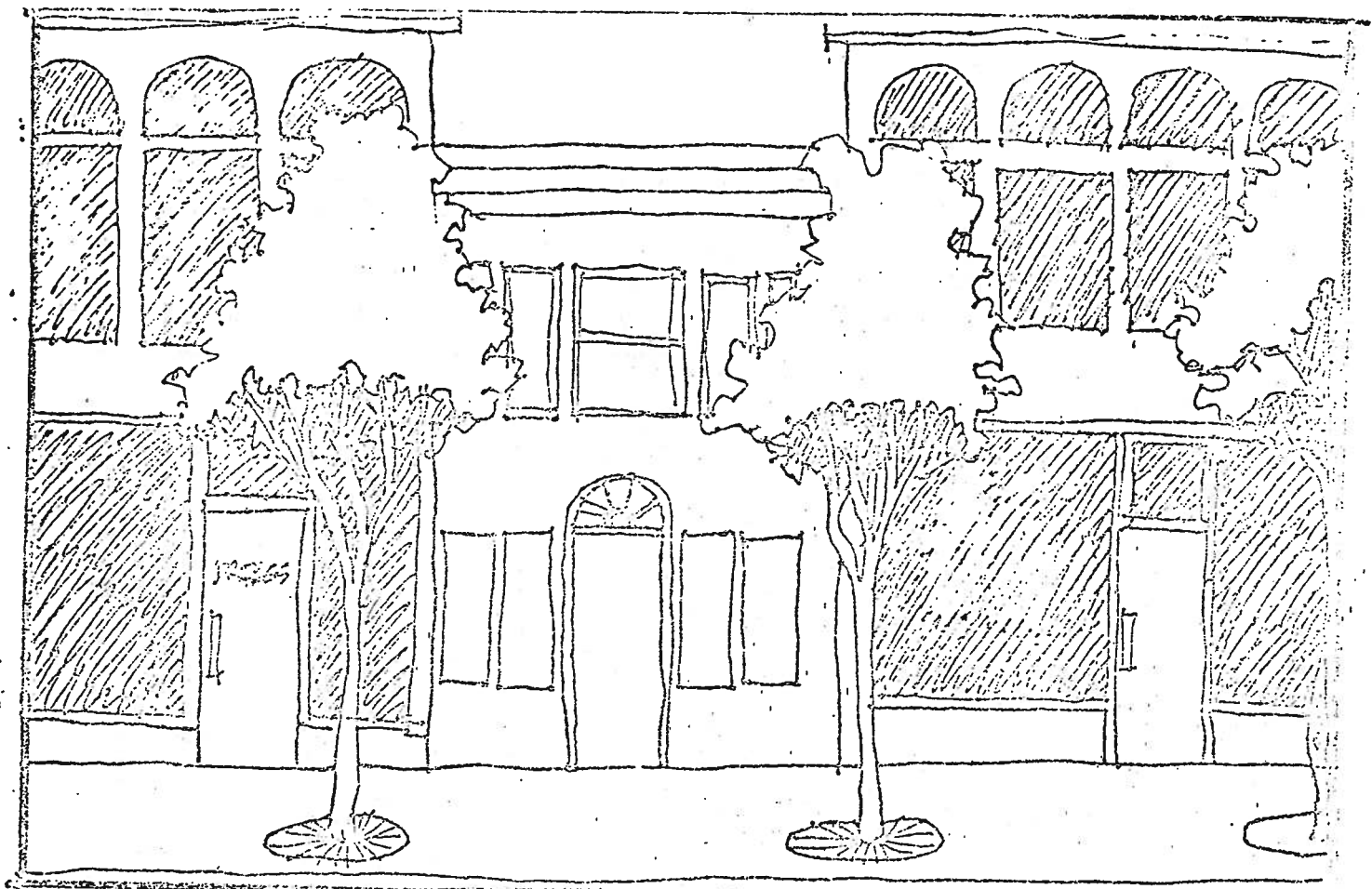
2. Promote harmony in the visual relationship and transitions between new and older buildings.



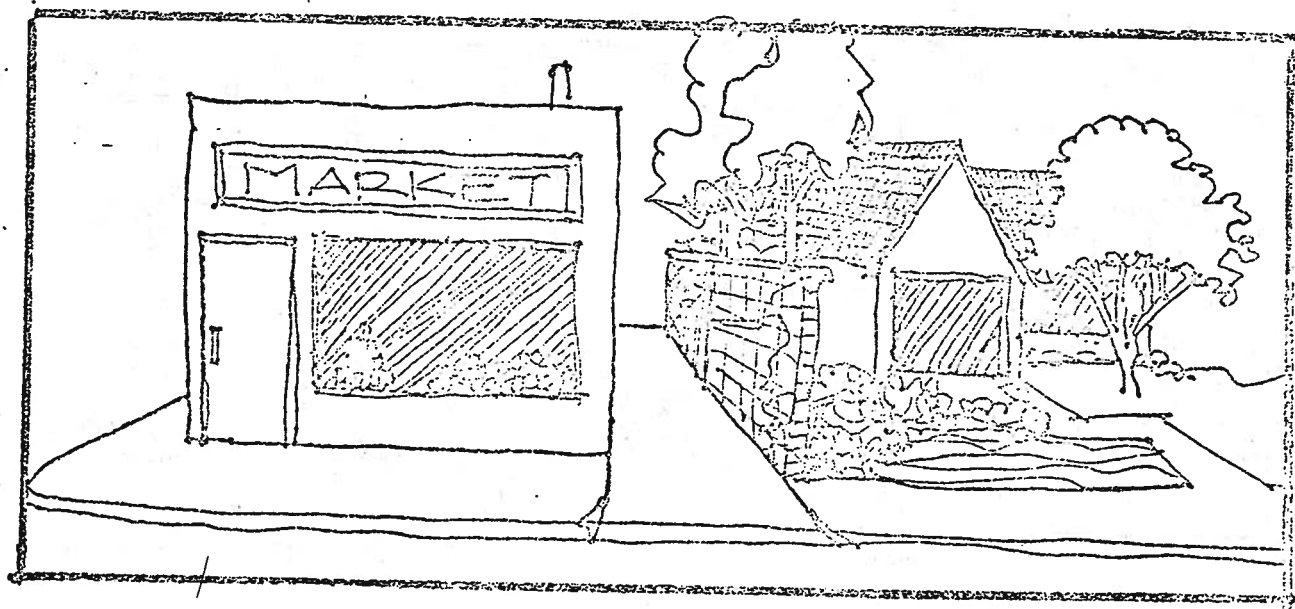
3. Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.
4. Use care in remodeling of older buildings in order to enhance rather than weaken the original character of such buildings.
5. Buildings are seen together as a total effect that defines the City/neighborhood. Emphasize this special character further through distinctive landscaping and other features.



6. Recognize natural boundaries of neighborhoods and promote connections/transitions.



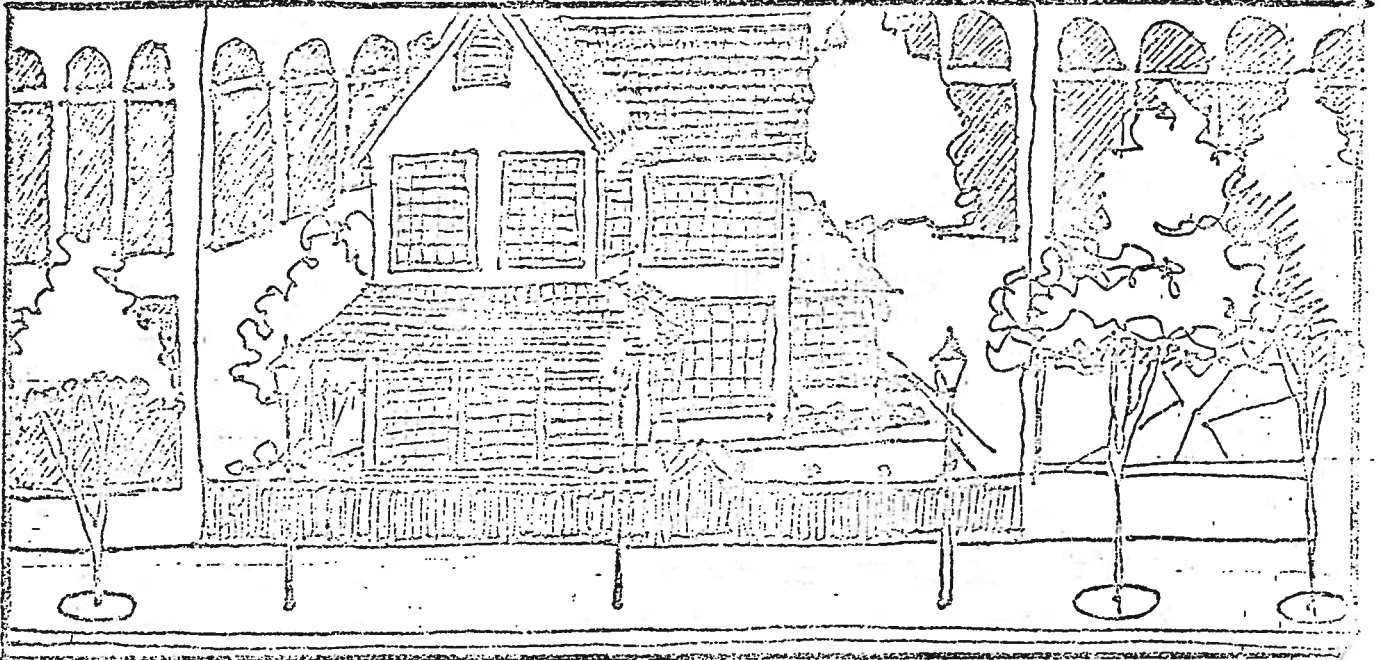
7. Preserve notable landmarks and areas of historic, architectural, or aesthetic values and promote the preservation of other buildings and features that provide continuity with past development. Improvement of the neighborhood environment increases personal safety, comfort, pride and promotes further enhancement opportunities.



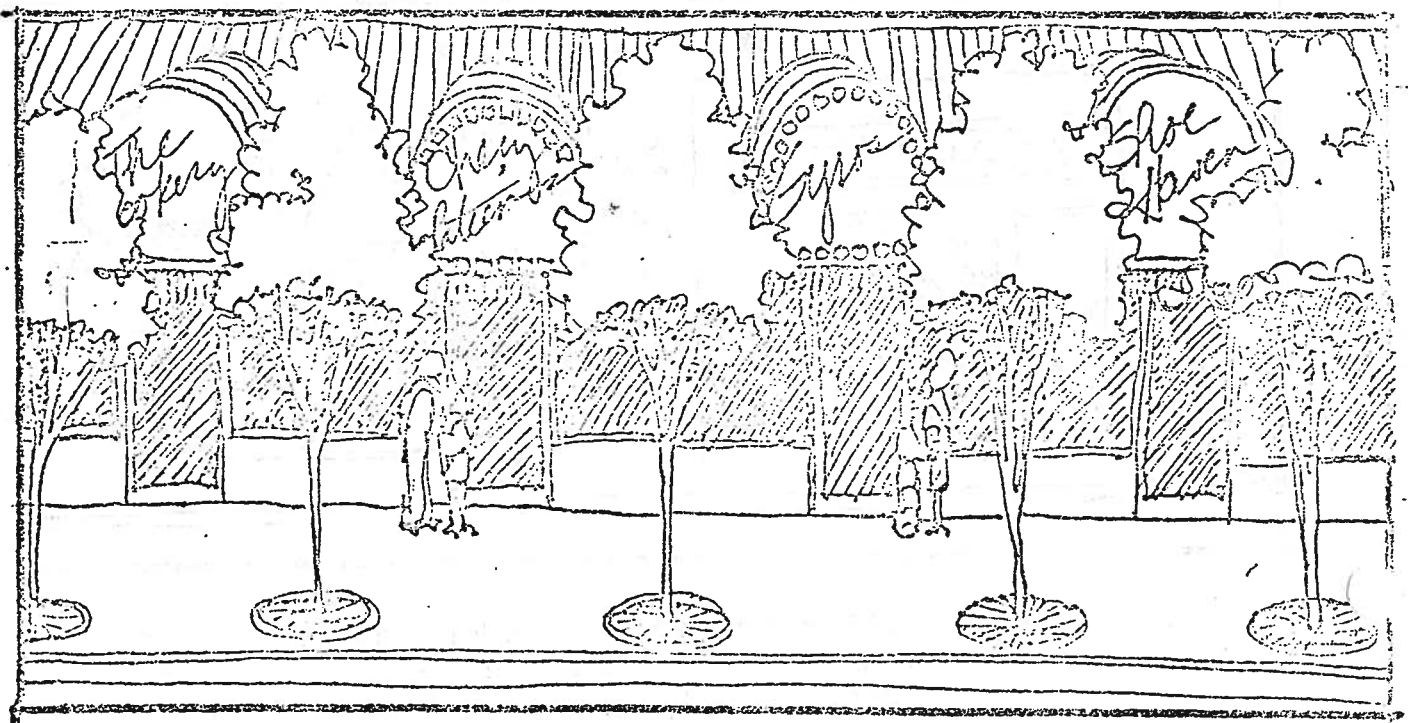
8. Provide buffering for residential neighborhoods from heavy traffic or other undesirable intrusions when they cannot be avoided otherwise.

D. Accenting Views

1. Design of buildings, streetscape, planting and the attractive use of lighting at night should enhance already existing views or create new views where no view previously existed, such as the view created by the development of an attractive building.

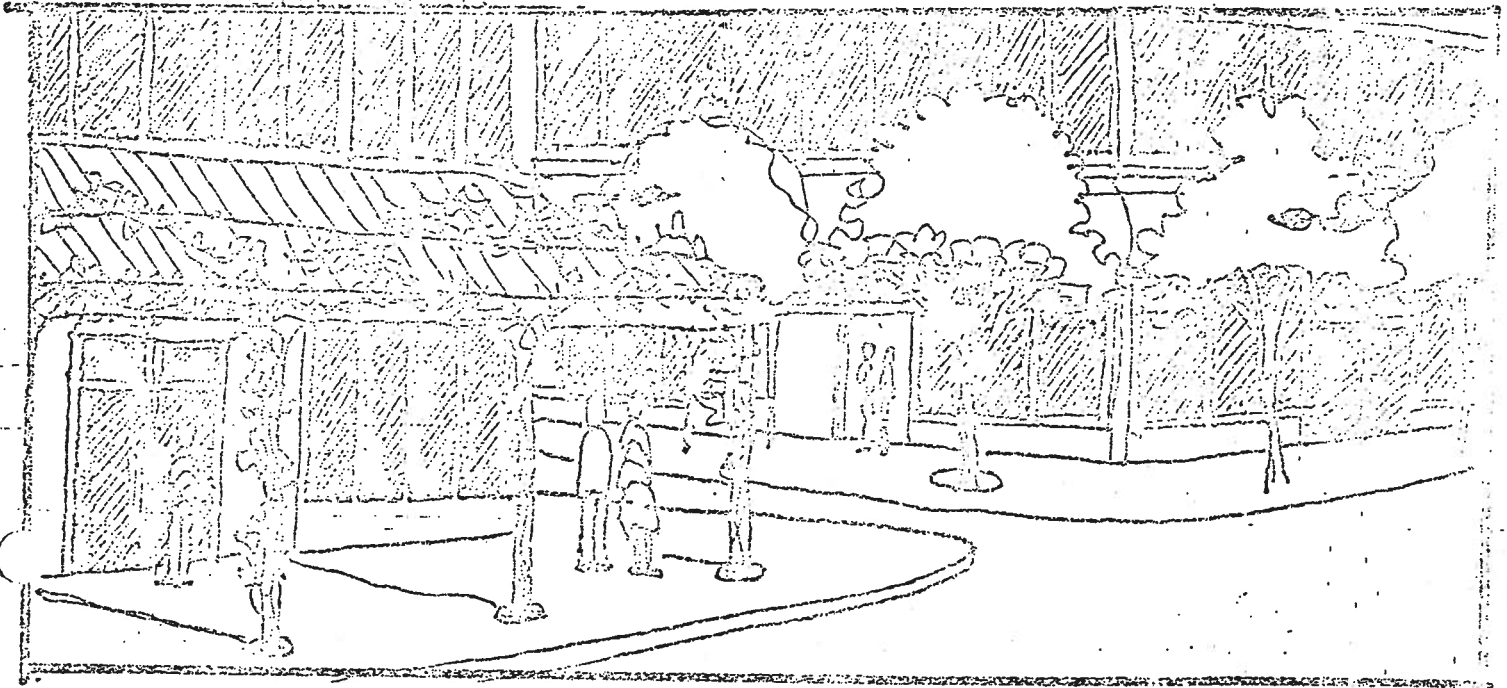


2. A consistent commercial facade on neighborhood shopping streets will give definition to these areas and promote legitimate activity.

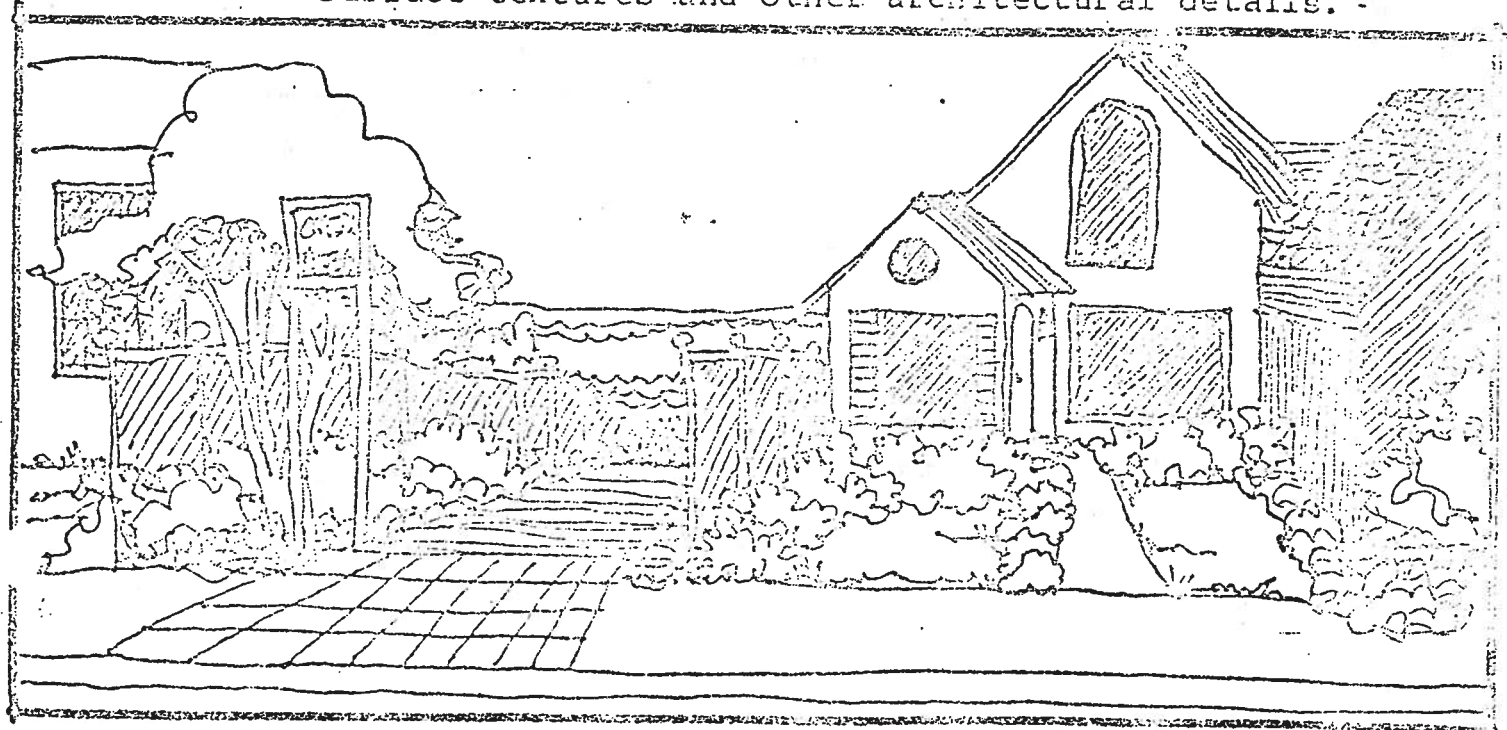


VI. DESIGN STANDARDS FOR STREETScape

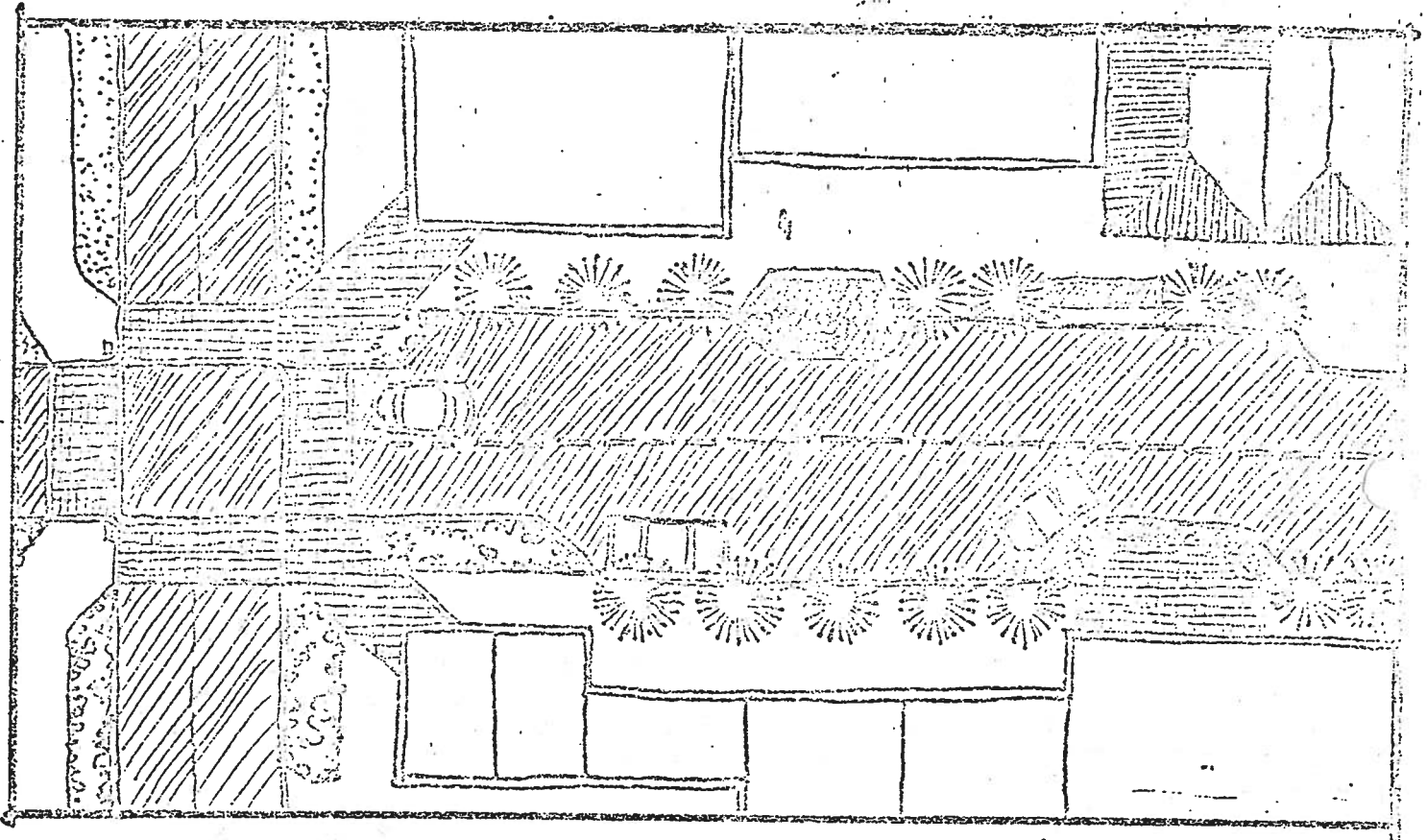
- A. Scale: Richly detailed facades enhance the character of the street by giving it greater visual variety. Such detail often reduces building facades and textures to a more human scale and makes the street a pleasanter environment.



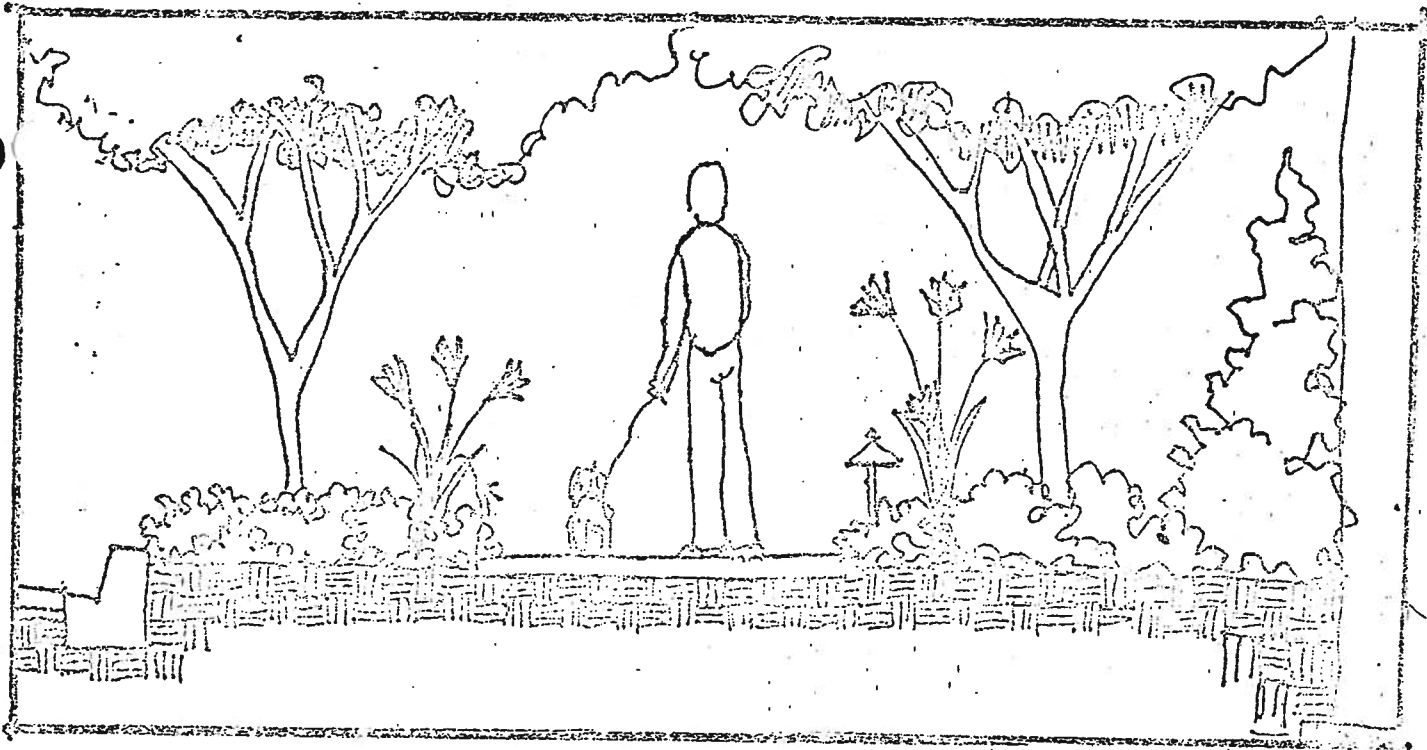
1. Pedestrian scale can be achieved at the base of large vertical building surfaces by the use of arcades, by emphasizing horizontal divisions, surface textures and other architectural details.



2. Building forms can be designed to respect and improve the integrity of open spaces and other public spaces.
3. Relate the height of buildings to important attributes of the City pattern and to the height and character of surrounding development.



4. Wide streets with low and/or scattered buildings are poorly defined and do not contribute to an orderly City image. Varied width streets with building setbacks that relate spatially to the street are more desirable.



5. Landscaping should be designed to relate to the people walking through planted areas. Layering and canopy effects should be used to create spatial quality.

B. Circulation and Parking

Circulation corridors are the primary point of reference for people's perception of Oceanside's character. The importance of streetscape and orderly movement cannot be minimized.

Pedestrian routes can be enhanced by the following:

1. Design walkways and parking facilities to minimize danger to pedestrians.
2. Use of different materials and surface textures to designate pedestrian paths across parking lots is encouraged.
3. Provide for telephones, attractive, vandalproof trash receptacles, lighting and restrooms in appropriate areas.
4. Alleys and small streets which are useable as part of the general network of pedestrian and serviceways are potential areas of activity and interest.

Public transit routes, stops and transfer points can be more easily understood and remembered if they are:

1. Distinctly identified by signs, landscaping, and illumination.
2. Appropriate and consistent street furniture, including shelters, benches, phones and trash receptacles.

Bicycle facilities should be provided along planned routes.

1. Lanes should be striped and signed;
2. Commercial development should provide bike racks for customers and employees.

Vehicular circulation and parking design is the most impactful on the urban environment and should receive critical attention.

1. Residential areas should be protected from noise pollution and physical danger of excessive traffic.

Modifying long, wide straight sections of streets eliminates the opportunity or temptation for vehicles to speed. (See sketch page 13.)

2. Uninterrupted grid streets in flat areas often result in monotonous vistas. Closure formed with planting and varied parking areas contains the streetscape creating a more comfortable environment. (See sketch page 14.)
3. Striping and lettering of left and right turn pockets and other directional indications on the pavement shall be reflective paint.
4. "No parking" and "handicapped" areas should be clearly marked and signed.
5. Concrete curbing should be provided around parking lot perimeters and landscaped areas to prevent forward roll by autos. Maximum overlay for stalls into landscape areas is two feet.
6. Open unlandscaped parking areas are dull and unattractive, and generally have a deleterious effect upon their surroundings. Screening, by vegetation and low fences of headlight glare from autos must be considered in the design of any public parking and auto circulation. Care should be taken not to obstruct views.

7. Standard parking stall sizes are:

Regular Spaces - 9'x20'

Handicapped Spaces - 11'x20'. Two percent (2%) of all spaces must be handicapped spaces. These spaces must be located nearest to entries or use.

Compact Spaces - 7 1/2'x15'. If over 50 spaces are included, up to 40% of these can be compact spaces.

Parallel Spaces - 8'x24'

RV/Bus/Truck Spaces - 10'x40'. Spaces this size should be provided at key tourist recreational areas. Circulation dimensions in these areas need to be a minimum of 55'-60'.

All stalls should be clearly and individually marked.

C. Landscaping, Pavement and Textures

The use of appropriate plant material and consideration of environmental factors in the design of landscaping and open space contributes to a neighborhood identity and the quality of the environment. This section suggests ways to replace or supplement existing landscaping, and to set landscape standards for new development in the coastal area.

1. All landscaping should comply to the City of Oceanside Guidelines and Specifications for Landscape Development.
2. Centers of activity can be delineated through consistent design of street features and other means. Planting and paving treatment in alleys coupled with active uses in the adjacent buildings form in effect a commercial promenade. (See sketch page 16.)
3. Arterial routes can be clarified by screening unattractive or distracting elements with landscaping when such elements cannot be removed. Natural foliage can soften and modify the effect of large bleak surfaces or unattractive views. Large scale or extensive planting on major roadways that define areas of the coastal zone can enhance the importance of the roadways as both throughfares and visual boundaries.

4. The livability amenity and character of residential areas can be greatly enhanced with landscaping. A consistent street tree program is a major asset.
5. In areas where houses or apartments have no front yards, a sense of nature can be provided by planting in the sidewalk area.
6. Landscaping should accent and enhance desirable site characteristics and architectural features.
7. Coastal views should be framed and accented, not obscured. All trees should be selected and maintained to ensure clear views of the ocean.
8. In areas where significant natural vegetation exists, the landscape theme should coordinate and interrelate with the natural area.
9. Plant material choice should be limited to low maintenance, drought tolerant material in any public or commercially maintained space. A salt tolerant plant list is provided on page 13.
10. Landscaping shall be designed in a manner that does not interfere with vehicular or pedestrian traffic.
11. Use landscape masses in medians at entrances, and around the perimeter of parking areas. Landscaping should screen parked cars from pedestrians and soften the impact of car/asphalt glare within the lot. (See sketch page 12.)

PLANT LIST

Recommended plant materials for use in direct spray areas are listed below. These are examples only, and use of other suitable plant materials is encouraged.

Shrubs (continued)

Trees

- Arbutus unedo (Strawberry Tree)
- Eucalyptus leucoxylon macrocarpa 'Rosea' (Large fruited, Red flowering Gum)
- Eucalyptus rudis (Swamp Gum)
- Eucalyptus sideroxylon (Red Ironbark)
- Feijoa sellowiana (Pineapple Guava)
- Ficus rubiginosa (Rusty Leaf Fig)
- Hakea sarpervirens (Sweet Hakea)
- Leptospermum laevigatum (Australian Tea Tree)
- Melaleuca quinquenervia (Cajuput Tree)
- Metrosideros excelsa (New Zealand Christmas Tree)
- Pinus pinea (Italian Stone Pine)
- Pinus torreyana (Torrey Pine)
- Quercus ilex (Holly-leaf Oak)

Shrubs

- Acacia verticillata (N.C.N.)
- Arbutus unedo (Strawberry Tree)
- Carissa grandiflora, var. (Natal Plum)
- Cistus, spp. (Rockrose)
- Cytisus, spp. (Broom)
- Dorndonea viscosa, var. (Hopseed Bush)
- Echium, spp.
- Elaeagnus, spp.

- Escallonia fradesi (Escallonia)
- Hakea sarpervirens (Sweet Hakea)
- Habe, spp.
- Heteromyles arbutifolia (Toyon)
- Juniperus, spp.
- Raphiolepis indica, var. (India Hawthorne)
- Groundcover/perennials
- Agapanthus africanus (Ligy-of-the-Nile)
- Aloe arborescens
- Archostaphylos ova-ursi (Uva-Ursi Manzanita)
- Archtotheca calandula (Capeweed)
- Baccharis pilularis (Coyote Brush)
- Carissa grandiflora var. (Natal Plum)
- Ceanothus, spp. (California Lilac)
- Cerastium tomentosum (Snow-in-Summer)
- Eriogonum, spp.
- Juniperus conferta (Shore Juniper)
- Rosemarinus officinalis, var. (Rosemary)
- Santolina chamaecyparissus (Lavender Cotton)

Vines

- Ficus pumila (Creeping Fig)
- Parthenocissus tricuspidata (Boston Ivy)
- Solantra maxima (Cup-of-gold Vine)
- Tecomaria capensis (Cape Honeysuckle)

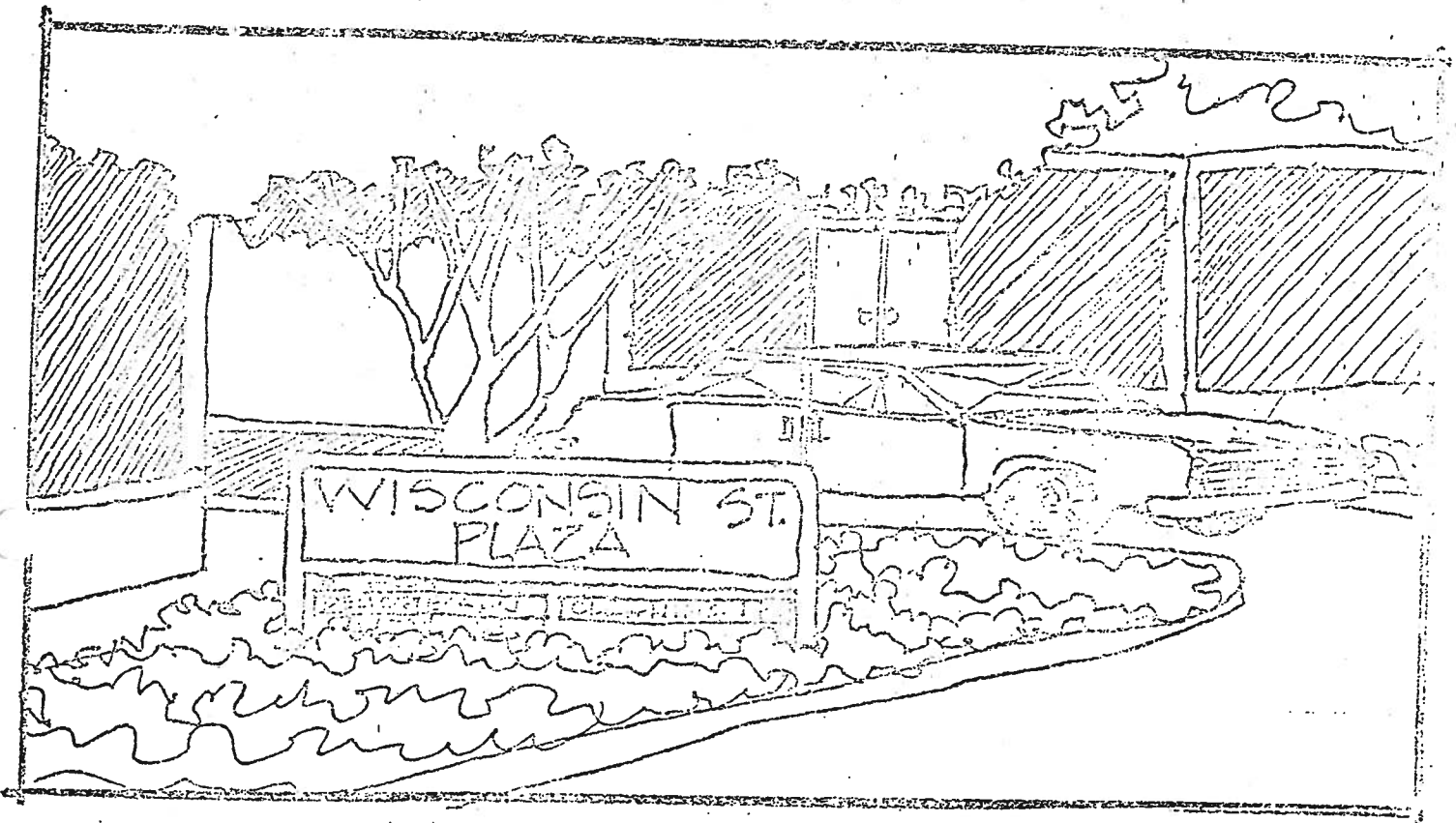
D. Lighting

1. Lighting should be placed where it can best aid in illuminating activity areas. The site should not be overlit.
2. Light standards should be scaled in size to match the magnitude of the areas to be lit. Special lighting fixtures and quality of light can enhance the identity of district, distinctive areas, and important shopping street.
3. The style of illuminator should be integrated within the architectural design for building. Light sources (bulbs) should not be visible. They should be shielded to reflect down onto the ground and not out onto streets or neighboring property.
4. If night activity is expected, there should be lighting at entrances for definition of pedestrianways.
5. Pedestrian scale lighting should be fitted with low/high pressure sodium light fixtures.
6. Uplighting of multi trunked trees and landscaping is encouraged.
7. No colored lighting of landscaping is permitted.

E. Signage

1. All signs should conform to Oceanside Sign Ordinance No. _____.
2. In the coastal area, special consideration should be given to lowkey attractive signage that is subordinate to the coastal view. (See sketch page 11.)

3. Dignified and well maintained signs designed with respect for the scale and character of the street can enhance commercial areas. When signs do not relate to the area, when they reach excessive size and when they feature blatant discordant designs they reflect poorly upon the overall quality of a commercial area.



F. Utility Service

1. Wherever possible, overhead utilities should be avoided.
2. Early contact with the electric company is encouraged so that pad mounted transformers can be integrated into the site plan. All pad fixtures and meters should be shown on required site plans.
3. The necessity for utility connections, meter boxes, etc. should be recognized and integrated within the

architectural design of the buildings.

G. Street Furniture

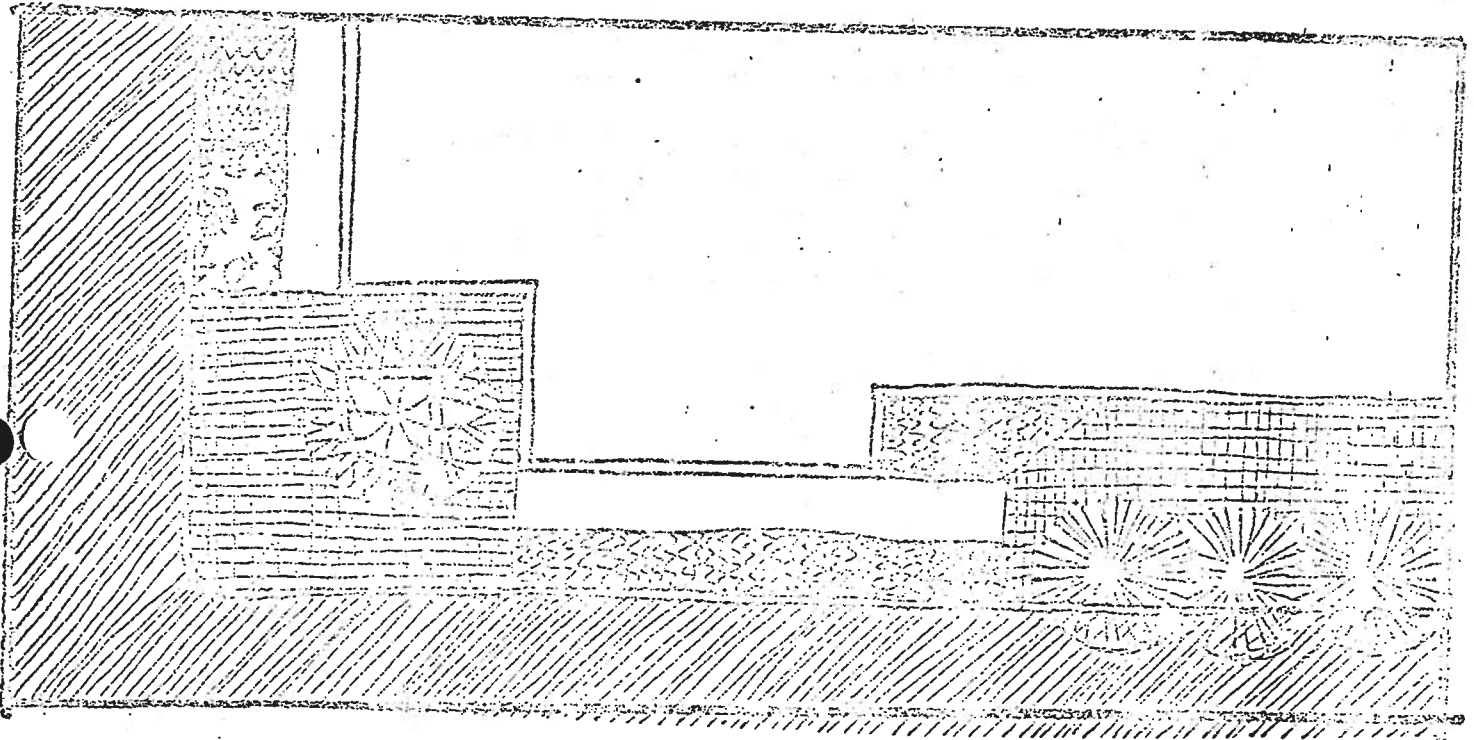
In public areas, the selection of street furniture should be consistent and high quality. A successful example of such a plan is the Pacific Street Linear Park. This section will attempt to suggest street furniture that will upgrade the appearance of major coastal thoroughfares.

1. Implement tree well grates, use of textured concrete forms, brick or natural stone for retaining walls, creation of wheelchair ramps, curb cuts at pedestrian crossings and other planned commercial areas.
2. Use textured paving treatment on crosswalks and heavily traversed areas.
3. Existing unattractive or inconsistent street furniture should be replaced with a consistent, attractive modular street furniture system.

VII. SITE DEVELOPMENT/BUILDING DESIGN STANDARDS

A. Siting and Setbacks

1. Parking located under buildings or in an inside court allows the building to help define the street and avoids the blighting visual effect of an exposed parking lot.
2. Varying building setbacks create spacial variety. Designing a large building with varying setbacks adds interest and creates small intimate spaces.



B. Building Design

1. A basement garage one half level down brings the building closer to the street level and increases visual interest for pedestrians.
2. Blank walls may possess visual interest if they are textured and/or scaled.
3. Whenever possible, provide some recreation space in appropriate private development.

C. Energy Conservation

All development must comply to City of Oceanide Solar Energy System Ordinance No. 81-62.

In addition, some passive landscaping implemented measures may be taken to reduce heating and cooling costs. The site should be so designed so as to allow for efficient orientation of structures in order to allow structures to capitalize on the benefits of solar heating.

1. There should be ample use of deciduous shade trees to shade the structures in the summer and allow for sun penetration through to the building in the winter.
2. Buildings should be designed so as to minimize energy requirements. Energy conservation measures include but are not limited to: building orientation to the south, south-facing windows, window overhangs, maximum use of doubleglazing, use of solar energy collectors, green house glazing for passive solar heating, earth berming against exterior walls, etc.

Circulation, Parking and Loading Design

The non residential land use can generate a need for customer, employee and truck parking. Each site is expected to provide adequate demand in accordance with the Zoning Ordinance. The site should be organized so that there can be a free flow of vehicles in and out of the site as well as easy access to the various activity areas. Loading and parking areas should be separated. Parking can be integrated with landscaped setbacks (where allowed by the zoning code) so that parking areas do not detract from the aesthetics.

1. Parking areas shall be screened from public streets by means of landscaping, walls, etc.

2. Visitor parking should be located at the entrance of the building and clearly marked.
3. Pedestrian access from the parking areas to structures shall be integrated into the site design. Parking areas and placement of bumper stops should be designed to facilitate sweeping operations and eliminate trash buildup.
4. Automobile parking shall be separated from loading areas and truck parking areas.
5. Loading areas should be located to the rear of the site fully screened from public view. When it is not possible to locate loading facilities at the rear of the building, loading docks and loading doors should not dominate the frontage and should be screened from the street by landscaping and shall be offset from driveway openings.
6. Parking garages lack visual interest if they have extensive rows of doors, blank walls or exposed vehicles. Arcades, staggered entrances and landscaping should be considered in the design of such structures.

7. The site design must incorporate sufficient entrances and exits to allow for the safe movement of traffic to and from the site. Entrances and exits shall be placed to minimize interference with off-site circulation patterns. On-site pedestrian movements shall be oriented to both on- and off-site walkways and crossways. Driveway openings should be oriented to median breaks where cross traffic turns are allowed.
8. Public transportation services to commercial and tourist areas will be encouraged by providing bus stops, bus cutouts, and bus shelters.
9. Paths and sidewalks shall be provided in developed areas to assure that pedestrians can move safely both on and between properties within the coastal neighborhood.
10. Adequate provisions shall be made for emergency vehicle access.

D. Fencing

Fencing is a positive element of the site plan which complements the building's architecture and blends with perimeter landscaping. Fencing is used to mark a site's boundaries, provide for security and sound attenuation, separate functional areas and screen unsightly nuisances.

1. Where fencing is used at property frontages, it should enhance the entrance to the property, complement the building's architecture and should not impair traffic safety by obscuring views.
2. Security fences should blend in with the site's architecture.
3. Where conflicting site activities are adjacent to each other, fences and walls can be used as activity separators.
4. Adequate fencing and walls shall be provided for non residential uses to guarantee preservation of privacy to adjacent residential uses.

E. Equipment Location and Storage

Exterior support equipment should not only have a good functional placement, but should also be located where it can best integrate with the building's architecture and not appear to be added arbitrarily. Storage facilities and their expansion should be considered during the site design stage in order to prevent clutter and promote orderly development.

1. Site design considerations should include the location of refuse disposal facilities so that they will be adequately screened from public view. Such facilities should be located to minimize noise and odor impacts on adjacent properties.
2. Permanent outdoor storage should be screened by landscaping or materials integral with the theme of the building's architecture.
3. Outdoor equipment (including roof equipment) should not be visible from adjacent areas.
4. On-site functions should take place in planned areas and not spill over into undesignated areas. For instance, unloading and storage of goods should not take place in automobile parking areas.
5. Site plan design shall consider areas for temporary storage of vehicles, manufactured goods, raw materials, etc. so that this temporary storage has minimal impact on neighboring uses and the public.
6. Site generated noise shall be controlled so as not to adversely affect adjacent properties.

CITY OF OCEANSIDE

BEACH ACCESSWAYS:
STANDARDS FOR DESIGN,
CONSTRUCTION AND
MAINTENANCE

Revised July 13, 1981

This report was prepared with financial assistance from the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, under the provisions of the Federal Coastal Zone Management Act of 1972.

CITY OF OCEANSIDE
BEACH ACCESSWAYS:
STANDARDS FOR DESIGN,
CONSTRUCTION & MAINTENANCE

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INTRODUCTION

A primary objective of the Coastal Land Use Plan (LUP) is to ensure that adequate public access to and along the coast is provided and maintained. In order to implement this objective, the LUP calls for the development of standards for the design, construction and maintenance of existing and new accessways. The following standards are intended to guide the City in its efforts to provide coastal access. The standards ensure increased opportunities for public shoreline access and use while protecting public safety, private property and sensitive coastal resources.

I. FUNCTIONAL CRITERIA

These functional criteria provide overall guidance as to the location, size and development of coastal accessways and trails. They provide the basis for the particular access specifications set forth in Section II.

STANDARD NO. 1:

Vertical accessways to the shoreline should be located where there is sufficient beach area to safely accommodate public use, and should be distributed throughout an area to prevent crowding, parking congestion, and misuse of coastal resources. Accessways and trails should be sited and designed:

- a) to minimize alteration of natural landforms, conform to the existing contours of the land, and be subordinate to the character of their setting;
- b) to prevent unwarranted hazards to the land and public safety;
- c) to provide for the privacy of adjoining residences and to minimize conflicts with adjacent or nearby established uses;
- d) to prevent misuse of sensitive coastal resource areas.

STANDARD NO. 2:

Coastal access trails should not be located in areas of high fire or erosion hazard, unless the trail facility is designed and constructed in the manner that does not increase the hazard potential, or is required to correct abuse by existing access use. Access trails should not be located in areas hazardous to public safety, unless those hazards can be satisfactorily mitigated through project design.

STANDARD NO. 3:

Access trails constructed on access easements should be no wider than necessary to accommodate the numbers and types of trail users that can reasonably be expected to use the trail. Trail width can vary from a minimum of 24 inches to a maximum of 10 feet or wider, depending on factors such as topography and proximity of the accessway to developed areas or major support facilities. Trails to accommodate both pedestrian and equestrian use should be a maximum of 70 percent (i.e., a 7 foot vertical drop for every 10 feet of horizontal distance). The preferred maximum gradient for access trails should not exceed 15 percent. The minimum overhead clearance for pedestrian trails should be 7 feet and 9 feet for equestrian trails. Wherever possible, appropriate wheelchair access to the ocean should be provided and ramps should be a minimum of 4 feet wide with a maximum gradient of 10 percent. Hard surfaces or beneath-sand ramp materials should be provided in accordance with available technology and existing environmental conditions.

STANDARD NO. 4:

The design and placement of access trails should fully provide for the privacy of adjoining residences. Each vertical access easement in a residential area should be sufficiently wide to permit the placement of a trail and/or fencing and a landscape buffer as necessary to ensure privacy and security. Depending on local considerations in single-family residential neighborhoods, vertical accessways may be fenced on the property line and use-restricted to daylight hours.

STANDARD NO. 5:

Public access to sensitive coastal resource areas such as bluffs, wetlands, tidelands or riparian habitat areas should be evaluated on a case-by-case basis, in conjunction with the State Department of Fish and Game. Such accessways should be designed and constructed as to avoid adverse effects on the resource and, where possible, enhance the resource.

STANDARD NO. 6:

Public accessways should conform to the following aesthetic considerations:

- a) structures shall consist primarily of

wood and other natural materials, while providing continuity with existing or proposed development in the vicinity. Rustic wood pilings and railroad ties are recommended where practical. However, in selecting construction materials, maintenance costs and susceptibility to vandalism should also be taken into account.

- b) facilities shall be located and designed to preserve natural vegetation;
- c) landscape planting shall be required as necessary to ensure public safety, the privacy of adjacent residential units and adequate screening of facilities;
- d) landscape screening such as dense shrubbery should be provided in lieu of fencing whenever feasible and adequate to provide public safety;
- e) new landscape vegetation shall be drought resistant and salt tolerant and shall require minimum care and maintenance. Such vegetation shall be compatible with the surrounding landscape.

STANDARD NO. 7:

Construction of accessways:

- a) where coastal access is currently available and construction of permanent access facilities is to take place, safe, interim access shall be provided, if feasible;
- b) construction of coastal access structures should take place expediently according to schedule. If for some reason completion is not possible as scheduled and work is halted, the site shall be made safe for the public and shall not be subject to erosion or other environmental degradation;
- c) during construction, the site shall be cordoned or fenced off from the public to prevent any injury;
- d) where bluffs exist, extreme care shall be taken to avoid and protect bluff areas not to be disturbed, including vegetation.

STANDARD NO. 8:

Within funding capabilities, the following regular maintenance shall be provided:

- a) regular trash pickup and garbage collection;
- b) painting or replacement of materials as needed;
- c) fertilizing, watering, pruning, weeding and replacement of plant materials and irrigation materials as needed;
- d) replacement materials shall be identical to original materials, unless otherwise approved.

II. DEFINITIONS, SPECIFICATIONS AND LOCATIONAL STANDARDS

Definitions and specifications are presented for lateral and vertical accessways, upland trails, vantage points, view corridors, bikeways and support facilities. Standards for the location and distribution, as dictated by the Coastal Land Use Plan, are also presented.

STANDARD NO. 9: LATERAL ACCESSWAYS

Definition: An area of land providing public access along the water's edge. Lateral accessways should be used for public pass and repass or recreational use.

Specifications: Lateral accessways should be a minimum of 25 feet of dry sandy beach at all times of the year or should include the entire sandy beach area if the width of the beach is less than 25 feet. They should not extend further landward than the foot of an existing shoreline protective device or be closer than 10 feet to a residential structure. Where habitat values of the shoreline would be adversely impacted by public use of the shoreline, or where the accessway may encroach closer than 20 feet to a residential structure, the accessway may be limited to the right of the public to pass and repass along the access area. Where development poses a greater burden on public access, a larger accessway may be provided.

Location and Distribution: Lateral accessways should be located on all beachfront land to provide continuous and unimpeded lateral access

along the entire reach of the sandy beach area or other usable recreational shoreline. Where topographic problems could be hazardous to public safety, access should be restricted. New public beach access shall be dedicated laterally along the sandy beach from Witherby Street south to the City limits in conjunction with the beach restoration project or new private development, whichever occurs first (LUP access policy #6).

STANDARD NO. 10: VERTICAL ACCESSWAYS

Definition: An area of land providing a connection between the first public road, trail, or use area nearest the coastal resource and the established lateral or blufftop accessway or publicly owned tidelands. A vertical accessway should be used for public pass and repass, or passive recreational use. Where the existence of fragile coastal resources and safety hazards warrant restricting such activities, the accessway may be limited to the right of the public to pass and repass along the access area.

Specifications: Vertical accessways should be of sufficient width to accommodate the proposed type of access (i.e., vehicular, bicycle, pedestrian) and/or the placement of necessary improvements (e.g., stairs), but should be a minimum of 10 feet in width unless factors such as topography and proximity to developed areas pose restrictions. Additionally, the accessways should be adequately buffered through landscaping or other means deemed acceptable by the City.

Location and Distribution: Vertical accessways should be established in all beachfront areas and should be evenly distributed and carefully located to the maximum extent feasible. Specifically, new vertical pedestrian access shall be provided to the Strand from Pacific Street at the following locations:

-Tyson Street

-Fourth, Fifth and Eighth Streets in conjunction with either adjoining private development or public development, whichever occurs first.

-Between Pacific Street and The Strand at approximately 500 feet intervals in the event of a major new development* between Tyson and Wisconsin Streets. Such accessways shall be provided by the owner of the development. (LUP access policy #1)

Additionally, in the South Oceanside area, the City shall require dedication by easement or fee title of new vertical accessways to the shoreline in conjunction with major new development or redevelopment except when inconsistent with public safety or where a public accessway exists within 250 feet to the north or south. (LUP access policy #2)

STANDARD NO. 11: UPLAND TRAILS

Definition: An area of land providing public access above or inland from a coastal resource. An upland trail can also provide access from the first public road nearest the sea to a scenic overlook or another upland trail. An upland trail should be used for public pass and repass or passive recreational use

Specifications: The width of an upland trail will vary according to the amount of use and terrain.

Location and Distribution: Upland trails should be established along blufftop areas such as Pacific Street above The Strand, and in the vicinity of other coastal resources such as the Buena Vista Lagoon and San Luis Rey River. The primary objective of locating an upland trail is to provide continuous pedestrian and/or equestrian access for passive recreational use. Upland trails should not be located on geologically unstable blufftop areas on highly erosive soils.

* "Major development" is defined as development of two or more units on property with 70 feet or more ocean frontage.

STANDARD NO. 12: VISTA POINTS

Definition: An area of land that provides the public a unique or unusual view of the coast.

Specifications: Vista points should be considered an access destination, and access trails and support facilities provided where appropriate as determined by the use and location of the overlook area. Vista points should be accessible from a public road or from an upland trail. Support facilities can vary from a public road or from an upland trail. Support facilities can vary from a minimum of an automobile turnout, parking spaces, trash receptacles, and fencing as appropriate to protect private property and public safety, to a fully developed roadside rest area. Vista points should include features to enhance access by disabled persons such as guardrails, curb cuts, and wheelchair ramps from parking areas to the overlook area.

Location and Distribution: Vista points should be established on parcels that are accessible to the public road or an upland trail. Overlooks should be located on promotories or other areas that would provide vistas of a unique or unusually beautiful portion of the coastline. Once such a vista point is established, either by prior use or by designation in the coastal land use plan, scenic easements or surrounding parcels should ensure that permitted structures will not block or in any way diminish the view from these areas. If and when funds become available, a vista point should be established on the south side of Capistrano Drive, across from Capistrano Park (LUP SLR River policy #1b)

STANDARD NO. 13: VIEW CORRIDORS

Definition: A view corridor is an unobstructed line of view to be preserved for passing motorists, pedestrians and bicyclists from the nearest public road to the open, lagoon or other scenic landscape.

Specifications: View corridors should be considered as "visual access" and an integral part of coastal access. Open space buffers or greenbelts should be provided along major view corridors. Efforts should be made to integrate view corridors with vertical access points whenever possible.

Location and Distribution: Because of the recreational and scenic value of the coastal landscape, view corridors should be provided wherever possible, along linear greenbelts or internal streets. In the event of proposed new development or redevelopment, structures should be sited so as to protect existing view corridors and/or provide new corridors.

STANDARD NO. 14: COASTAL BIKEWAYS/TRAILS

Definition: A facility specifically designated to provide access to and along the coast by bicycle travel as classified in Section 2373 of the Street and Highways Code and the Non-Motorized Element of the General Plan.

(a) CLASS I BIKEWAY (Bike Path or Bike Trail)

Definition: Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

Specifications: The minimum width for a Class I two-way bike path should be 8 feet and for a one-way path should be 5 feet with a minimum of a 2 foot wide graded area next to the edge of the path. Overhead clearance should be a minimum of 8 feet and the maximum grade should not exceed 10 percent nor be steeper than 5 percent for more than 500 feet. The surface of the bike path should have a cross slope of 2 percent. A bike path located along a highway should be separated from the edge of the highway by a minimum of 5 feet unless a physical divider is provided.

(b) CLASS II BIKEWAY (Bike Lane)

Definition: Provides a restricted right-of-way in the established paved area of highways designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.

Specifications: The minimum width of a Class II bike-way should be 4 feet wide when located along roads in outlying areas where parking is prohibited, 5 feet wide where the overall roadway width allows parallel parking, and 11 to 13 feet wide on roadways where parallel parking is allowed but without specific striping on the roadway designating the parking area.

(c) CLASS III BIKEWAY (Bike Route)

Definition: Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists; used primarily to provide a continuous link between Class I and II Bikeways.

Location and Distribution of Bikeways: Bikeways not only provide recreational opportunities, but also are used increasingly as a low cost, energy efficient mode of transportation. Bikeways should be provided throughout the coastal zone as part of the California Department of Transportation (CALTRANS) program for the development of Non-Motorized Transportation Facilities.

(d) HIKING/BIKING TRAIL

Definition: A hiking/biking trail provides for separate but adjacent bicycle and pedestrian uses.

Specifications: The desirable corridor width for a hiking/biking trail is at least 20 feet - allowing for an 8 to 10 foot wide paved two-way bikepath (Class I bikeway) and a total of 8 feet of unpaved pedestrian walkway, either on one side of the bikepath or separated into two directions of travel on either side of the bikepath. The remainder of the 20 feet is to be used for necessary landscaping, drainage structures, placement of signs, trash receptacles, benches, bike racks, etc., or as an additional buffer from surrounding development. Due to environmental constraints and the extent of existing development, it may not always be possible to obtain the desirable 20 feet for a trail. At a minimum, however, 8 feet of paved bikepath and 3 feet of unpaved pedestrian walkway shall be provided in developing a hiking/biking trail.

Location and Distribution: Where appropriate, the City shall require developers to participate in the construction of on- and off-site bicycle and pedestrian facility improvements in the San Luis Rey River area. (LUP SLR River policy #1d) Also, the City shall support the inclusion of a bicycle/pedestrian trail system in conjunction with the development of the Route 76 bypass project. (LUP SLR River policy #1e)

(e) MULTIPURPOSE RECREATIONAL TRAILS

Definition: A multipurpose recreational trail for hikers, joggers and bicyclists should be developed in lieu of the paved bikepath and adjacent to the pedestrian walkway. Such trails should be developed in areas where construction of a paved bikepath would be exceedingly difficult, costly, or have significant adverse environmental effects and/or it is not possible to obtain an adequate easement for a hiking/biking trail due to constraints imposed by existing topography, railroad right-of-way and the extent of existing development.

Specifications: Recreational trails should be no less than 4 feet in width. This type of trail may not be paved, but the ground surface shall be compacted and smoothly graded as environmental and geological conditions permit. As such, these facilities should not be primarily signed as bike-ways. Rather, they should be designated as recreational trails (or similar designation) along with regulatory signing restricting motorized vehicles.

STANDARD NO. 15: SUPPORT FACILITIES

Definition: Those facilities that provide ease of public use and maintenance of coastal accessways. Such facilities include signs benches trash receptacles, picnic tables and shelters, parking areas, bike racks, public telephones, restrooms and showers.

Specifications: The following minimum support facilities shall be provided where funds allow:

- (a) SIGNS: Signs for each vertical accessway at the nearest public road and at the point of entry. Upland trails should be signed at every trail intersection and marked every mile if necessary to maintain the continuity of the trail in difficult terrain and wherever warranted to alert trail users about their responsibility to respect privacy and avoid trespass;
- (b) BENCHES: Benches or seating areas should be provided at the top of a stairway and where stairways are lengthy, on the landing where there is a view, along upland trails, and at vista points;

- (c) TRASH RECEPTACLES: Trash receptacles, adequate in size and design, shall be required and placed at regular intervals along trail routes, accessways, recreation areas, and vista points;
- (d) PICNIC TABLES AND SHELTERS: Picnic Tables and shelters should be included where there is adequate public right-of-way in very close proximity to the beach or vista points;
- (e) PARKING AREAS: Each vertical accessway in an existing single-family residential area serving needs greater than those of the local neighborhood should include a minimum of 5 on or off-street public parking spaces or a transit stop within 100 feet of the accessway. Coastal access parking areas should provide at least one designated disabled parking space for every 20 spaces provided. Parking at vertical accessways that provide beach access for the disabled should designate at least one out of every 5 parking spaces for disabled persons. Parking lots should be provided with curb cuts leading to all adjacent walks, paths, or trails. Restrooms and other public service facilities should be accessible to wheelchair occupants. Facilities for the disabled should be conspicuously signed.
- (f) BIKE RACKS, PUBLIC TELEPHONES, RESTROOMS AND SHOWERS shall be provided as funds allow in key recreation areas.

Exceptions: It is the policy of the City of Oceanside to encourage innovative design of public accessways. In this light, projects offering creative, special design solutions to accessway development will be considered by the Planning Commission and City Council. Modifications to the standards set forth above may be permitted in such cases providing the design is aesthetically pleasing and in conformance with the Coastal Land Use Plan and all other state regulations governing accessway provisions.



OCEANSIDE HARBOR DESIGN STANDARDS

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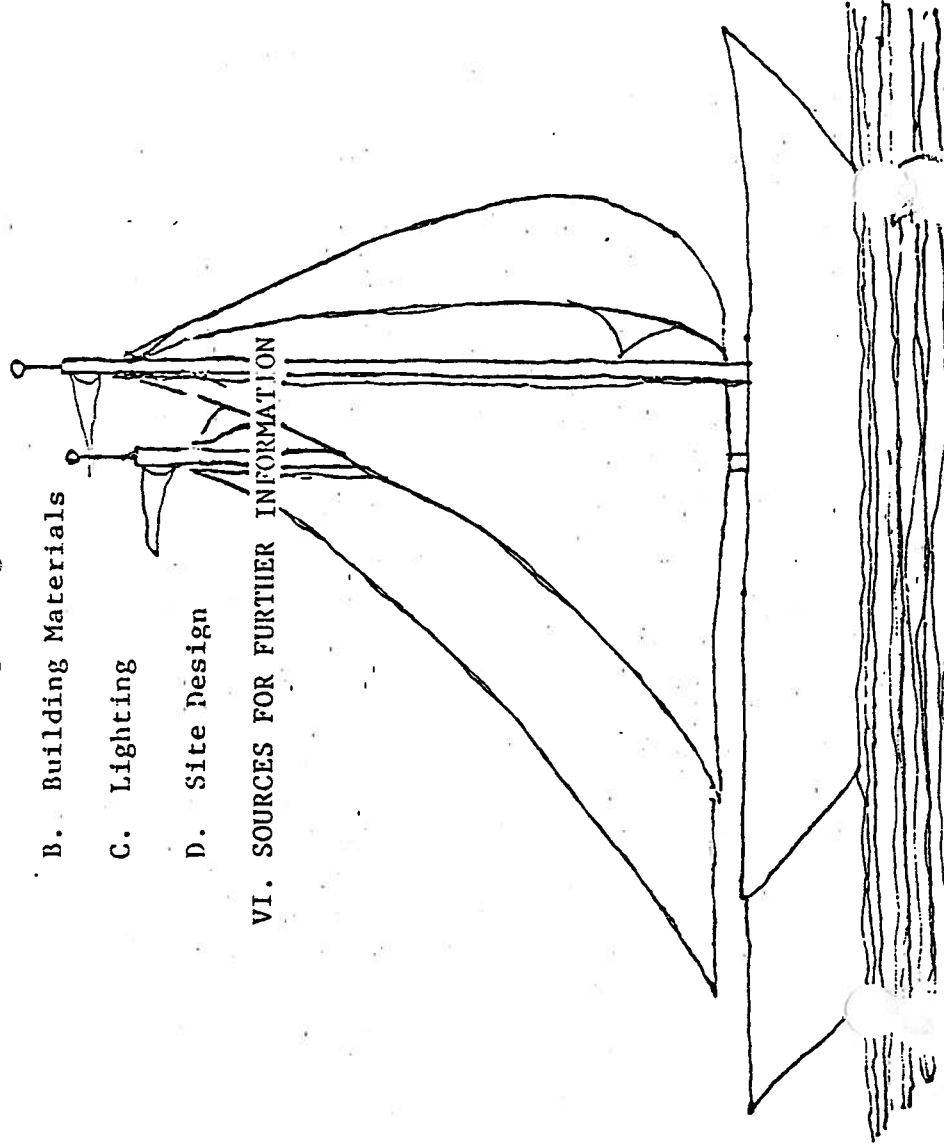
A. Building Design

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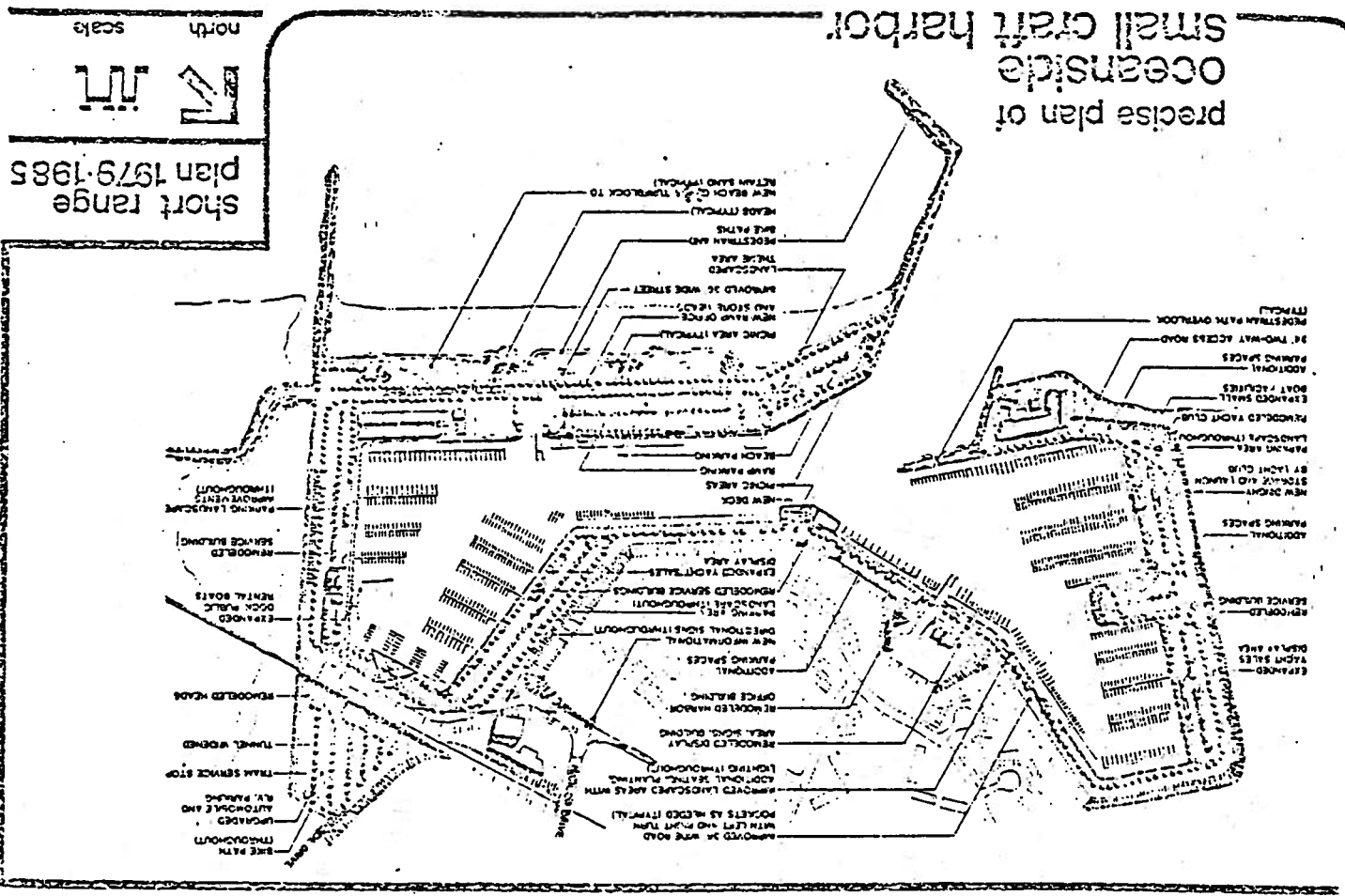
D. Site Design

VI. SOURCES FOR FURTHER INFORMATION

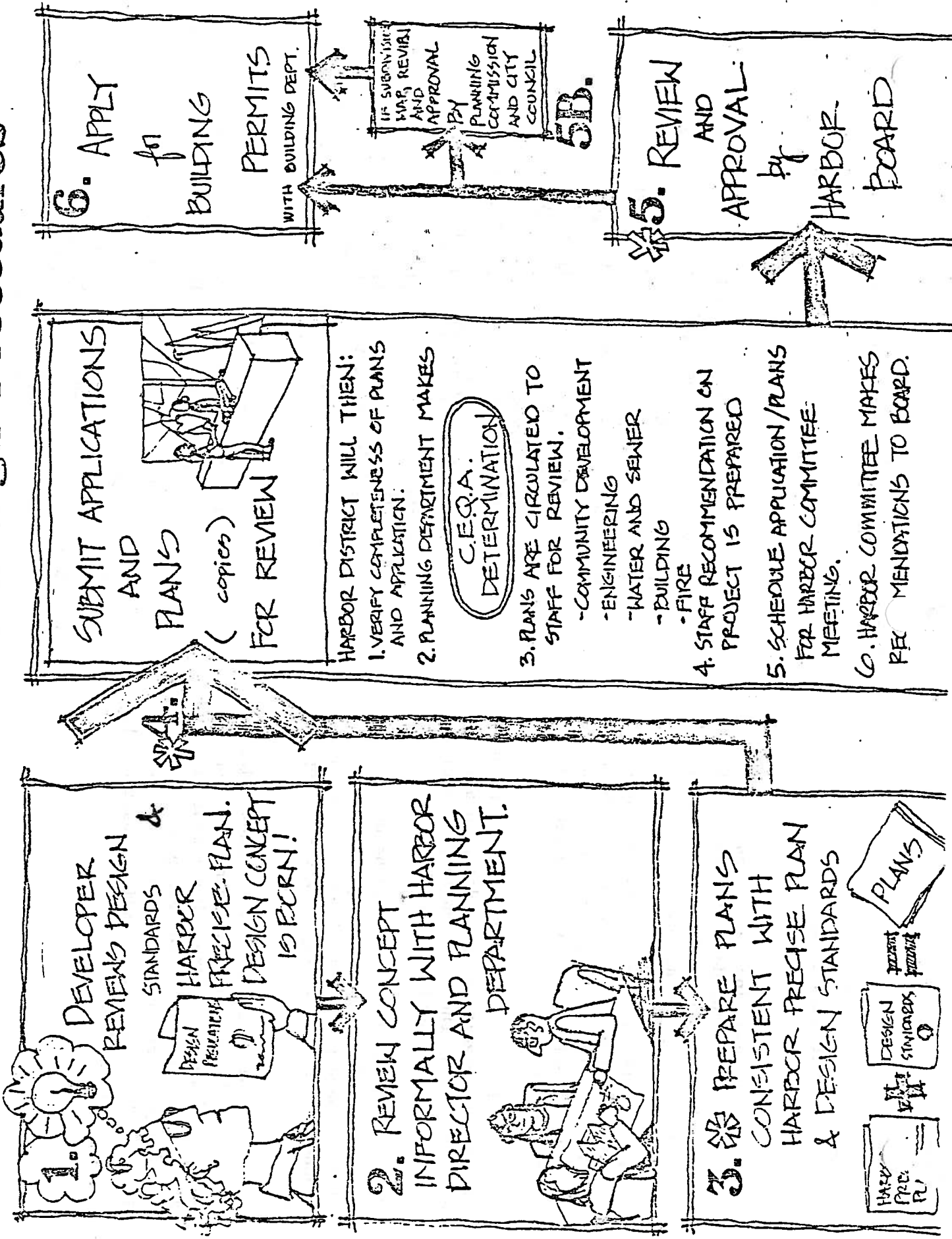


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The Technical Appendix also includes guidelines for the design of berthing and launching facilities (California Department of Boating and Waterways) and examples of materials, street furniture, and lighting items. The Technical Appendix is part of the Harbor Precise Plan.



II. Recommendations for Design Procedures



II. Preserving Views

The Harbor Area views represent the primary means by which most persons perceive the Harbor and should be preserved and reinforced in the placement of building and landscaping. Additionally, some views not presently recognized deserve consideration in the design and location of future harbor improvements. Among the major existing views which should be preserved and reinforced are:

Main Entry View on Harbor Drive

Placement of signs and planting should be carefully reviewed to ensure preservation and enhancement of this view.

Freeway and Hill Street Views

Although these are limited visually, care should be taken to preserve and enhance the views. Views are most concentrated along the axis of the San Luis Rey River.

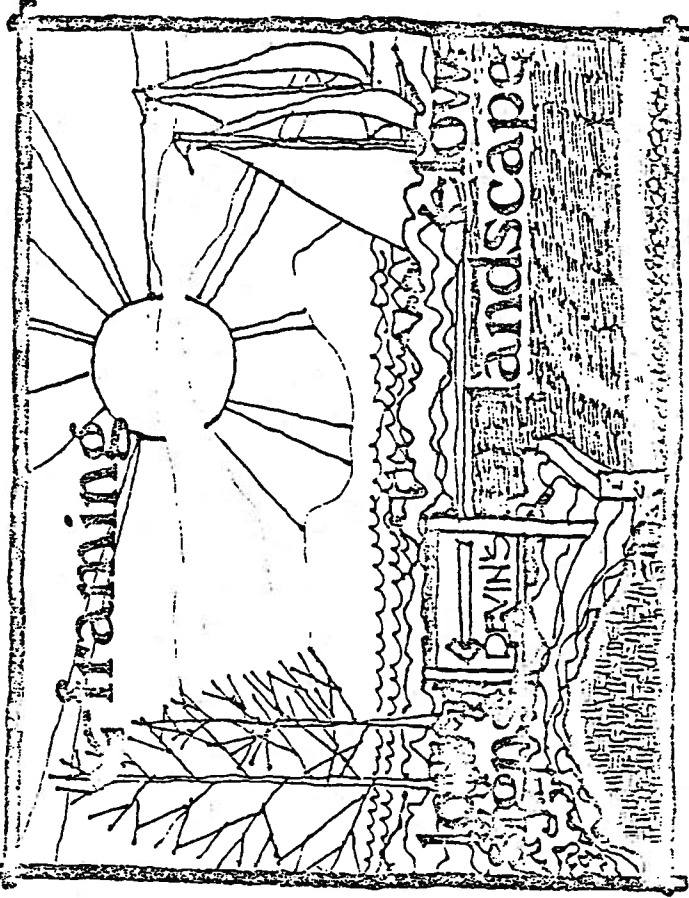
Dock and Water Views

These views are most prevalent from pedestrian and vehicular areas within the Harbor.

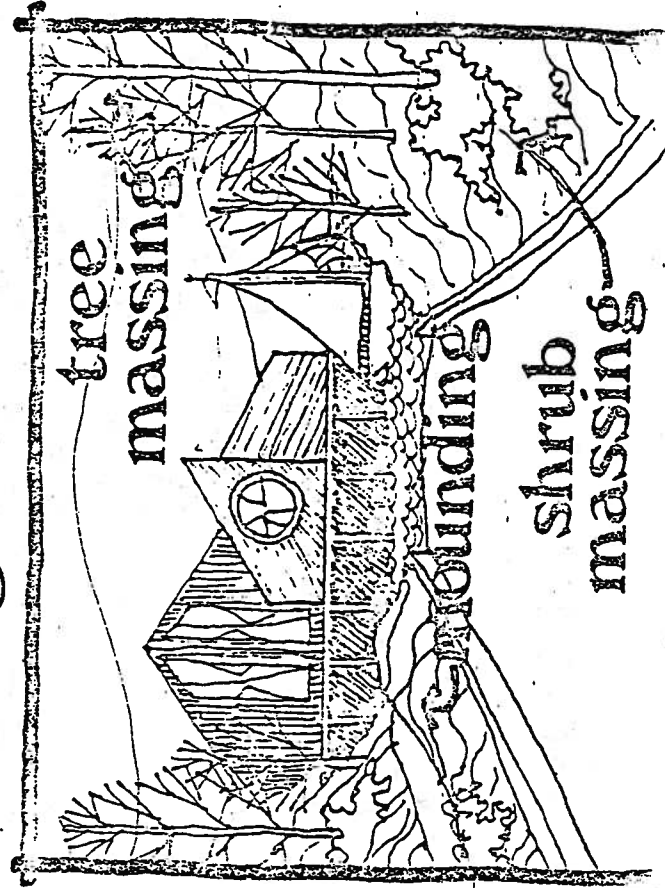
View Opposite the Harbor Entry Channel

Existing regulations permit only passenger cars along streets.

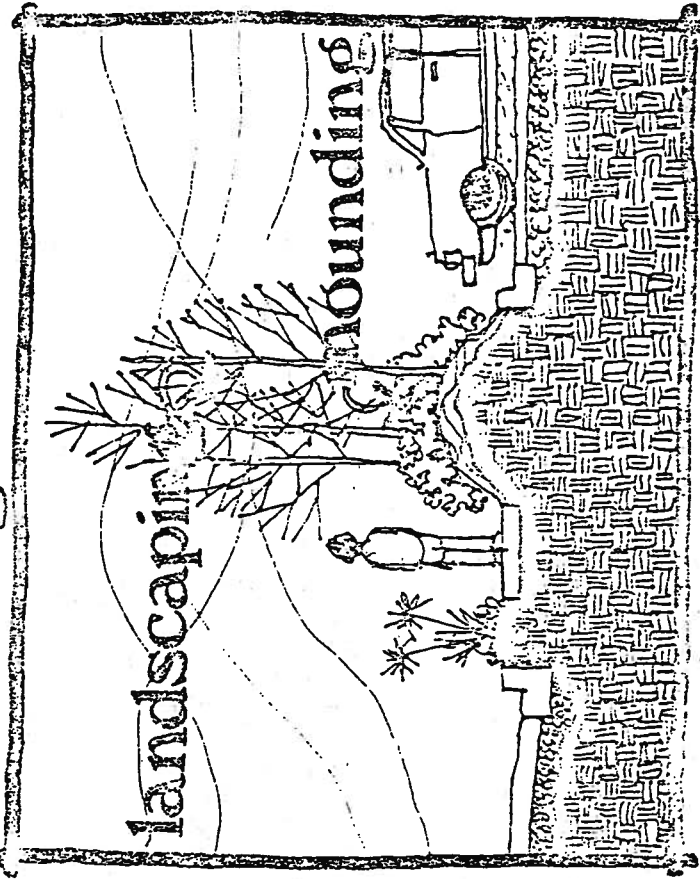
Remove Obstructions



Framing Views



Screening



View areas can be preserved and reinforced by:

Removing Obstructions

No fencing, signage, planting or structures should be placed in a view corridor.

Framing/Directing Views

Fencing, signage, planting and structures can be placed in a way that 'frame' a view and enhance it, directing the observer's eye to the view.

Screening of Unpleasant Views

Trash bins, utility equipment, parking lots can be screened or softened by attractive fencing and/or planting.

Accenting Views

Design of buildings, streetscape, planting and attractive use of lighting at night can enhance already existing views or create new views where no view previously existed, such as the view created by the development of an attractive building.

Accenting Views



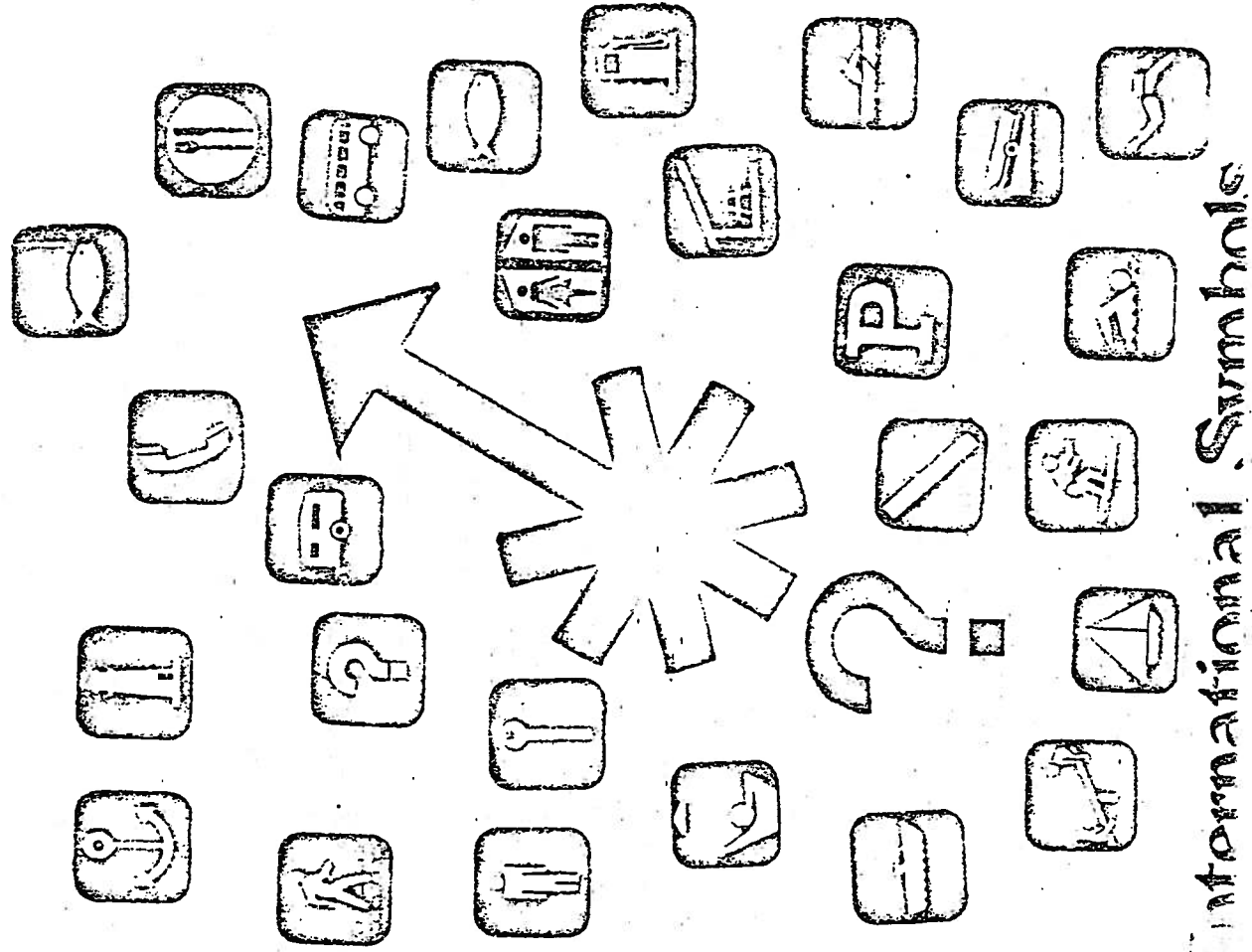
W Design Standards for Streetscape

A. Signage

These standards deal with signs in terms of the "decision points" at which visitors need to be oriented and directed. Major categories are as follows:

1. Approachways - approaching the Harbor via Interstate 5 or a surface street (i.e., Hill Street, Harbor Drive, Riverside Drive, etc.).
2. Entry Areas - as visitors enter destination points in the Harbor Area. (i.e., the Parking Lot 1 area, North Basin, and South Basin.)
3. Site - as visitors are within individual uses and their respective parking areas.

The international symbols for traffic and informational signs (see examples) should be used extensively as noted in the Precise Plan. Where possible, these signs should be located on the same support structure as other signs, rather than having separate signs.



International Symbols

1. Approachways

• Interstate 5

Freeway off-ramp signs for "Oceanside Harbor Drive" list only "Camp Pendleton" as the destination of the exit. Confusion and problems which have resulted from the absence of an "Oceanside Harbor" destination were extensively noted during the analysis phase of the Precise Plan.

A major recommendation is that Cal Trans add "Oceanside Harbor" as a destination on the appropriate freeway off-ramp signs, including the Harbor Drive and Hill Street off-ramps in both directions.

An "Oceanside Harbor-Next Right" advisory sign should also be placed on the freeway in advance of these exits.

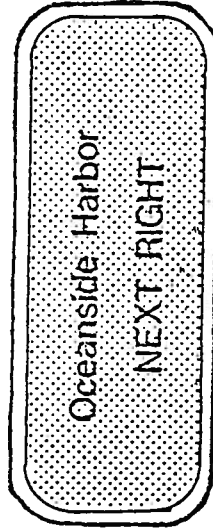
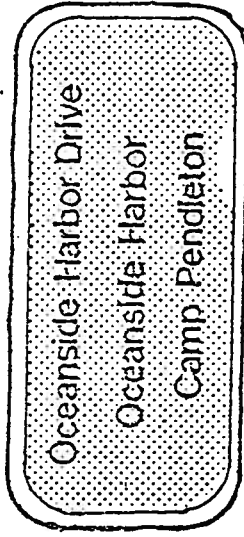
• Surface Streets

The surface street approach signs should be of a distinctive character and feature the message "Oceanside Harbor", a directional arrow and perhaps the Harbor logo.

These signs shall be visible day and night, and located at key points leading to the Harbor, with all turns clearly indicated in advance.

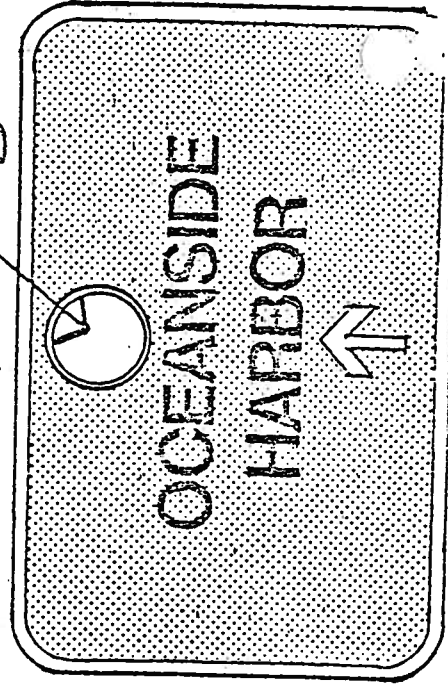
An illustrative example of this type of sign, along with the recommended locations for their placement are shown at right. These locations are advisory and may need to be revised as circulation improvements occur in the City and Harbor Area.

freeway signs

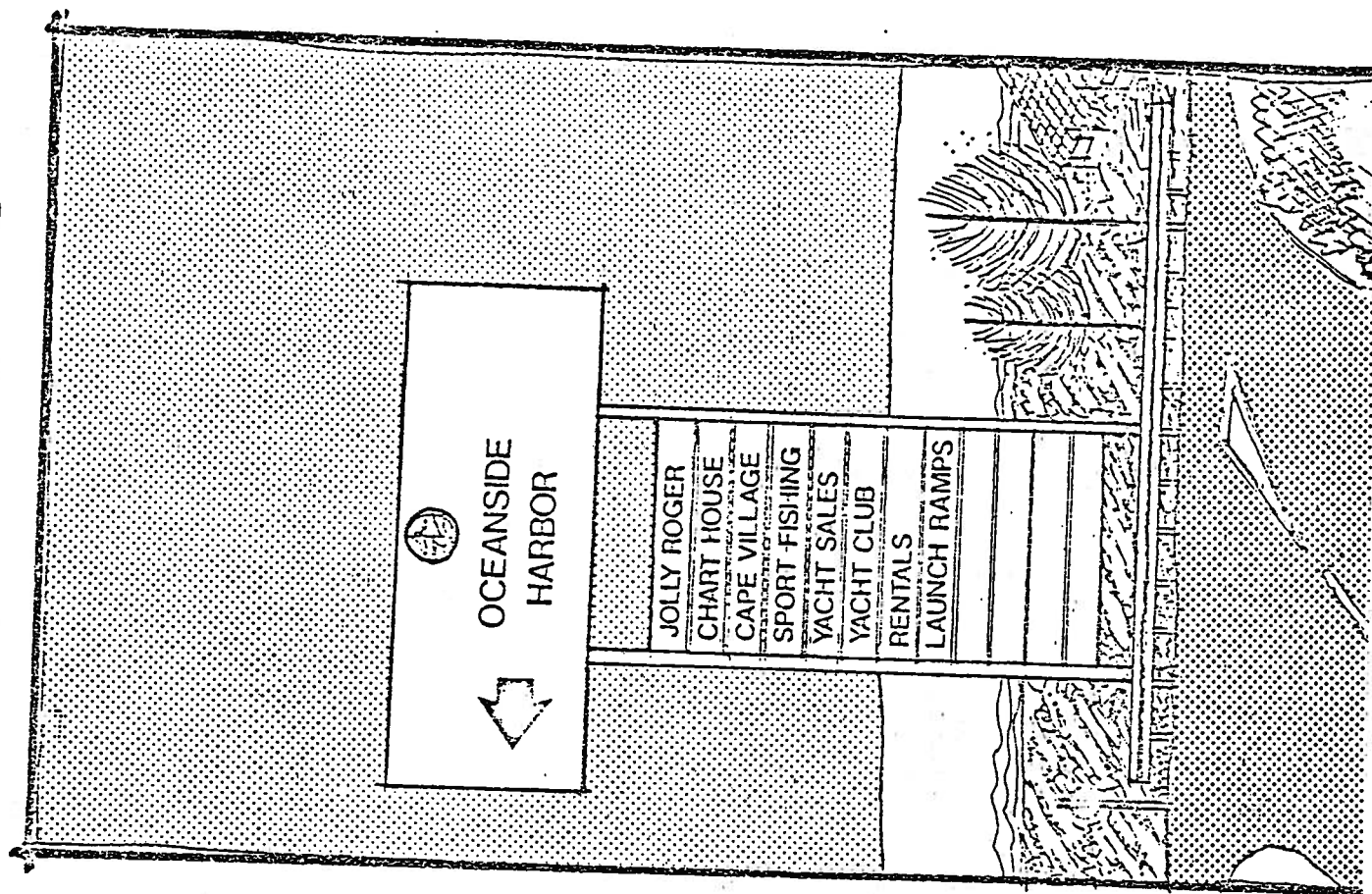


Street approach signs

logo



Major Entry Sign



• Main Entry

The Main Harbor Entry Approachway is a major decision point shared by the Harbor and Camp Pendleton. It is presently somewhat confusing and unclear.

The sign structure concept shown at right could be used to denote "Oceanside Harbor" with the appropriate directional logo; and, on separate lighted panels, the names of major restaurants and other uses.

The potential for a "forest" of major restaurants (or other use) signs all attempting to compete with the Jolly Roger sign at this location would be avoided. All of the major uses within the Harbor would be featured with equal billing. The opportunity for the use of distinctive typefaces and other means of showing "individuality" would exist in a controlled format.

For the purposes of these standards it has been assumed that the two major entries into the Harbor will be:

- The existing Harbor Drive entry
- The proposed Riverside Drive entry

Typical Entry Sign

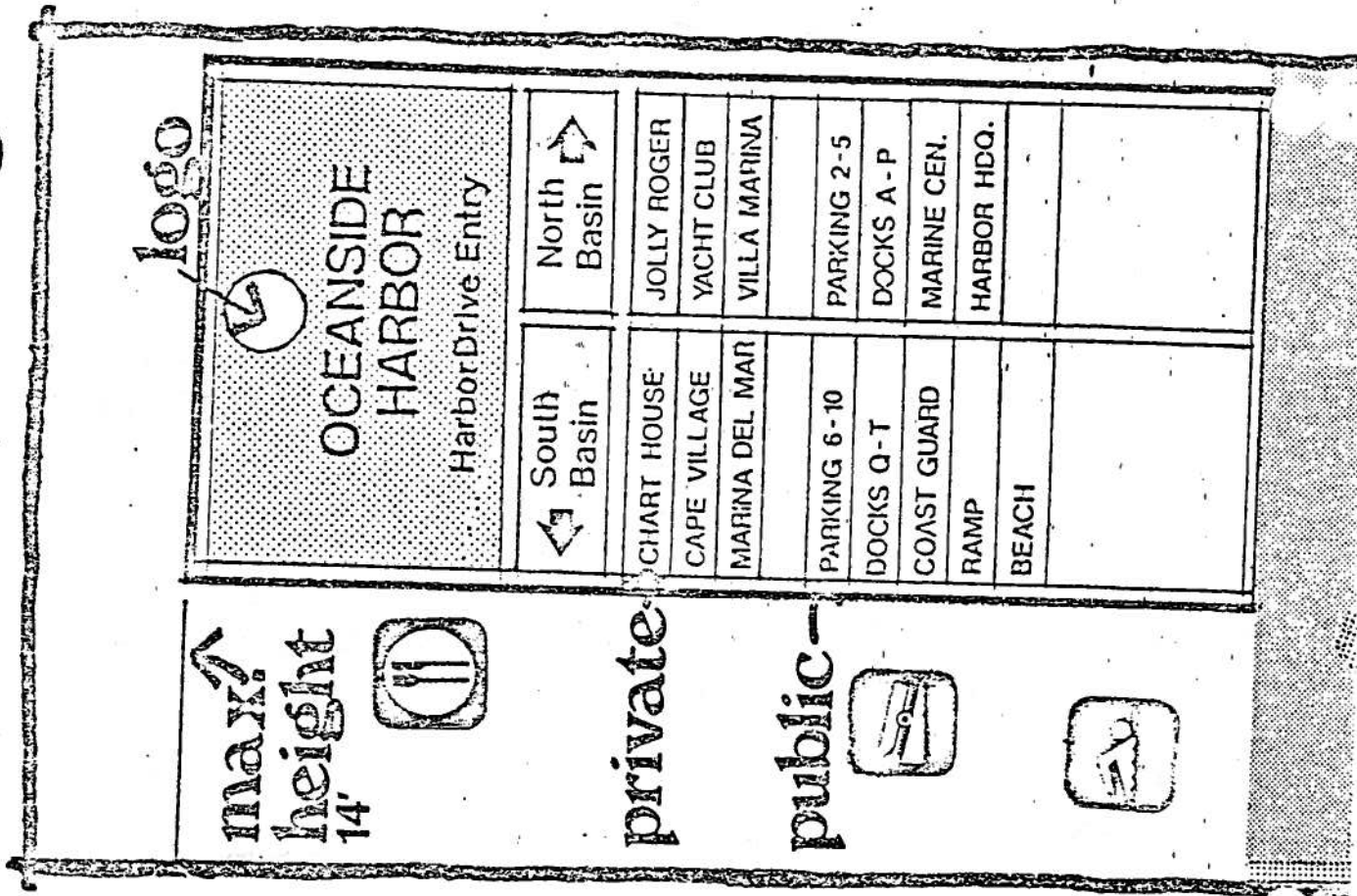
Because of the status of the Pacific Street entry to the Harbor is doubtful, and is now limited to bicycles, pedestrians, and emergency vehicles, it has been assumed to be a minor entry for the purposes of these recommendations.

2. Entry Areas

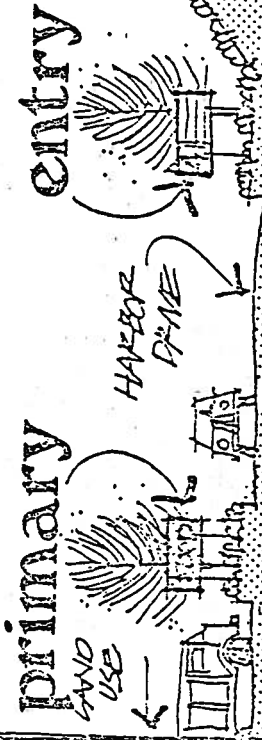
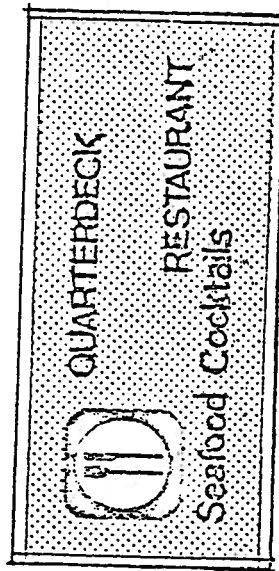
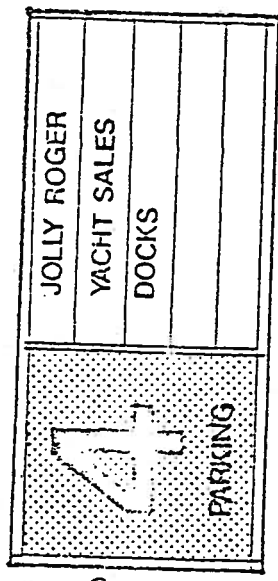
"List" type entry signs are proposed for major intersections within the Harbor. These entry signs are a variation of the type suggested in the "approach sign" section. The use of a modular, replaceable-unit, translucent panel system with internal lighting, and a high visibility typeface (such as Helvetica) is the best for these locations.

A limited number of typefaces would be available for the various lessees. Proprietary or specialized typefaces which have been consistently utilized by a "chain" and are compatible (i.e., legibility, scale, color) with others in the sign, may also be displayed.

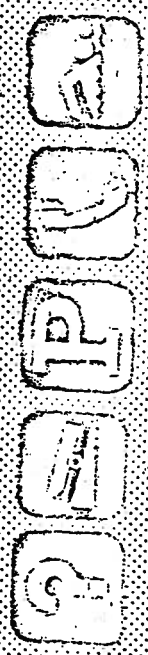
Examples of entry area signs are shown at right.



Entry & Primary Use Signs



Information Sign Symbols



3. Site Signs

Site signs display information in a controlled fashion. Many existing site signs in the Harbor need to be brought into compliance with these standards. Coordination of design of signs is desired to create a more cohesive and pleasing atmosphere.

Site signs fall under the following categories:

- Site Entry - a locator symbol, parking lot number, dock letter, other use indicator, and a directional arrow.
- General Information - parking lot hours, dock locations, phones, restrooms, etc.
- Business Designation - Specific dimensional and area standards for lessee signs are described in the chart accompanying this section.

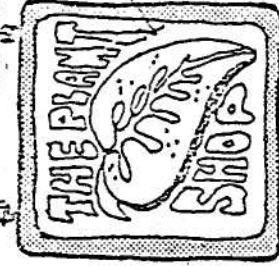
All leases require that tenants receive approval of any signs to be installed on the leased property. A sign design proposal which reflects these standards must be submitted to the Harbor District for review and approval.

Typical Wood Signs

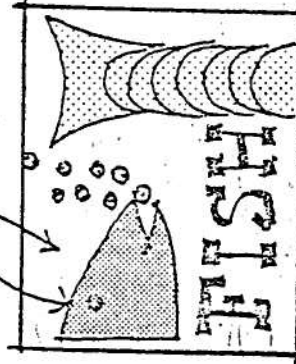
RAISED GOLD LETTERING, VARNISH



SANDELAISED
PAINTED

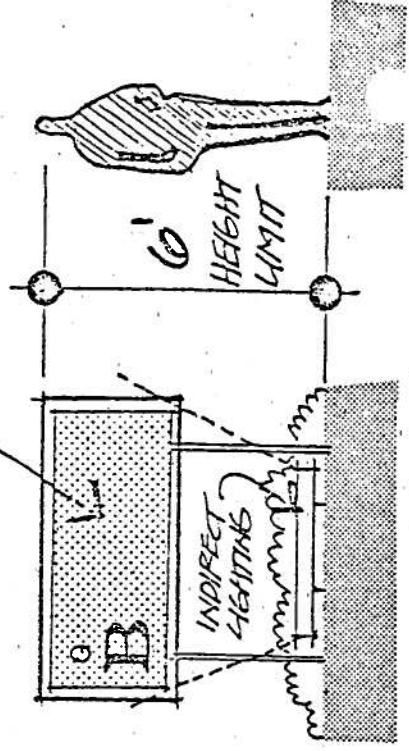


VARIOUS
WOODS



Typical Sign Criteria

LIMIT TO TWO TYPEFACES



All signs should conform to the following design criteria:

- Extensive use of wood in both sign panel and support structure is desired.
- Off-building primary use signs should not be higher than 6 feet.
- On-building primary use signs should not be placed on roofs or windows.
- A maximum of two typefaces acceptable to the District can be used on all signs in a parcel.
- Display lighting sources should be screened from autos, boats and pedestrians. No internal lighting is permitted.
- Non-permanent display banners and flags are allowed only on a short-term basis, and require approval by the Harbor District on size, type, and location.
- Boat sale displays should have consistent sign sizes and typography within a single parcel, and "false sail" signs in sailboat rigging should be in conformance with these regulations. (See Boat Sign Ordinance 72-5.)

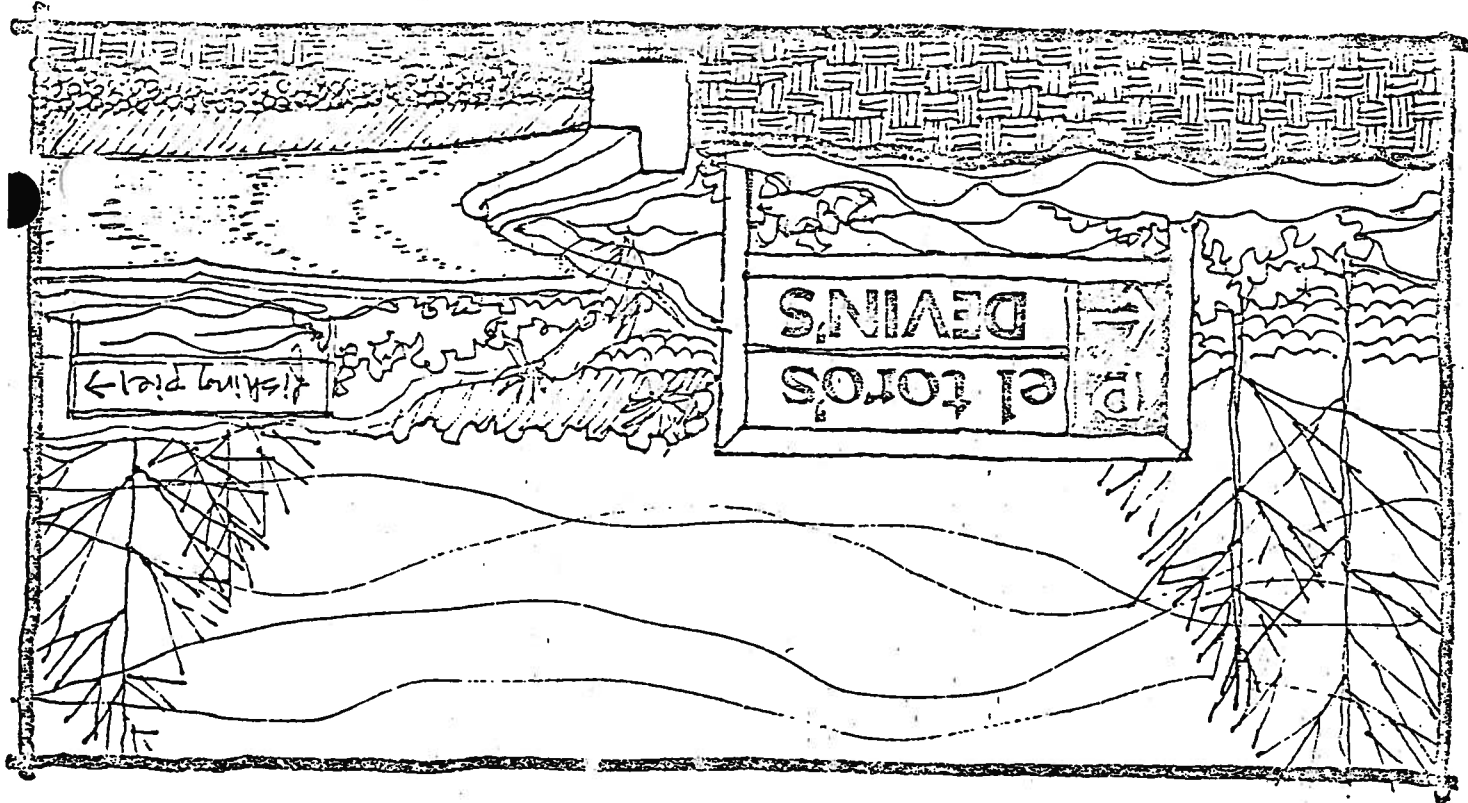
-No "temporary" signs are to be painted on windows and the amount of display posters permitted on windows should be limited to less than 12% of the window area.

-Temporary signs affixed to trailers, boat cradles, light posts or trees are discouraged, except under special conditions (e.g., boat show covering entire Harbor).

-Where multiple uses are located within the same parcel, signs should be of similar materials and proportions, consistently located and lighted, and of not more than two typeface styles (except for compatible regionally or nationally recognized "chain" logo/typefaces).

-No lighted signs will be allowed that create a confusing background for Harbor night entry.

-Use of manufacturer-supplied signs should be limited to the interior of the building or incorporated into a sign that conforms to the above guidelines.



OCEANSIDE SMALL CRAFT HARBOR
STANDARDS FOR PERMANENT SIGNS ON LEASEHOLDS

LOCATION	TYPE	MAX. QUANTITY	RESTRICTIONS
Building facade or on-site adjacent to entry of building.	Identification of use.	1 per independent business entity on each street front and/or water front facade.	Size and quantity must be compatible with scale of structure, but in no case can it exceed 12 sq. ft. of panel size in one elevation or 24 sq. ft. on all elevations. No materials other than wood or acceptable metals or plastics will be permitted.
Outer face of leasehold at or near street front property line or vehicular entrance to leasehold.	Entry - Identification of use only but may include advice of parking restrictions.	1 per business entity at street frontage or entrance driveway.	Maximum panel size: 6 sq. ft. Same materials restrictions as on building signs. Must be located and oriented to avoid interference with vehicle driver's safe line of sight.
Anywhere within lease parcel.	Directional. Informational.	As needed.	Not greater than 4 sq. ft. maximum panel size each or 24 sq. ft. total. Same materials as above.

NOTE: All signs must be approved by the Harbor District and must have a permit from the City of Oceanside Building Department prior to installation.

B. Lighting

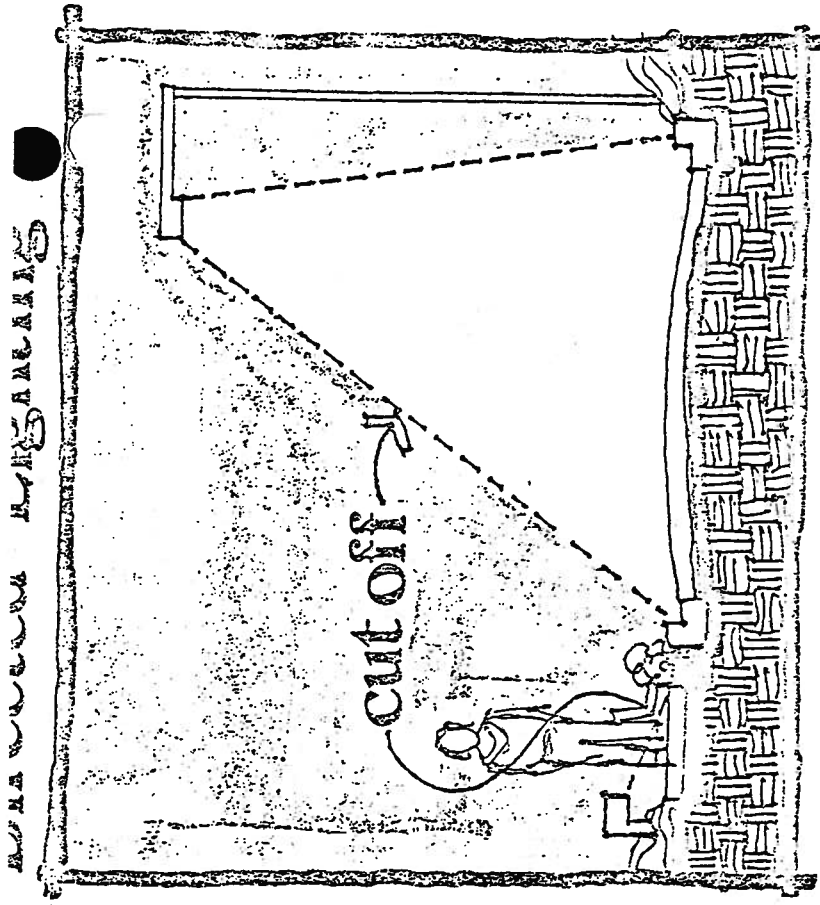
Lighting is necessary around all uses to increase the operational efficiency of night uses, provide security, and to enhance the aesthetic and/or architectural quality of the harbor.

Areas where lighting is needed include:

- Sidewalk-to-dock ramp areas.
- Street crosswalks (striping shall be reflective)
- All pedestrian walks within parking areas
- Approachways and entries to public rest-rooms
- Security areas as identified by the Harbor Patrol and other law enforcement agencies
- Exterior steps or ramps
- Primary, Secondary, and Emergency entrances or accesses
- docks

Acceptable lighting criteria is as follows:

- All parking and street light fixtures are to be fitted with glare and light pattern shields to reflect light away from water areas of the Harbor.
- All pedestrian-scale lighting is to be fitted with low-high pressure sodium light fixtures.
- All lighting types shall have the approval of the Harbor District.



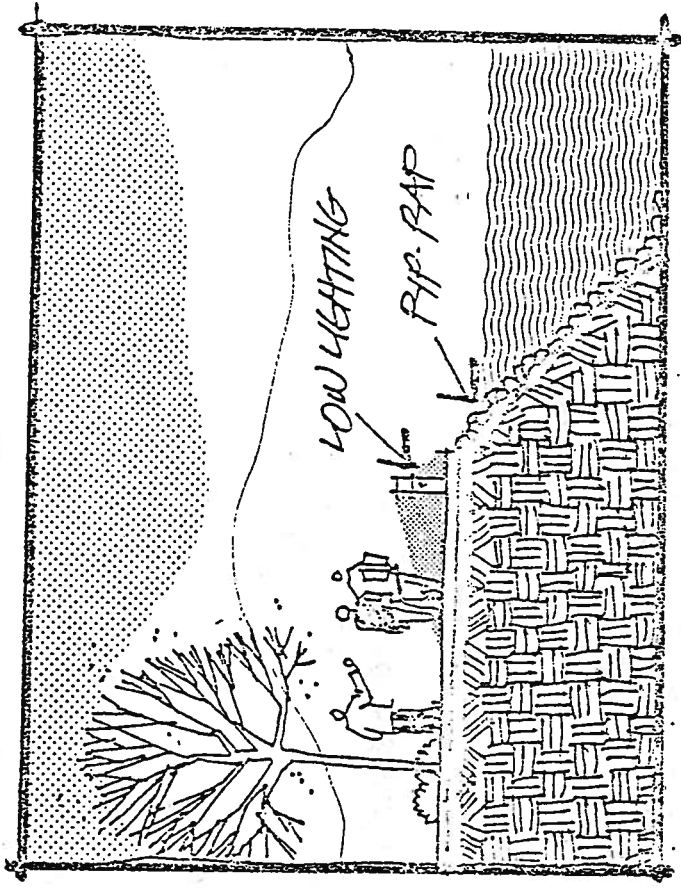
Non-glare Fixture

LIGHT DIRECTED TO
ROADWAY BELOW

UNEXPOSED LIGHTSOURCE

REAR CUT OFF
TO PREVENT
GLARE INTO
WATER AREAS

Low Lighting



-A new low-lighting "theme" at the Harbor periphery, along the top of the rip-rap slope and at the edge of streets should be considered in coordination with the landscape and "furniture" elements. The illustrations at right show how this lighting theme can be located/designed, along with some typical available designs.

- "Uplighting" of the Harbor-edge palm tree foliage by soft white lights during the "peak" evening hours of pedestrian use in summer would greatly enhance the nighttime appearance of the Harbor Area.

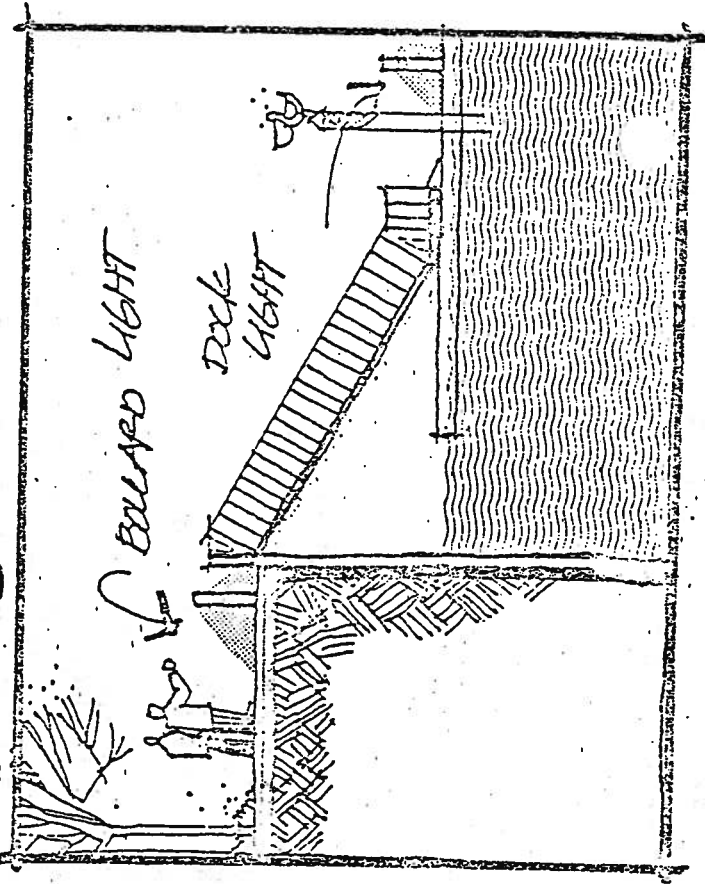
-Special, low intensity, lighting locating the guest dock and mooring areas for night-arriving transient vessels should be installed.

-Consideration should be given to a lighted range on land opposite the main entry channel to assist in night navigation of the channel.

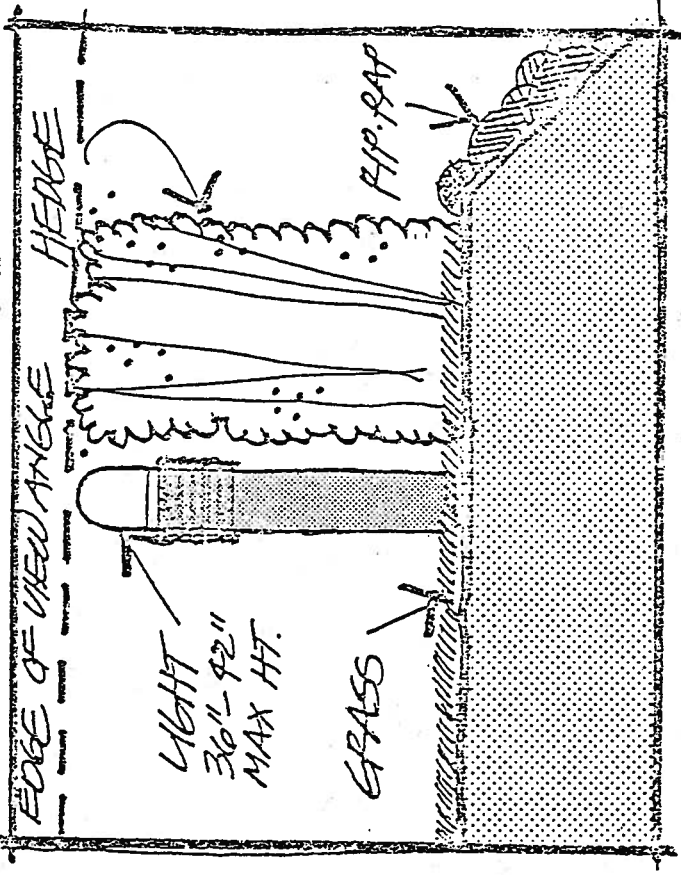
-No colored lighting of landscape materials is permitted.

-No internal lighting of structures should result in glare visible from water areas.

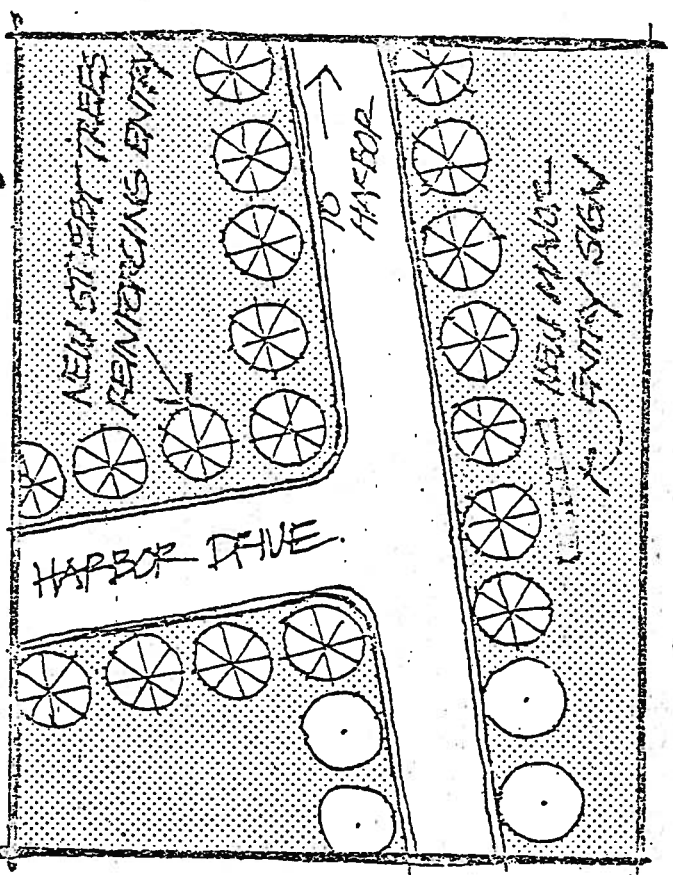
Lighting at Transitions



Edge Design Typical



Harbor Drive Entry



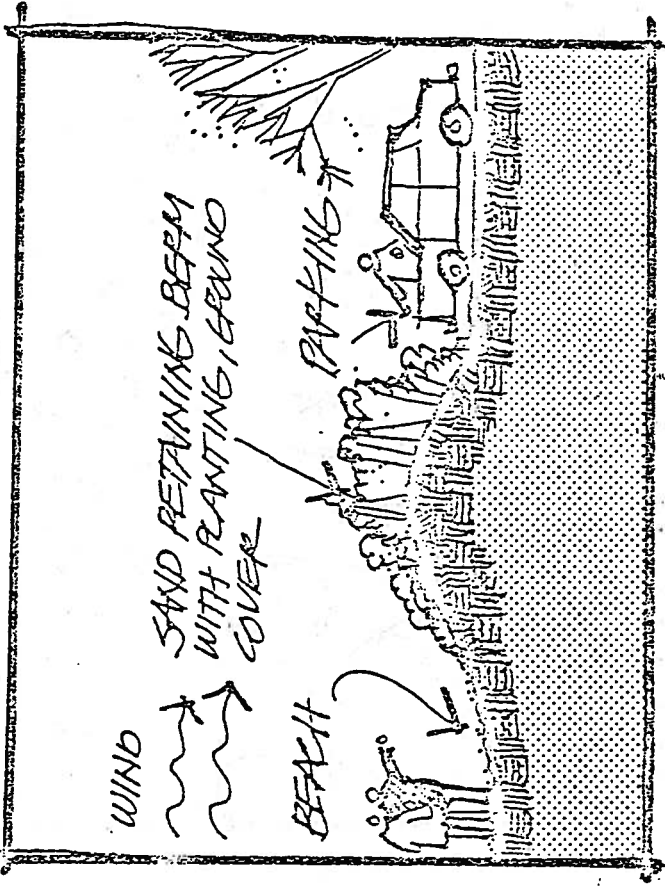
C. Landscaping Guidelines

The goal of landscape design standards is to suggest ways to replace or supplement existing landscaping, and to set landscape standards for future development of the Harbor.

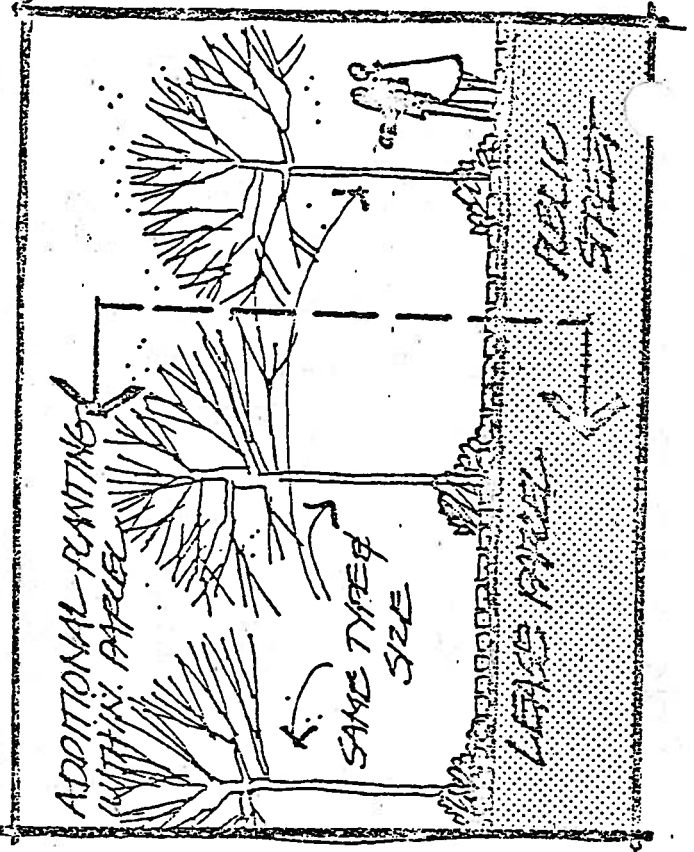
General Standards

- Any proposal for landscaping must be approved by the Harbor District. The proposal must be accompanied by a landscape plan showing proposed planting, lighting, irrigation, pedestrian areas, paved surfaces, signs, etc.
- Landscape materials should be low maintenance, and should be salt air and wind tolerant. A list of recommended landscape materials is included at the end of this section.
- All trees should be selected and maintained to ensure clear views of the Harbor and ocean.
- Planting of ground cover and grass should be accomplished immediately after construction is complete.
- Landscaping shall be designed in a manner that does not interfere with vehicular or pedestrian traffic.

Beach Parking



Public/Private Transition



Parking Lot Standards

- Use landscape masses in medians at entrances, and around the perimeter of parking areas. Landscaping should screen parked cars from harbor users and soften the impact of car/asphalt glare within the lot.
- In the design of beach parking areas, the use of berms, sand retaining ground cover and shrubs, etc. will eliminate some problems of windborne sand.

Street Tree Standards

- Street tree planting should be used to define a clear Harbor 'edge'. Existing palms are to be retained and other street trees retained or moved as appropriate.
- Street tree planting should be coordinated with the City of Oceanside along Harbor Drive and the proposed Riverside Drive entry.

Plant List

Recommended plant materials for use in future development landscape designs are listed below. These are examples only, and use of other suitable plant materials is encouraged.

Trees

Arbutus unedo (Strawberry Tree)
 Eucalyptus leucoxylon macrocarpa 'Rosea'
 (Large fruited; Red flowering Gum)
 Eucalyptus rudis (Swamp Gum)
 Eucalyptus sideroxylon (Red Ironbark)
 Feijoa sellowiana (Pineapple Guava)
 Ficus rubignosa (Rusty Leaf Fig)
 Hakea sempervirens (Sweet Hakea)
 Leptospermum laevigatum (Australian Tea Tree)
 Melaleuca quinquenervia (Cajeput Tree)
 Metrosideros excelsa (New Zealand Christmas Tree)
 Pinus pinea (Italian Stone Pine)
 Pinus torreyana (Torrey Pine)
 Quercus ilex (Holly-leaf Oak)

Shrubs

Acacia verticillata (N.C.N.)
 Arbutus unedo (Strawberry Tree)
 Carissa grandiflora, var. (Natal Plum)
 Cistus, spp. (Rockrose)
 Cytisus, spp. (Broom)
 Dodonea viscosa, var. (Hopseed Bush)
 Echium, spp.
 Elaeagnus, spp.

Shrubs (continued)

Escallonia fradesi (Escallonia)
 Hakea sempervirens (Sweet Hakea)
 Hebe, spp.
 Heteromyles arbutifolia (Toyon)
 Juniperus, spp.
 Raphiolepis indica, var.
 (India Hawthorne)

Groundcover/Perennials

Agapanthus africanus (Lily-of-the-Nile)
 Aloe arborescens
 Archostaphylos uva-ursi
 (Uva-Ursi Manzanita)
 Archtotheca calendula (Capeweed)
 Baccharis pilularis (Coyote Brush)
 Carissa grandiflora, var. (Natal Plum)
 Ceanothus, spp. (California Lilac)
 Cerastium tomentosum (Snow-in-Summer)
 Eriogonum, spp.
 Juniperus conferta (Shore Juniper)
 Rosmarinus officinalis, var. (Rosemary)
 Santolina chamaecyparissus (Lavender Cotton)

Vines

Ficus pumila (Creeping Fig)
 Parthenocissus tricuspidata (Boston Ivy)
 Solandra maxima (Cup-of-gold Vine)
 Tecomaria capensis (Cape Honeysuckle)

Focus for future landscaping efforts should be on these areas.

a-Parking Lot #1 with air rights development as shown in Long Range Plan.

b-Recommended new parcels #1, #4, and #3.

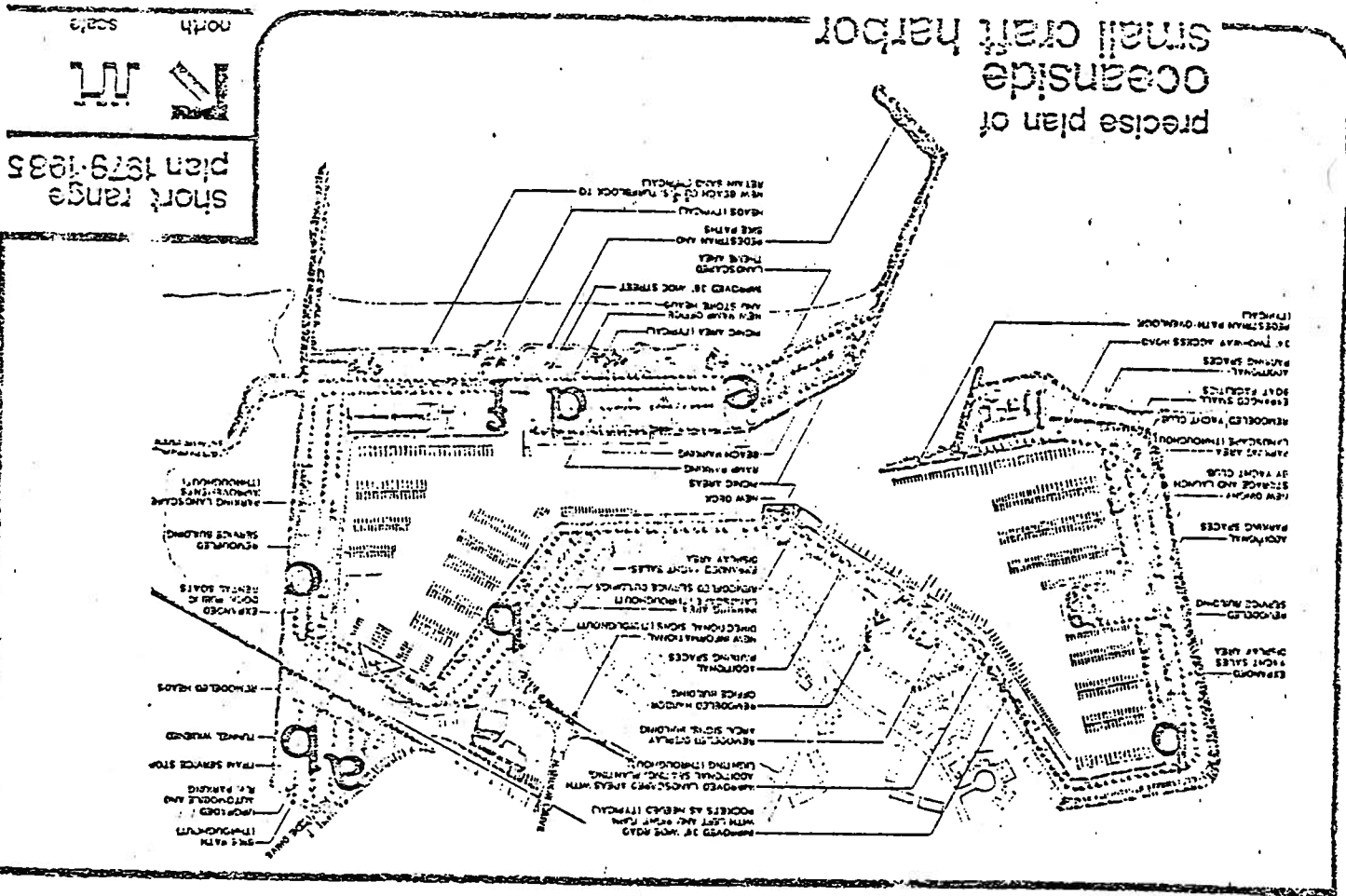
c-Modifications and Expansion of Cape Cod Village

d-Revised Launch Ramp Parking Lot.

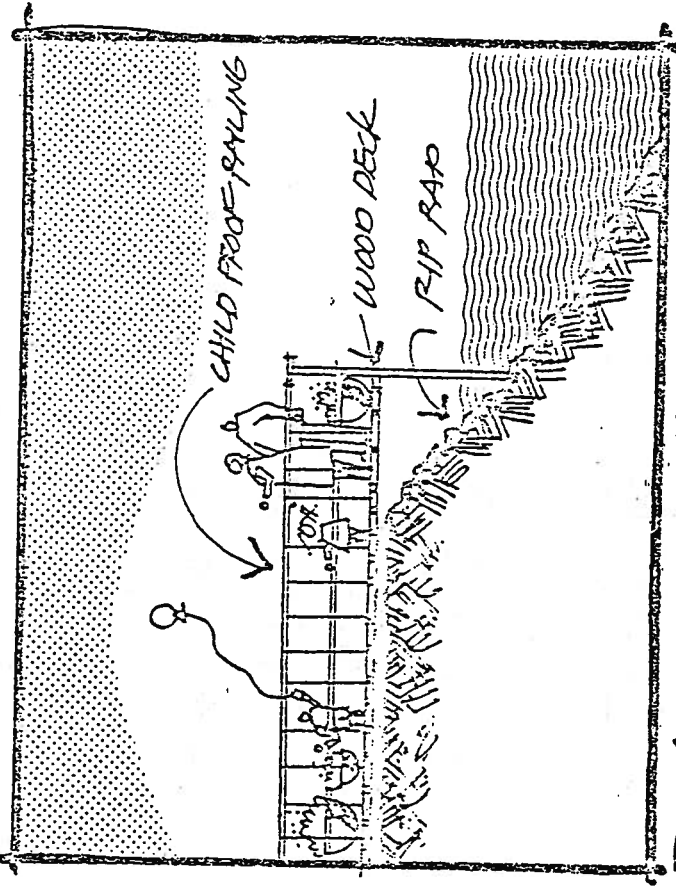
e-Beach Parking Areas.

f-Parcel "F".

g-Modifications of other existing development.



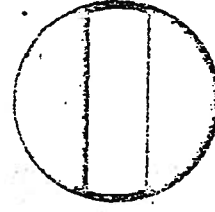
Pedestrian Deck



Pedestrian Signs



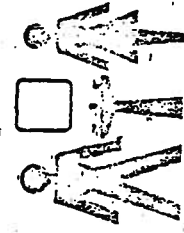
phone



no entry



information



rest rooms

D. Pedestrian Circulation Design

Pedestrian areas within the existing Harbor consist primarily of sidewalks and grass areas. Generally, the sidewalk and grass areas parallel the rip-rap slope around the Harbor periphery. The objective of the design guidelines is to strengthen the role and appearance of this important element of the Harbor's facilities and expand the present system to a more complete pedestrian circulation network. A continuous pedestrian route around the entire Harbor periphery, comprised of sidewalks, boardwalks, and other surfaces, should be completed. This system would have the appropriate safeguards for pedestrian safety and security, preventing unauthorized access to private lease parcels, yet frequent access to the Harbor edge.

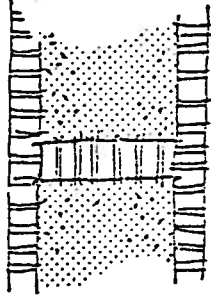
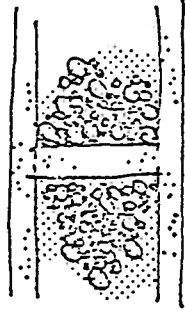
"Furniture" refers to the various convenience and utility elements such as benches, trash receptacles, telephones, and utility boxes. The appearance of many of these items is not attractive, and benches, picnic tables and other convenience items could be more available.

Pedestrian System Design Guidelines

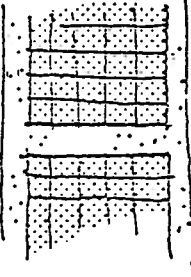
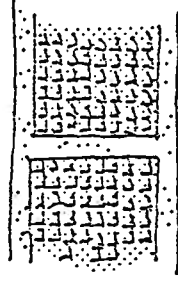
- Pedestrian crosswalks on the peripheral streets of the Harbor should be well

Surface Textures

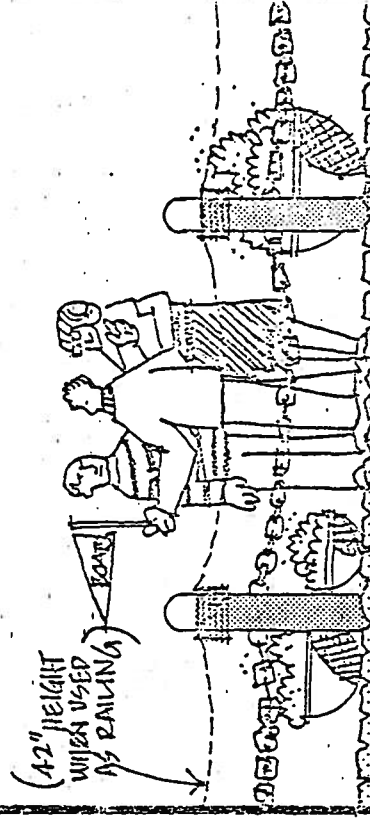
EXPOSED AGGREGATE BRICK BAND



STAMPED CONCRETE SCORED CONCRETE



Lighted Bollards



delineated. Warning dots, the use of signs with the international symbol and pavement texture changes would clearly call out crosswalks. In future development of the Parking Lot #1 area, a pedestrian controlled crosswalk light might be warranted if parking and uses are separated by Pacific Street and Harbor Drive.

-A system of decorative connected bollards with integral lighting would form the "edge" of the pedestrian environment around the Harbor. Where appropriate, railings may be used in place of bollards. These bollards would separate pedestrian and vehicular areas and protect residents from unsafe areas. The bollards might be constructed out of sections of wood utility poles or precast concrete units.

-Tree well grates, use of textured concrete forms for concrete retaining walls, creation of wheelchair ramp curb cuts at pedestrian crossings, and other detailing improvements should also be considered in any implementation of the Precise Plan.

Trash Enclosures

-Rest and view areas for pedestrians should be incorporated into the circulation system.

-A 'parcourse' should be considered as part of the pedestrian circulation system.

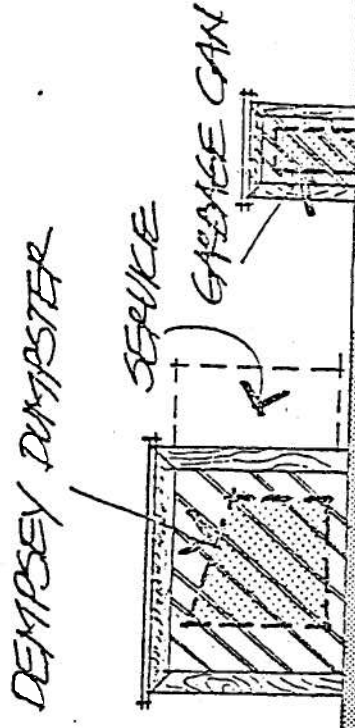
-Signage in pedestrian circulation system should observe the proper scale and use international symbols.

-All trash containers and utility areas should be enclosed with wood screening.

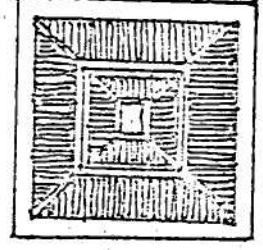
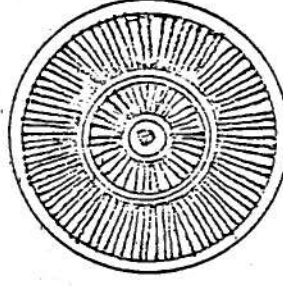
-All existing garbage cans should be replaced by vandal and spill-proof receptacles with a wood or concrete exterior and a liftout inside liner. These receptacles should be located around the entire Harbor periphery, including dock gangway heads, service buildings, pedestrian seating and viewing areas, food service or other retail stores, beach, and parking areas.

-Telephones, drinking fountains, and information should be available at every service building around the Harbor periphery. Where needed, kiosks or other types of modular units should be used.

-Existing fiberglass and metal benches and other incompatible furniture should be replaced with a consistent, attractive modular street furniture system.



Tree Grate Kiosk



E. Bicycle Circulation

While bike facilities are highly desirable as part of a recreation facility, like the Harbor, the existing road design prevents the addition of separated bike paths. Interim bike routes with striping should be considered. When design changes occur, permanent bike facilities should be incorporated.

Specifically, bike access should be provided in these areas:

- A striped lane should connect the beach to Harbor Drive when proposed improvements are made.
- A bike route shall be accommodated in any design of a new Riverside Drive access route and Parking Lot #1 development, as well as any under railroad circulation.
- A beach bicycle route should extend onto modified entrance jetties and along the top of the upgraded San Luis Rey River Jetty.

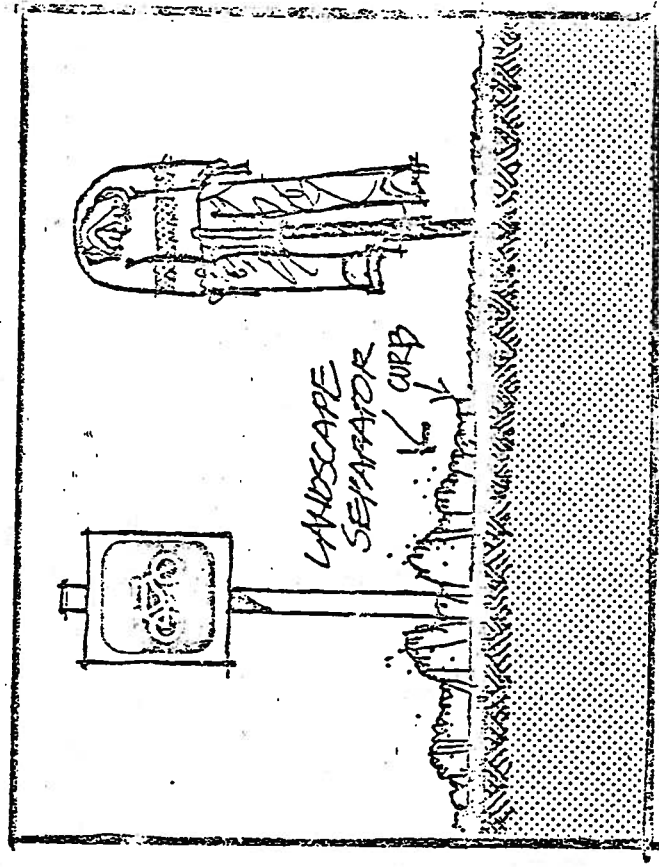
The ability to provide bike facilities is dependent on funding and actual physical capability of improvements to accommodate the paths.

During the interim period, installation of safety devices such as warning signs for auto

traffic indicating the presence of bicycles, striping of bicycle lanes, where possible, and route markers are recommended.

No bicycle routes should be directly adjacent to pedestrian areas unless they are separated by curbing or other appropriate barriers.

Bicycle Signing



F. Automobile Circulation

These recommendations are made in addition to Precise Plan details. The Precise Plan should be consulted before any plans for auto circulation facilities are begun.

Additional guidelines are:

1. Streets/Accessways

- Reflective paint or tape striping should be applied to all entry curb corners and poles or structures that intrude into turning radii.

- Striping and lettering of left and right turn pockets and other directional indications on the pavement shall be reflective paint.

- Warnings as to slope gradients should be signed prior to any decision points. Any height limitations on the Riverside Drive entry should also be noted well in advance to avoid clearance problems.

- In order to accommodate larger boat moving trucks, the minimum turning radius should be 70 feet, with an additional overhang of 10 feet at the North Harbor Drive turn-around and the proposed "peninsula" turn-around.

2. Parking Areas

- Standard parking stall sizes are:

 - Regular Spaces - 9'x20'

 - Handicapped Spaces - 14'x20'

 - Two percent (2%) of all spaces must be handicapped spaces. These spaces must be located nearest to entries or use.

 - Compact Spaces - 7½'x15'

 - If over 50 spaces are included, up to 40% of these can be compact spaces.

 - Parallel Spaces - 8'x24'

 - RV/Bus/Truck Spaces - 10'x40'

 - Spaces this size should be provided in appropriate areas such as launch ramp parking lot, Yacht Club parking lot, near service yards, and in any launching, sales, or storage areas. Circulation dimensions in these areas need to be a minimum of 55'-60'.

All stalls should be clearly and individually marked.

- Parking lot striping and signing should clearly indicate those spaces which are:
 - .for exclusive use of slip/renters/guests
 - .for exclusive use of lessees and their customers
 - .for exclusive use by official or service vehicles
 - .for use by the general public
 - .for use of specific public facilities (Launch Ramp, Harbor Offices)
 - .for handicapped use only
 - .for loading areas

- "No parking" areas should be clearly marked and signed.

-Maximum overhang for stalls into landscape areas is two feet.

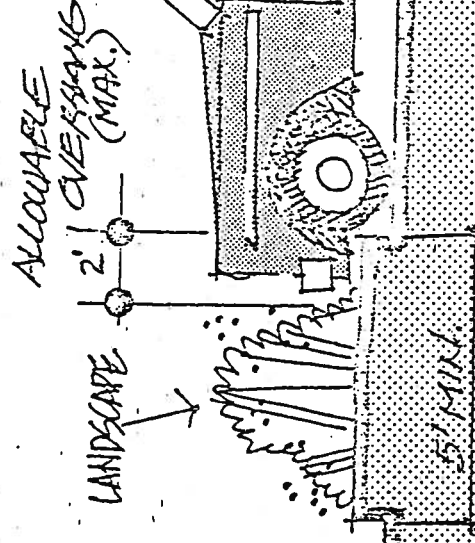
-Concrete curbing should be provided around parking lot perimeters and landscaped areas to prevent forward roll by autos.

-Parking permits for lessees, and slip should be provided.

-Screening, by vegetation and low fences of headlight glare from autos must be

loading
area

Parking Overhang



considered in the design of any public parking and auto circulation. Care should be taken not to obstruct views.

-Use of different materials and surface textures to designate pedestrian paths across parking lots is encouraged.

New and renovated development must provide parking on site or in surplus adjacent areas that meet requirements for the size and use of the building.

Ratios for both existing and new development in the Harbor are:

o Slips: .75 space per slip; 600 foot max. distance from space to head of dock.

o Launching Ramp: 25/30 car-trailer spaces/ramp lane; (same distance limit)

o Dry Storage/Crane Launch: 10/15 car-trailer spaces; .75 space per stored boat; (same distance limit)

o Beach: 175 spaces per useable acre of beach

o Restaurants: 1 space for each 3 seats or 45 s.f. of eating dining area

o Residential Uses: 1½ per 1 bedroom, 2 per 2 bedroom

o Yacht Clubs: 1 for each 40 s.f. of gross floor area used for assembly

o Hotels/Motels: 1 space per unit (plus spaces as required for any bars/restaurants)

o Yacht Sales/Service: 1 space per 300 s.f. of gross floor area

o General/Specialty Retail (including Harbor & Marine Oriented):

-1 space per 300 s.f. for 5,000 s.f. or less

-1 space per 250 s.f. for 5,000 to 20,000 s.f.

-1 space per 200 s.f. for 20,000 s.f. and over

o Harbor/Coast Guard Officer: 1 space per full-time office employee or duty personnel plus 1 space per 400 s.f. of gross floor area for visitors.

NOTE: Square footage total gross floor area. (These are minimum standards based upon City, Coastal Commission and California Department of Boating and Waterways Criteria. The Harbor District may determine that special circumstances or uses may require parking beyond standards listed here.)

V. Site Development/Building Design Standards

Because the Harbor Area is largely developed, the site development and building design guidelines described here are intended to create an appearance of continuity when existing leaseholds and buildings are renovated or expanded, and new buildings are developed. General recommendations for site development and building design are included in the Precise Plan and are amplified below.

A "cohesive" harbor appearance can be accomplished through the following:

1. The control of roof shapes and slopes, facade articulation and shapes, materials, and heights of structures is a major means of accomplishing continuity through the Harbor area. Since many of the existing leaseholds are likely to consider remodeling or expansion of their structures in the near future, the appearance and attractiveness of the Harbor can be improved through coordinated design.
2. Well coordinated sign, streetscape, and landscape elements provide a cohesive environment for structures as well as a means of unifying diversities in buildings.
3. The remodeling of existing freestanding service buildings in a consistent design will eliminate their present unsightly appearance.

Each architectural proposal within the Harbor will be reviewed on the basis of its conformance to the guidelines.

A. Building Design

-Buildings should be compatible in height/scale with surroundings. Buildings erected over the east harbor parking lot should be of sufficient height to provide views over the railroad embankment. Building heights are subject to review by the Harbor Board of Directors.

-Simple detailing of buildings is preferred to "theme" types of architecture. The desired character includes shed, gable and flat roof combinations and simple facades clad in wood with simple detailing.

-Particular attention should be paid to rooflines as they are a dominant visual feature. Presently, most Harbor rooflines are slopes or flat roofs. It is recommended that this precedent be followed and that circular roofs, walls and windows be used as accent only. It is also recommended that the service buildings with vaulted roofs be converted to wood, sloped roofs. Recommended roof pitch is 5 in 12.

-Where feasible, parking provided should be undergrade. Architectural or landscape screening should be incorporated into the design. Pedestrian access must be provided.

-All new and remodelled structures, both public and private, must provide access for handicapped through ramps and other design features.

B. Building Materials

-Wood or painted metals or copper, bronze, or brass as siding or trim may be utilized. Use of "curtain-wall" aluminum or metal panels or other obvious synthetic materials for facades or major trim elements is discouraged.

-Roof materials exposed to view are limited to:

- * clay tile in compatible colors
- * wood or wood-appearing shake/shingles
- * synthetic shingles in blacks, browns, tans, grays

All roof materials must be fire retardant.

-No reflective "mirror-type" exterior glazing may be utilized on any structures. Various

shades of gray or brown-tones glass are permitted, observing building code limits on panel size.

-Use of awnings as decorative and protective elements should be regulated in terms of colors and design, and reviewed with the development plan.

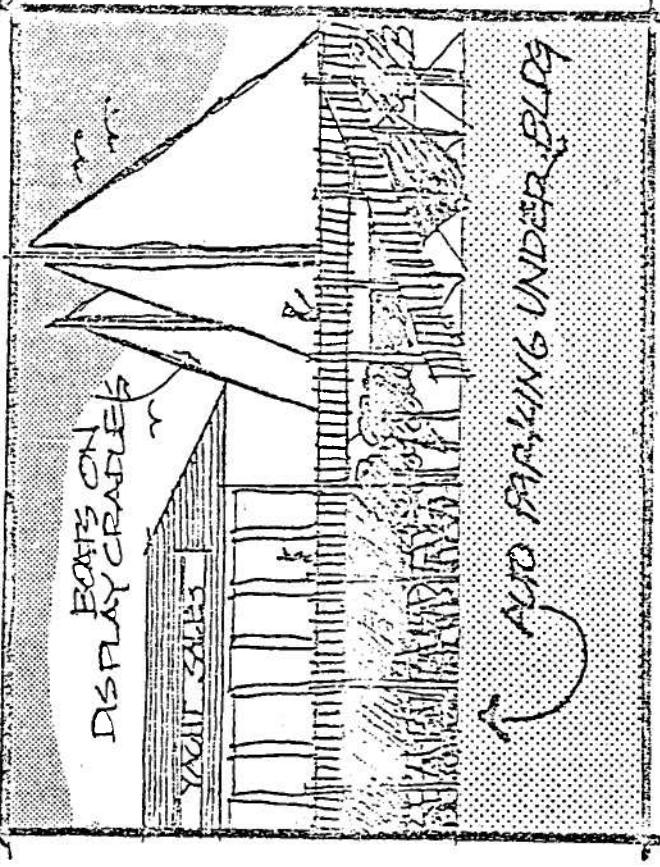
-Natural colors for facades and roofs are preferred. White and primary and secondary colors may be used for accent and trim on a limited basis.

C. Lighting

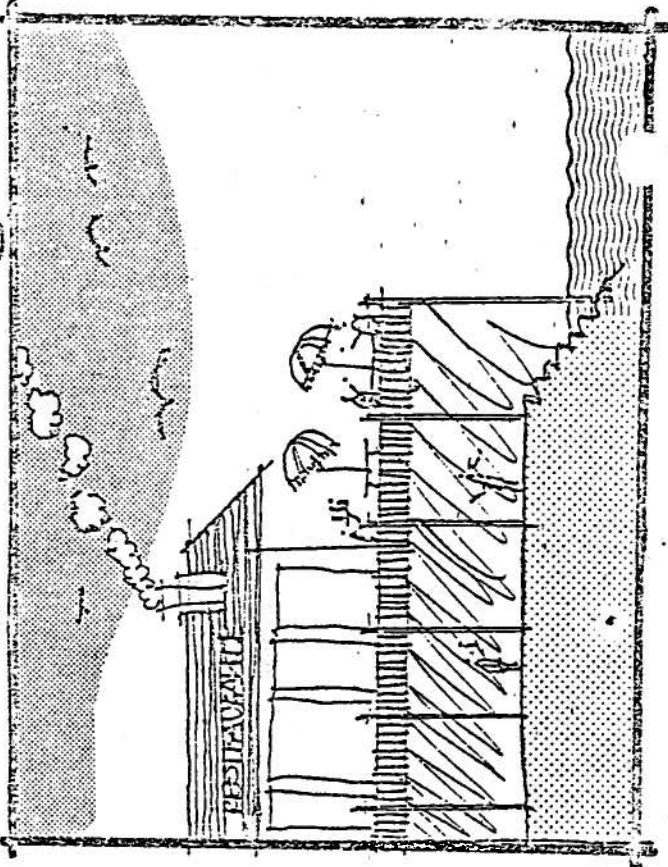
-Lighting of structure exteriors and roof may be provided so long as it is non-colored "wash" light from an indirect source not visible from land, water, other structures or by pedestrians, and not creating glare.

-No "marquee" type of exposed light bulb sign, neon tubing or Christmas tree light type of structure may be used. (Christmas lighting may be used on a limited seasonal basis at the discretion of the Harbor Board.)

Parking Below Building



Eating & Seating Decks

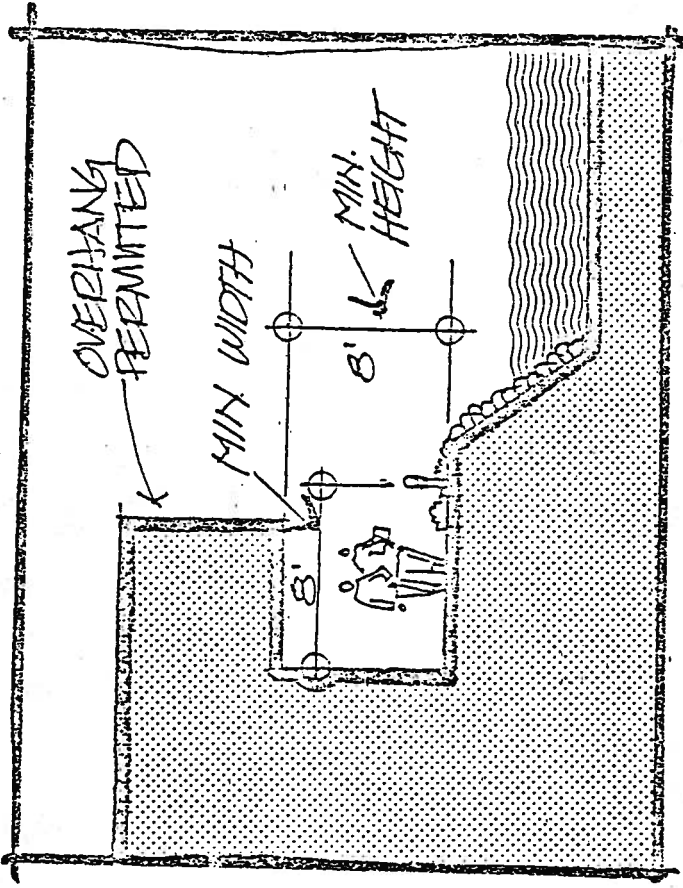


D. Site Design

- New buildings, or expansion of existing buildings into parking areas must not alter parking circulation patterns in such a manner as to require redesign improvements at public expense.
- The use of nautical "motif" decorative elements is encouraged so long as they are durable items not subject to weather damage or vandalism. They should not be "stylized" or abstracted in form but be the original item or a precise replica in scale with the site environment.
- Where possible, second level dining or seating decks may extend over ground-level pedestrian areas. No such fixed facilities related to private development may extend over the water areas of the harbor. (See illustrations.)
- All parcels which extend to the peripheral streets must provide landscape elements compatible with the overall Harbor Design Standards.

- Possible shared use of parking space should be considered in individual situations where feasible. (See Section 2706 of the City of Oceanside Zoning Ordinance.)
- Site development may include replacement of existing parking and pedestrian area paving surfaces with materials of a different texture (stamped concrete or wood).
- All leasehold parcels must provide the necessary pedestrian walk, landscape, lighting, signing, and protective bollard fence systems within their leasehold where required. The minimum width for the pedestrian walkway should be 8 feet, or 6 feet with a 2 foot landscape/edge.

Harbor Edge



VI. Sources for Further Information

Questions concerning these standards should be directed to the City Planning Department of the City of Oceanside or to the Harbor District Offices.

This is a companion guide to the Harbor Precise Plan. These standards may be modified or supplemented from time to time.

Remember to thoroughly discuss your idea with the Harbor District and Oceanside Planning Department before you begin. These preliminary discussions are not mandatory but are encouraged to help avoid misunderstandings and costly redesign.

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City of Oceanside
LOCAL COASTAL PROGRAM

LAND USE PLAN SUPPLEMENT AND IMPLEMENTATION
PHASE FOR THE
SAN LUIS REY RIVER-STATE HIGHWAY 76

ADOPTED BY THE CITY COUNCIL
SEPTEMBER 19, 1984

PREPARED BY THE CITY OF OCEANSIDE

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I. INTRODUCTION

A. PURPOSE:

This report is intended to serve as a supplement to the City of Oceanside's Local Coastal Program for the State Route 76 corridor. The purpose of the analysis is in fulfillment of Coastal Act requirements, to:

1. Identify the most acceptable alternative for accommodating existing and planned transportation movement along the State Route 76 corridor, with the goal of improving public access to the Coastal Zone; and
2. Identify a concurrent program for protecting and enhancing the sensitive environmental resources along the San Luis Rey River.

B. PROJECT DESCRIPTION AND NEED:

Caltrans and the City of Oceanside have proposed to build an expressway bypass of existing Route 76 which would originate at the existing Interstate 5/Hill Street interchange, and run east through the San Luis Rey Narrows, joining with existing Route 76 at Frontier Drive, which is approximately 1.5 miles east of the Coastal Zone. A map of the Coastal Zone portion of the project is provided in Figure 1. The entire project, including portions both within and outside of the Coastal Zone is shown on Figure 2. Eventually, Route 76 is intended to be upgraded all the way to Interstate 15.

The first phase of the project (from I-5 to Frontier Drive) is a 4-lane expressway, with provision for 2 additional lanes. It will also include a paved class I bike lane on both sides. The right-of-way width is 202 feet and the length of the highway is 2.9 miles, 3/4 mile of which is within the Coastal Zone.

Existing State Route 76 (Mission Avenue) is a 4-lane arterial highway connecting Oceanside's older coastal area with the rapidly growing San Luis Rey Valley and County unincorporated communities of Fallbrook and Bonsall. It represents the only direct access for the 73,000 residents living in these areas to Oceanside's coastal zone.¹

¹1980 Federal Census

CITY OF OCEANSIDE
PLANNING DEPT.



1" = 4,000'
2,000' 4,000' 6,000'

ADOPTED ALIGNMENT
(PHASE I)

PHASE II

ENTIRE PROJECT CORRIDOR

ADOPTED ALIGNMENT (PHASE I) - I-5 TO FRONTIER DRIVE

PHASE II (PLANNED, BUT NOT A PART OF THE PROPOSED PROJECT) - FRONTIER
DRIVE TO CITY LIMITS

The westerly segment of existing Route 76 carries about 40,000 vehicle trips daily and during peak conditions traffic is seriously congested. It suffers a fatal accident rate 222% higher than comparable highways statewide.¹ The congestion on the highway also results in increased energy consumption, pollution, and delay.

The westerly segment of existing Route 76 from I-5 to Frontier Drive is particularly impacted because it is flanked by intensive commercial development, with numerous driveways and closely spaced cross streets. Because of these factors, it is not feasible to achieve stable traffic flow along the existing corridor.

The need for the Route 76 Bypass is expected to increase dramatically in the coming decade, as growth occurs in the San Luis Rey Valley and beyond. Over 10,000 dwelling units have been approved for development along the highway corridor in Oceanside. In addition, significant residential growth is expected to occur in Vista and unincorporated County territory east of Oceanside. The County has approved the development of a new industrial facility at I-15 and Route 76 which will employ 6,000 persons. CalTrans predicts that the traffic on existing Route 76 near I-5 would increase to 53,000 average daily trips by the year 2000, which is a 65% increase over existing traffic levels. At that traffic level, severe delays, congestion and a high accident rate are inevitable.

On three separate occasions, CalTrans has conducted analyses of twelve (12) alternatives for accommodating the existing and projected traffic growth along the Route 76 corridor. In each instance, CalTrans has concluded that the proposed alignment through the San Luis Rey Narrows represents the only feasible project alternative. The findings of CalTrans' most recent Alternatives Analysis are provided in Section IV.

¹California Transportation Commission,
1984 STIP Fact Sheet, March 22, 1984.

II. COASTAL ZONE ENVIRONMENTAL RESOURCES IN THE SAN LUIS REY RIVER VALLEY

A. HABITAT TYPES:

1. Wetlands:

Within the Coastal Zone area of the San Luis Rey River, the floodplain with its former extensive marsh system has been greatly altered by damming and other types of water diversion projects up river. However, the wetlands portion of this area is significant because it is part of an ecologically valuable resource. Between 1900 and 1970 at least 60 percent of the wetlands in Southern California were lost to development of some sort, i.e., filling, dredging, channelization, etc. For this reason, the remaining Southern California wetlands, degraded or not, have taken on greater importance.¹

¹U. S. Department of Transportation, Federal Highway Administration and State of California, Department of Transportation, Final Environmental Impact Statement, State Route 76 in Oceanside; 1978.

Open water habitat extends from the lagoon eastward past the Coastal Zone boundary in the "Narrows" area of the San Luis Rey River. (Refer to Figure 3.) The acreage encompassed in open water habitat is variable due to changes in discharges from Henshaw Dam as well as other factors. Tidal flushing, when it occurs, creates an environment which is part marine and part freshwater. The open water in the San Luis Rey River is capable of supporting a healthy population of fish that can withstand these saline/fresh water conditions. Mullet, a fish typically found in brackish water environments, is the most abundant fish present.¹

Other fish present are smelt, bluegill, bass, mosquito fish, crayfish (a crustacean) and, halibut, a fish of considerable economic importance which spends its early life stages in brackish water. These fish species not only have recreational values for sportfishing, but also provide an important food source for water fowl.

Freshwater marsh habitat is present along the river banks throughout the Coastal Zone area. There is extensive growth of freshwater marsh vegetation lining the main channel of the San Luis Rey River west of Interstate 5. East of Interstate 5 the freshwater marsh growth is not as thick, but it is still abundant. The dominance of reed-like water plants, such as cattails and tules, characterizes the freshwater marsh areas. These reedy plants are adjacent to the open water areas and provide refuge and nesting areas for the birds feeding in the river and adjacent habitats.

¹City of Oceanside, Local Coastal Program,
San Luis Rey River Specific Plan, January 1980

The salt marsh habitat in the Coastal Zone area is not distributed as extensively as the freshwater marsh species, but it is fairly well established. Patches of salt marsh are located underneath and just east of the AT&SF Railroad crossing on the southern side of the river and behind the water reed stands extending from the railroad crossing to the I-5 bridge. When tidal flushing is occurring, the salt marsh vegetation is subject to tidal inundation by the rising tide. The large salt marsh patch near the AT&SF trestle is inundated only at extreme high tides. Dominant plant species in the salt marsh areas are salt grass and pickleweed.

Wetlands, which consist of both fresh and salt water marshes, are considered to be a very valuable natural resource for several reasons:

- a) Wetlands support an enormous diversity of wildlife species, both indigenous and migratory.
- b) Wetlands provide spawning areas for many economically important fish species.
- c) Wetlands are a scarce resource which has been seriously depleted during this century.
- d) Wetlands serve as a natural pooling area for flood waters thereby minimizing flood hazards.
- e) Wetlands serve as a natural filter system. Harmful and toxic substances are substantially removed from the water and deposited in the sediment before the water reaches the ocean.

2. Riparian Habitat:

Riparian habitat is present in several areas of the river. Riparian vegetation is a mixture of different plant and tree species which live in close conjunction with water, i.e., in areas with a high water table or areas that are subject to periodic flooding. These areas are characterized by the presence of willows, poplars, cottonwoods, oaks and sycamores. Riparian habitat areas are found throughout the San Luis Rey River system usually above the freshwater reed stands at elevations which are not consistently covered by water. Significant stands of riparian habitat are located east of the I-5 over-crossing on both the north and south banks of the river. East of Loretta Street, riparian habitat is extensive in dry areas of the river channel.

In Lawrence Canyon, there are two drainage courses which receive run-off from the Eastside community. One is located behind the Laurel Elementary School, the other runs down the canyon from near McNeil and Shoshone Streets. West of Loretta Street a spoil bank was created by a gravel pit operation occurring between Loretta Street and Eighth Street. This spoil bank was partially cleared to prevent flood damage during the winter storms of 1982-83. East of Loretta Street, the floodplain is a relatively continuous riparian woodland.

Riparian woodland is extremely important for wildlife, comprising only 0.4 percent of the total vegetation in San Diego County. The ecological value of riparian habitat stems from its diversity, vegetation communities, presence of surface waters, highly varied aged stands, and the high ratio of edge environments between different vegetation types.

3. Southern California Grassland:

Southern California Grassland habitat is present in separate areas of the river environs. This habitat is composed of annual grass and weed species which, in the case of the San Luis Rey River, have established themselves on disturbed sites. In the lagoon area there is a large open grassland on the south side between the AT&SF Railroad and I-5 that resulted when fill was placed over the

existing wetland at the time I-5 was being constructed in the early 1960's. On the north bank east of the Oceanside Harbor East Parking Lot there is another grassland site. East of I-5 between the river and North Nevada Street, there is a 12-acre spoil bank with grassland habitat that is in a transitional stage to a more stable Coastal Sage Scrub community. Lawrence Canyon has an abundance of grassland habitat. All of the grassland sites have been severely disturbed by human activities (Refer to Figure 4).

Adjacent to Loretta Street as on the north side of the river as it leaves the Coastal Zone is a grassland habitat that hugs both slopes. This grassland is undisturbed compared to the other areas.

All grasslands in the San Luis Rey vicinity appear to be transitional ecosystems that are moving towards the more stable Coastal Sage Scrub habitat. Grasslands provide a food source for birds who feed on seed and provide limited habitat for reptiles, mammals, and birds who live within this ecosystem. The grassland habitat which is proposed to be restored to riparian habitat has no significant resource value.

4. Coastal Sage Scrub:

The Coastal Sage Scrub vegetation community is located in the higher and more arid portions of the Coastal Zone area of the San Luis Rey River. This habitat type is native to Southern California and is by no means unique to the San Luis Rey River drainage. It is the most common natural habitat type in San Diego County. The sage scrub community is limited largely to the steep walls of the canyon on the north and south sides of the river and the steep westerly wall of Lawrence Canyon.

The Coastal Sage Scrub community is a valuable habitat type for maintaining slope stability and because it is an indigenous community. The Coastal Sage Scrub also provides complementary upland habitat to the riparian corridors along the river, thus adding to the overall ecosystem diversity and value. The two rare plants: Dudleya viscida and Dichondra occidentalis are found within this community.

B. FUNCTIONAL RELATIONSHIP BETWEEN HABITAT TYPES:

The San Luis Rey River floodplain within the project corridor has biological significance because; 1) it functions as a natural ecosystem with great diversity surrounded by a highly urbanized area; 2) it is an important locality for rare and endangered plants and endangered bird species; 3) it is an area which has an unusual and interesting population of hybrid oaks; and it is the northern range limit of two plant species. The plant communities previously described have interrelationships that tend to indicate that the San Luis Rey River is a single functioning ecosystem. The floral composition, 126 species in 46 families, is indicative of the diversity and the stability of this ecosystem. This diversity of habitat, along with the presence of surface water has resulted in a significant amount of valuable edge or interface environments between different habitat types.

C. SPECIES LISTS:

Table 1¹

FLORA SPECIES LIST OF THE NARROWS
OCEANSIDE, CALIFORNIA

The following plant list follows the order and nomenclature presented in A Flora of Southern California (Munz, 1974). Ferns and plant community designations follow Plant Communities of Southern California (Thorne, 1976).

Plant community codes used in the species list:

- SM - Coastal Salt Marsh (salt-flat succulent)
- FM - Freshwater Marsh
- RW - Riparian Woodland
- SC - Southern Coastal Sage Scrub - Maritime Sage Scrub
- R - Roadside/highly disturbed areas
- * - Indicates non-native plant species

<u>Scientific Name</u>	<u>Common Name</u>	<u>Community</u>
<u>Class: Lycopsidea -</u>		
<u>Selaginella bigelovii</u>	Little Club Moss	SC
<u>Class: Pteropsida -</u>		
<u>Polypodium californicum</u>	California Polypody	SC
<u>Adiantum jordanii</u>	California Maidenhair Fern	SC
<u>Pellaea mucronata</u>	Bird's Foot Fern	SC
var. <u>mucronata</u>		
<u>Pityrogramma triangularis</u>	Goldenbacked Fern	SC
var. <u>triangularis</u>		
<u>P.T. var. viscosa</u>	Silverbacked Fern	SC

¹California Department of Transportation, Biological Resources Analysis of the Narrows - San Luis Rey River, Oceanside, California; 1979.

<u>Scientific Name</u>	<u>Common Name</u>	<u>Community</u>
<u>Subclass: Dicots -</u>		
* <u>Carpobrotus Edulis</u>	Hottentot Fig	R
* <u>Gasoul crystallinum</u>	Ice Plant	R
<u>Rhus integrifolia</u>	Lemonadeberry	SC
<u>R. Laurina</u>	Laurel Sumac	SC
<u>Toxicodendron diversilobum</u>	Poison Oak	SC,RW,R
* <u>Conium maculatum</u>	Poison Hemlock	RW
<u>Foeniculum vulgare</u>	Sweet Fennel	SC,RW
<u>Sanicula crassiacaulis</u>	Snake Root	RW
<u>Achillea millefolium</u>	Yarrow	SC
var. <u>californica</u>		
<u>Artemesia californica</u>	Coastal Sagebrush	SC
<u>A. douglasiana</u>	Mugwort	SC,RW,R
<u>A. dracunculus</u>	Dragonsagewort-tarragon	SC
<u>Bacharis glutinosa</u>	Mulefat	RW,R
<u>B. pilularis</u>	Coyote Bush	SC,RW,R
ssp. <u>consanguinea</u>		
<u>Cirsium occidentale</u>	Thistle	RW,R
* <u>C. vulgare</u>	Bullthistle	R
* <u>Cotula coronopifolia</u>	Brass Buttons	R
<u>Encelia californica</u>	Encelia	SC,R
<u>Eriophyllum confertiflorum</u>	Golden Yarrow	SC
var. <u>confertiflorum</u>		
<u>Gnaphalium palustre</u>	Lowland Cudweed	SC,R
* <u>G. luteo - aalbum</u>	Cudweed Everlasting	R
<u>Happlopappus squarrosus</u>	Common Haxardia	SC,R
ssp. <u>grindeloides</u>		
<u>Helianthus annus</u>	Common Sunflower	SC,R
ssp. <u>lenticularis</u>		
<u>Heterotheca grandiflora</u>	Telegraph Weed	SC,RW,R
<u>Opuntia oricola</u>	Prickly Pear	SC
<u>O. parryi</u> var. <u>parryi</u>	Valley Cholla	SC
<u>Isomeric arborea</u>	Bladderpod	SC
* <u>Silene gallica</u>	Catchfly	SC,R
<u>Lonicera subspicata</u>	Honeysuckle	SC
var. <u>johnstonii</u>		
<u>Sambucus mexicana</u>	Elderberry	SC,RW
* <u>Atriplex semibaccata</u>	Australian Saltbush	R
<u>A. watsonii</u>	Saltbush	RW,R
* <u>Chemopodium album</u>	Lamb's Quarters	R
<u>Salicornia subterminalis</u>	Pickleweed	SM
* <u>Salsola iberica</u>	Russian Thistle	RW,R
<u>Calystegia macrostegia</u>	Morning Glory	SC
ssp. <u>tenuifolia</u>		
<u>Dichondra occidentalis</u>	Western Dichondra	SC
<u>Dudleya lanceolata</u>	Live-forever	SC
<u>D. Pulverulenta</u>	Chalk Dudleya	SC
<u>D. viscida</u>	Viscid (sticky) Dudleya	SC

<u>Scientific Name</u>	<u>Common Name</u>	<u>Community</u>
<u>Cucurbita foetidissima</u>	Catabazilla	SC
<u>Marah macrocarpus</u>	Manroot	SC,RW
<u>*Cuphorbid puplus</u>	Petty Spurge	R
<u>*Ricinus communis</u>	Castor Bean	R
<u>Astragalus trichopodus</u>	Southern California	SC
<u>ssp. leucopis</u>	Locoweed	
<u>Lotus scoparius</u>	Deerweed	SC
<u>ssp. scoparius</u>		
<u>Lupinus concinnus</u>	Dwarf Lupine	SC,R
<u>Vicia americana</u>	Vetch	SC
<u>Quercus agrifolia</u>	Coast Live Oak	SC
<u>*Erodium botrys</u>	Filaree, Storksbill	SC,R
<u>*E. Cicutarium</u>	Filaree	SC,R
<u>*E. moschatum</u>	Storksbill	SC,R
<u>Phacelia parryi</u>	Phacelia	SC
<u>Pholistoma auritem</u>	Fiesta Flower	SC
<u>*Marrubium vulgare</u>	Horehound	RW,R
<u>Salvia apiana</u>	White Sage	SC
<u>S. mellifera</u>	Black Sage	SC
<u>Malcothamnus faciculatus</u>	Bush Mallow	SC,R
<u>var. faciculatus</u>		
<u>*Malva parviflora</u>	Cheeses	R
<u>Miragilis californica</u>	Wishbone Bush	SC
<u>var. californica</u>		
<u>Plantago erecta</u>	California Plantain	SC,R
<u>ssp. erecta</u>		
<u>Platanus racemosa</u>	Sycamore	SC
<u>Eriogonum fasciculatum</u>	Buckwheat	SC,R
<u>ssp. fasciculatum</u>		
<u>*Rumex crispus</u>	Curly Dock	R
<u>R. hymenosepalus</u>	Wild Rhubarb	RW,R
<u>*R. pulcher</u>	Fiddle Dock	R
<u>*Anagallis arvensis</u>	Scarlet Pimpernel	RW,R
<u>Dodecatheon clevelandii</u>	Shooting Star	SC
<u>ssp. clevelandii</u>		
<u>Clematis leugusticifolia</u>	Virgin's Bower	SC
<u>*Silybum marianum</u>	Milk Thistle	R
<u>*Taraxacum officinale</u>	Common Dandelion	R
<u>Xanthium stumarium</u>	Cocklebur	RW,R
<u>var. canadense</u>		
<u>*Brassica nigra</u>	Black Mustard	SC,RW,R
<u>*R. rapa ssp. sylvestois</u>	Field Mustard	SC,RW,R
<u>*Capsella bursa-pastoris</u>	Shepard's Purse	R
<u>Cardamine californica</u>	Toothwort	SC
<u>*Lobularia maritima</u>	Sweet Alyssum	R
<u>*Raphanus sativus</u>	Wild Radish	R
<u>*Sisymbrium irio</u>	London Rocket	R

<u>Scientific Name</u>	<u>Common Name</u>	<u>Community</u>
<u>*S. officinalis</u>	Hedge Mustard	R
<u>Mammillaria dioica</u>	Fishhook Cactus	SC
<u>Adenostoma fasciculatum</u>	Chamise	SC,R
<u>Cercocarpus minutiflorus</u>	Mountain Mahogany	SC
<u>Heteromeles arbutifolia</u>	Tyon	SC
<u>Rosa californica</u>	California Wild Rose	SC
<u>Rubus ursinus</u>	Wild Blackberry	SC,RW
<u>Rhamnus ilicifolia</u>	Buckthorn	SC
<u>Galium nuttalli</u>	Bedstraw	SC
<u>ssp. nuttalli</u>		
<u>Cneroidum dumosum</u>	Bushrue	SC
<u>Populus fremonti</u>	Cottonwood	RW
<u>Salix lasiolepis</u>	Arroyo Willow	RW
<u>var. lasiolepis</u>		
<u>S. Hindsiana</u>	Sandbar Willow	RW
<u>Jepsonia parryi</u>	Jepsonia	SC
<u>Ribes speciosum</u>	Fuchsia Flowered Gooseberry	SC
<u>Antirrhinum nuttallianum</u>	Wild Snapdragon	SC
<u>Castilleja affinis</u>	Paintbush	SC,R
<u>var. affinis</u>		
<u>C. foliolosa</u>	Paintbush	SC,R
<u>Keckiella cordifolia</u>	Hear-leaved Penstemon	SC
<u>Mimulus longiflorus</u>	Monkey Flower	SC
<u>Datura metloides</u>	Jimson Weed	SC,RW,R
<u>Lycium californicum</u>	Box Thorn	SC
<u>*Nicotiana glauca</u>	Tree Tobacco	SC,RW,R
<u>Solanum douglasii</u>	Nightshade	SC
<u>*S. nodiflorum</u>	Nightshade	SC
<u>*Tamarix parviflora</u>	Tamarisk	RW,R
<u>Urtica holosericea</u>	Nettle	RW,R
<u>*U. urens</u>	Dwarf Nettle	SC,R

Subclass Monocots

<u>Dichelostemma pulchella</u>	Wild Hyacinth	SC
<u>*Zantedeschia aethiopica</u>	Calla-lily	RW
<u>Scirpus robustus</u>	Bulrush	RM
<u>Juncus mexicanus</u>	Rush	SM
<u>*Asparagus asparagoides</u>	Baby Smilax	RW,SC
<u>var. myrtifolius</u>		
<u>*Arundo donax</u>	Giant Reed	RW,R
<u>*Avena barbata</u>	Wild Oat	SC,R
<u>*A. fatua</u>	Wild Oat	SC
<u>*Cynodon dactylon</u>	Bermuda Grass	R
<u>*Digitaria sanguinalis</u>	Crabgrass	R
<u>Typha angostifolia</u>	Cattail	SM
<u>T. latifolia</u>	Cattail	FM

D. RARE AND ENDANGERED SPECIES:

The portion of the San Luis Rey River Valley which lies within the Coastal Zone boundaries contains populations of two rare plant species: Sticky Liveforever (Dudleya viscida) and Western Dichondra (Dichondra occidentalis). The Dudleya population in the Coastal Zone consists of approximately 4,625 individuals on the south side of the San Luis Rey River, immediately adjacent to the adopted alignment of Route 76. Several other population clusters occur within the Coastal Zone in the San Luis Rey River bottom. A population of several thousand occurs on the north slopes of the river and a second cluster occurs south of the proposed highway project along Lawrence Canyon. While exact counts of the number of individuals do not exist for these other areas, it has been estimated that the number of individuals that would be impacted by the highway project would not exceed 25 percent of the population found within the Coastal Zone of the San Luis Rey River Valley.¹

Dichondra occidentalis was previously proposed for endangered status but has now been removed from consideration as a result of biological surveys associated with the Route 76 project. The current status of this species remains "rare". A total area of 10,300 square feet containing Dichondra occidentalis would be impacted by the highway project. This includes a 400 square foot area which represents all of the known population of this species in the Coastal Zone area of the San Luis Rey River.² However, the Dichondra is known to grow in numerous other locations. Approximately 13 of 31 known populations of Dichondra occidentalis occur within the Coastal Zone of San Diego County ranging from the International Border to the San Luis Rey River.

¹Caltrans, Coastal Addendum to the Biological Resources Analysis of the Narrows - San Luis Rey River, Oceanside, California; John P. Rieger, July, 1980

²Ibid.

The California Least Tern, a migratory shore bird which is on the Federal Endangered Species List, has been observed foraging near the mouth of the San Luis Rey River on numerous occasions. No other Federally listed rare or endangered wildlife species are known to inhabit the Coastal Zone area of the San Luis Rey River.

The U. S. Fish and Wildlife Service Coordination Act Report for the San Luis Rey River Flood Control Project lists least Bell's vireo as a "rare summer migratory" species in the project area. The report also noted that least Bell's vireo, which is a subspecies of the Bell's vireo, nests in the narrows and in the reach between Foussat Road and the narrows.¹

The least Bell's vireo is listed as a State endangered species by the California Department of Fish and Game. At the Federal level, the least Bell's vireo is currently classified as a Category 1 candidate for Federal listing as an endangered species. This category applies to species which are recommended to receive top priority consideration. At present, an information package regarding the status of least Bell's vireo has been forwarded to Washington, D. C., and is under review for proposal and listing on the Federal list of threatened and endangered species.²

¹U. S. Army Corps of Engineers, San Luis Rey River, Phase I, GDM Main Report and Supplemental Final EIS; July, 1981.

²U. S. Department of the Interior Fish and Wildlife Service, Laguna Niguel, California personal communication; August 1984.

III. EFFECT OF THE PROJECT ON COASTAL ZONE RESOURCES

The most serious effect that the project will have on Coastal Zone resources is the removal of native vegetation and associated wildlife habitat values. Vegetation removal will effect two rare plant species: 1) Dudleya viscida; and 2) Dichondra occidentalis. However, this potential loss will be mitigated by transplanting individuals of Dudleya onto cut slopes created during construction of the expressway and acquiring adjacent populations. Construction of the highway will also create a barrier to animal movement, particularly small mammals. This barrier effect will be offset by the provision of culverts and ponds on the south side of the highway.

The proposed Route 76 Expressway will introduce a new noise source (traffic noise) along the entire project corridor. However, most noise-sensitive land uses are distant enough from the traffic lanes that the impact will not be significant. Noise impacts to wildlife are unknown at this time.

Some temporary impacts to water quality are expected to occur during the construction phase of the project. The construction contractor will be required to implement the measures described in the mitigation program. Long term project effects on water quality are not anticipated to be significant.

Construction of the project will have beneficial effects on recreational use in the Coastal Zone by greatly improving access from the San Luis Rey River Valley to the beaches and to the Oceanside Small Craft Harbor. In addition, the project will provide improvements to the existing footpath and a new Class 1 bikeway to enhance non-motorized access to the river corridor and coastal areas.

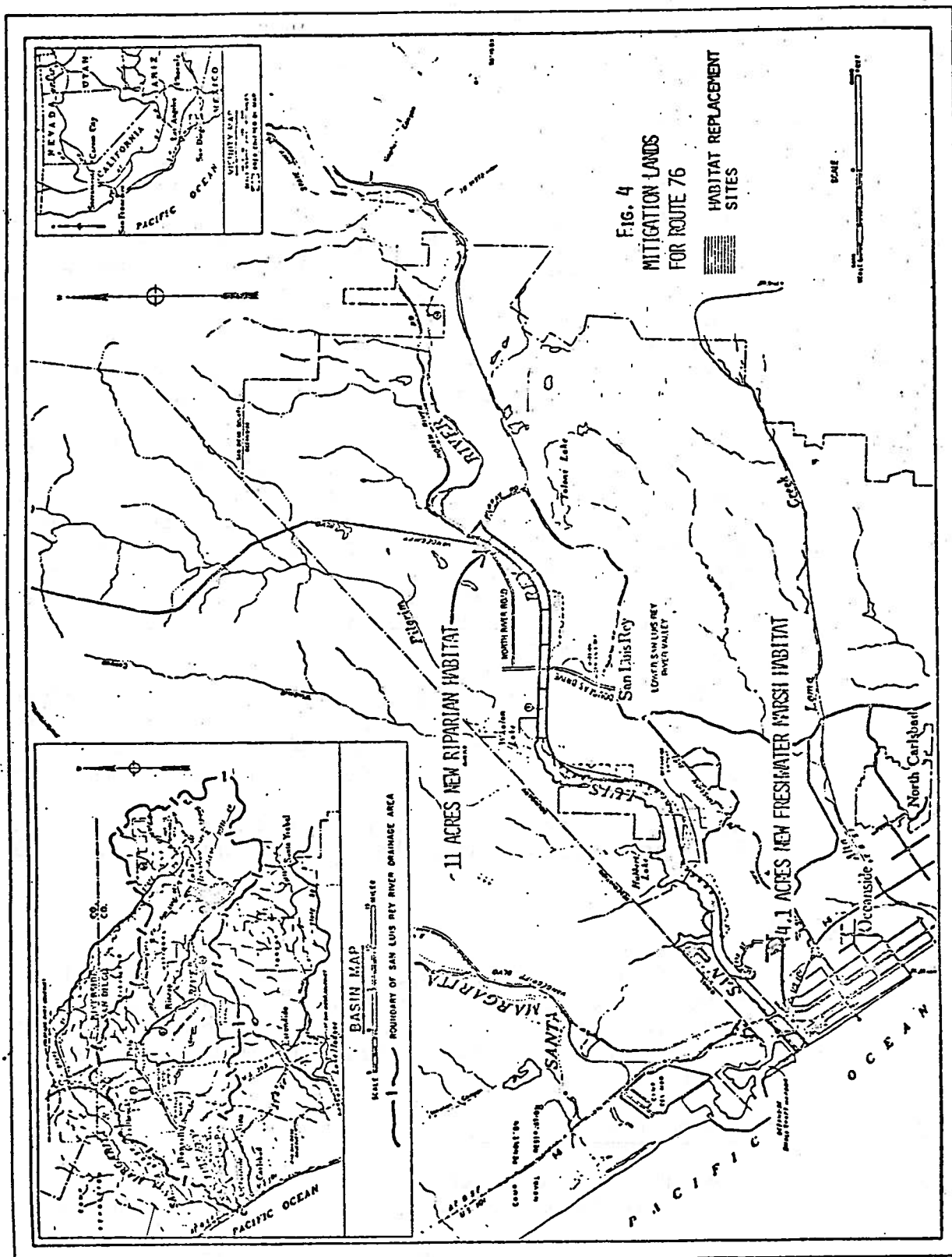
The proposed expressway will have a substantial effect on the aesthetic values of the San Luis Rey River corridor within the Coastal Zone by replacing open space with a transportation facility. However, the proposed fill structure of the highway is of a size and proportion that will not overpower the environment visually. Proper revegetation using native plant species will make the project visually compatible with the surrounding area.

IV. MITIGATION PROGRAM

Caltrans and the City of Oceanside have proposed an extensive and comprehensive mitigation program to offset both short-term and long-term project impacts. Mitigation measures pertaining to biological impacts have been developed following consultation with the U. S. Fish and Wildlife Service and the California Department of Fish and Game. Mitigation measures proposed for impacts in the other areas are based upon several years of project-specific field studies and literature research. The mitigation program discussed below will reduce impacts to below levels of significance in all areas except biological resources, in which case, impacts have been reduced to acceptable levels through the combination of the mitigation program and the City's commitment to long-term management of biological resource areas.

A. BIOLOGICAL RESOURCES:

1. Redesign of the project to move the highway away from the river corridor has reduced riparian impacts from 33 acres to 14.6 acres.
2. Mitigation shall be provided for any destruction of riparian habitat or other environmentally sensitive habitat on an in-kind, one-acre-replaced to one-acre-destroyed, basis. Replacement species shall be maintained through a management program for a period of five years following replanting to assure successful revegetation; should any portion of the revegetation plan prove unsuccessful, replanting shall be provided within the five year management period. (Refer to Figure 4.)
3. All affected populations of Dudleya viscida in the project corridor will be transplanted to the north facing slopes along the expressway.
4. A habitat acquisition program will be implemented to offset impacts to Dichondra occidentalis in the remainder of the project corridor.
5. A 75 foot wide buffer area will be constructed if possible between the expressway and the riparian habitat along the river by over-covering the rip rap boulders on the downslope with top soil and planting native vegetation.
6. All graded slopes will be revegetated with appropriate native coastal sage scrub species thereby providing habitat value.



7. A design change which involves the relocation of the bike path to the top of the expressway downslope will be effectuated resulting in a reduction of riparian habitat loss by 3.1 acres in the overall project area and .4 acres in the Coastal Zone. (Refer to Figure 5.)
8. A program of advance mitigation or "mitigation banking" will be implemented which will substantially offset the short-term construction impacts associated with the project. The advance mitigation program will include acquisition and enhancement of offset habitat areas under the supervision of the State Department of Fish and Game in advance of actual project construction, thus eliminating any short term loss of habitat value.
9. The Route 76 alignment is limited to the "downscoped" right-of-way of 188 feet in width and shall be located as far south in the valley as is feasible. In addition, CalTrans shall reduce the right-of-way an additional 20 feet in width, providing that such reduction does not jeopardize the safety of the facility. The bike route shall be located on the top of the fill embankment.
10. A buffer strip adequate to protect coastal wetlands shall be provided around the perimeter of all areas, and shall be maintained in a natural state. Such buffers shall generally be of 100 feet in width unless a more narrow area is determined adequate for resource protection in consultation with the Department of Fish and Game.

B. NOISE:

1. If found to be required, sound attenuation devices could be provided to assure that exterior noise levels in residential areas along the expressway corridor will not exceed 65 dBA CNEL.

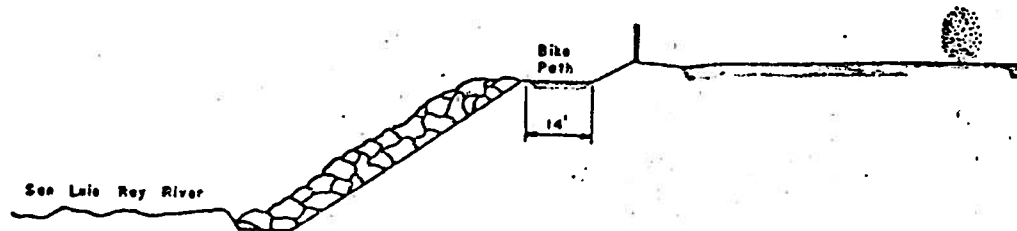
C. HYDROLOGY/WATER QUALITY:

1. The preferred alternative is the alternative that involves the least amount of earthwork.
2. No grading will be done during the rainy season, thereby substantially decreasing erosion and sedimentation impacts.

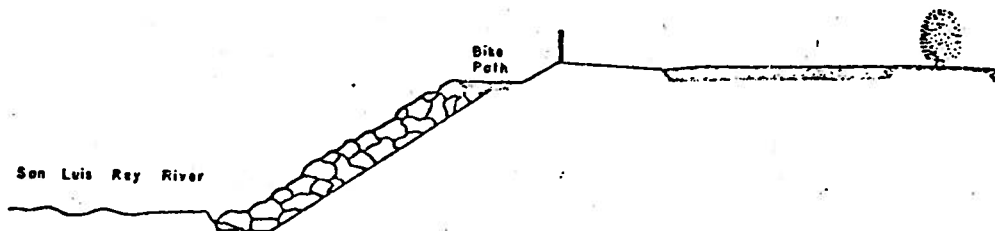
3. Storm water drainage from the expressway will be carried on the south side of the expressway then channeled through sediment traps before being discharged into the river.
4. The proposed highway shall be constructed in accordance with all CalTrans flood protection standards, and shall be compatible with the proposed San Luis Rey River Flood Control Project. To insure compliance with this policy, a hydrologic analysis of the proposed project under the impact of a 100-year frequency flood event shall be prepared by the project applicant.
5. The final project design shall include specific provisions to minimize grading in order to limit erosion and sediment run-off and in order to minimize alteration of natural land forms to preserve scenic values. These provisions shall include a requirement that permitted drainage systems limit the rate of run-off to that which insures the maintenance of long term environmental productivity of the site; means to accomplish this may include the use of on-site catchment basins, desilting basins, and subsurface drains with energy dissipaters. In addition, the plan shall provide for revegetation of all graded areas and for a restriction of grading activities during the rainy season. To the extent that additional grading would assist in preservation of riparian habitat areas, such as through elimination of gradual slopes and installation of retaining walls, such means shall be utilized.

D. RECREATION:

1. Human access to the river corridor will be concentrated on the north side of the river by providing improvements and long-term maintenance for the existing footpath. Improvements will include such features as signing, trail improvements, scenic overlooks, etc.
2. A Class 1 bikeway will be constructed atop the downslope bank of the expressway. The bikeway will be designed to tie in to the bikeway proposed as part of the Corps of Engineers San Luis Rey River Flood Control project.



A. As originally proposed



B. Modified design

Fig. 5

Modified bike lane design to mitigate riparian habitat loss by 2.7 acres. (.4 acres in the Coastal Zone).

Table 2

BIRD SPECIES OBSERVED IN THE NARROWS
STUDY AREA AND HABITS OF OCCURRENCE

Habitat Codes by frequency of use:

Cs - Coastal Sage Scrub/Maritime Sage Scrub
Fw - Freshwater Marsh
G - Southern California Grassland
R - Riparian Woodland
D - Disturbed, graded

<u>Scientific Name</u>	<u>Common Name</u>	<u>Habitats Observed</u>
<u>Ardea herodias</u>	Great Blue Heron	Fw
<u>Butorides virescens</u>	Striated Heron	Fw,R
<u>Anas platyrhynchos</u>	Mallard	Fw
<u>Oxyura jamaicensis</u>	Ruddy Duck	R
<u>Planus leucurus</u>	White-tailed Kite	R
<u>Buteo jamaicensis</u>	Red-tailed Hawk	R,Cs
<u>Buteo lineatus</u>	Red-shouldered Hawk	R,Cs
<u>Circus cyaneus</u>	Marsh Hawk	R,Cs
<u>Falco sparverius</u>	American Kestrel	Cs
<u>Lophortyx californicus</u>	California Quail	Cs,D
<u>Gallinula chloropus</u>	Common Gallinule	Fw
<u>Fulica americana</u>	American Coot	Fw
<u>Charadrius vociferus</u>	Killdeer	G,Fw
<u>Zenaida macroura</u>	Mourning Dove	Cs,D
<u>Geococcyx californianus</u>	Roadrunner	Cs
<u>Aeronautes saxatalis</u>	White-throated Swift	Fw
<u>Archilochus alexandri</u>	Black-chinned Hummingbird	Cs
<u>Calypte costae</u>	Costa's Hummingbird	Cs,R
<u>Calypte anna</u>	Anna's Hummingbird	R,Cs,G
<u>Megaceryle alcyon</u>	Belted Kingfisher	Fw,R
<u>Colaptes auratus</u>	Common Flicker	G,Fw
<u>Dendrocopos pubescens</u>	Downy Woodpecker	R
<u>Myiarchus cinerascens</u>	Ash-throated Flycatcher	R,Cs
<u>Sayornis nigricans</u>	Black Phoebe	Fw,R
<u>Conotopus sordidulus</u>	Western Wood Pewee	R
<u>Stelgidopteryx ruficollis</u>	Rough-winged Swallow	Fw,R
<u>Petrochelidon pyrrhonota</u>	Cliff Swallow	Fw,R
<u>Aphelocoma coerulescens</u>	Scrub Jay	Cs
<u>Corvus corax</u>	Common Raven	R,G
<u>Psaltiriparus minimus</u>	Common Bushtit	Cs
<u>Chamaea fasciata</u>	Wrentit	Cs,R
<u>Mimus polyglottas</u>	Mockingbird	Cs
<u>Toxostoma redivivum</u>	California Thrasher	Cs
<u>Polioptila caerulea</u>	Blue-gray Gnatcatcher	Cs
<u>Regulus calendula</u>	Ruby-crowned Kinglet	Cs
<u>Lanius ludovicianus</u>	Loggerhead Shrike	Cs

<u>Scientific Name</u>	<u>Common Name</u>	<u>Habitats Observed</u>
<u>Vireo bellii</u>	Bell's Vireo	R
<u>Vermivora cleata</u>	Orange-crowned Warbler	R
<u>Dendroica petechia</u>	Yellow Warbler	
<u>Dendroica coronata</u>	Yellow-rumped Warbler	R, Cs
<u>Geothlypis trichas</u>	Common Yellowthroat	Fw, R
<u>Icteria virens</u>	Yellow-breasted Chat	R
<u>Agelaius phoeniceus</u>	Redwinged Blackbird	Rw, G, D
<u>Icterus galbula bullockii</u>	Bullock's Oriole	R
<u>Euphagus cyanocephalus</u>	Brewer's Blackbird	R
<u>Molothrus ater</u>	Brown-headed Cowbird	R
<u>Pheucticus melanocephalus</u>	Black-headed Grosbeak	R
<u>Carpodacus mexicanus</u>	House Finch	G, R
<u>Spinus tristis</u>	American Goldfinch	R
<u>Spinus psaltria</u>	Lesser Goldfinch	R
<u>Pipilo erythrophthalmus</u>	Rufous-sided Towhee	Cs, R
<u>Pipilo fuscus</u>	Brown Towhee	G, Cs
<u>Junco hyemalis</u>	Dark-eyed Junco	G
<u>Zonotrichia leucophrys</u>	White-crowned Sparrow	G, Fw
<u>Melospiza melodia</u>	Song Sparrow	C, R, Fw

Table 3

MAMMAL SPECIES OBSERVED OR DETECTED
IN THE NARROWS STUDY AREA

* - Indicates species reported but not confirmed during field study.

<u>Scientific Name</u>	<u>Common Name</u>
<u>Sylvilagus bachmani</u>	Brush Rabbit
<u>Spermophilus beecheyi</u>	California Ground Squirrel
<u>Thomomys bottae</u>	Botta's Pocket Gopher
<u>Neotoma fuscipes</u>	Dusky-footed Woodrat
<u>Microtus californicus</u>	California Vole
<u>Mus musculus</u>	House Mouse
<u>Procyon lotor</u>	Raccoon
<u>Canis familiaris</u>	Domestic Dog
<u>Felis rufus</u>	Bobcat
* <u>Canis latrans</u>	Coyote
* <u>Mephitis mephitis</u>	Striped Skunk
* <u>Didelphis virginiana</u>	Virginia Opossum

Table 4

AMPHIBIANS AND REPTILES EXPECTED TO
OCCUR IN THE STUDY AREA

Habitat and Reference Codes:

<u>Scientific Name</u>	<u>Common Name</u>	<u>Habitat</u>
<u>-Amphibians-</u>		
<u>Ensatina e. eschscholtzi</u>	Monterey Salamander	R
<u>Batrachoseps attenuatus</u>	California Slender Salamander	Cs
<u>Hyla regilla</u>	Pacific Treefrog	R
<u>Bufo boreas</u>	Western Toad	R, Cs
<u>Rana catesbiana</u>	Bullfrog (non-native)	R
<u>-Reptiles-</u>		
<u>Eumeces skiltonianus</u>	Western Skink	Cs, R
<u>Gerrohonotus multicarinatus webbi</u>	Southern Alligator Lizard	R
<u>Thamnophis ordinoides</u>	Western Aquatic Gartersnake	R
<u>Uta stansburiana</u>	Side-blotched Lizard	Cs
<u>Pituophis melanoleucus</u>	Gophersnake	Cs
<u>Lampropeltis getulus</u>	Common Kingsnake	Cs
<u>*Sceloporus occidentalis</u>	Western Fence Lizard	Cs
<u>*Crotalus ruber ruber</u>	Red Diamond Rattlesnake	Cs
<u>*C. viridis helleri</u>	Pacific Rattlesnake	Cs
<u>*C. mitchelli</u>	Speckled Rattlesnake	Cs
<u>*Hypsiglena torquata klauberi</u>	San Diego Spotted Night Snake	Cs

Table 5

FISHES REPORTED FROM THE SAN LUIS REY RIVER
AT THE NARROWS

Scientific Name

Common Name

-Freshwater Species-

Micropterus salmoides (Lacepede)
Lepomis cyanellus (Rafinesque)
Lepomis macrochirus (Rafinesque)
Ictalurus nebulosus (Le Sueur)
Gambusia affinis (Baird and Girard)

Largemouth Bass
Green Sunfish
Bluegill
Brown Bullhead
Mosquitofish
(non-native)

-Saltwater Species-

Atherinops affinis
Paraalichthys californicus
Mugil cephalus

Topsmelt
California Halibut
Striped Mullet

This alignment would also occupy vacant land in the San Luis Rey Valley that is informally used for recreation (hiking, bird watching, etc.). An expressway would represent a barrier to valley access for some recreational users. There are no known mitigation measures which could restore all qualities of the urban open space which would be lost.

- g) Growth Inducement - No significant effect is expected. This alternative may support infilling near the central business district and industrial development near the Oceanside Airport.
- h) Noise - This new alignment could result in nearly 40 homes between I-5 and Walton Street being subjected to increased noise levels up to 10 dBA. This would be perceived as a doubling of the noise level. Noise walls could reduce the predicted noise level increases to a level of insignificance.
- i) Historical/Archaeological - No impacts expected; no recorded archaeological sites or historical resources are within the area of impact.
- j) Sensitive Habitat - Approximately two acres of riparian woodland will be impacted. No freshwater marsh will be affected. No coastal zone wetlands area will be affected. A South Canyon Rim Alignment would impact approximately 2,000 individual Viscid Dudleya plants and 9,000 square feet of Western Dichondra, and could potentially impact the Least Bell's Vireo through destruction of this species habitat area (although this species has not been observed in the area affected by this alignment).

Riparian woodland and western dichondra habitat would be replaced on a 1:1 basis. Impacts to the Viscid Dudleya would be mitigated by transplantation and acquisition of existing habitat.

- k) Aesthetic/Visual - This alternative would require about one-half mile of fill with an approximately 2:1 slope, and about 1,000 feet of cut slope approximately 20 feet high. Along the south canyon rim (Oceanside Terrace neighborhood), a combination retaining wall/noise wall about 25 feet high could be required on the south side of the highway. Where the South Canyon Rim Alignment descends from the residential plateau to join the adopted alignment, a major land form change will result from the considerable amount of fill required in the canyon north of Willow Junior High School.

The visual impact of this alternative's cut and fill slopes can be partially minimized through re-vegetation measures utilizing native species. The visual impact of the retaining wall can be minimized through use of vegetative screening such as ivy or trees. In the same area, an earthen berm could be left along most of the north side of the highway to screen it from residents on the north canyon rim. However, even with mitigations, this would be a significant degradation of the existing visual setting.

3. Transportation Effects:

The South Rim Alternative would function essentially the same as the adopted alignment alternative. It would accommodate 4 lanes of traffic, with provision for 2 additional lanes when traffic warrants it and a potential additional truck lane on the steepest grade.

The bridge over Loretta Street would restrict access to the expressway from Lawrence Canyon. While they may be good for the expressway traffic, it will route Lawrence Canyon trips down to Mission Avenue via internal residential streets, which is not desirable.

4. Cost:

The cost of the South Rim Alternative is as follows:

Right-of-way	\$17.1 million
Construction	14.9 million
Mitigation	.3 million
TOTAL	<u>\$32.3 million</u>

E. SOUTH ALIGNMENT ALTERNATIVE:

1. Description:

This alternative is between the south rim alternative and Mission Avenue; however, it has the same termini as the adopted alignment alternative and the south rim alternative. It begins at I-5 and Hill Street, traverses Lawrence Canyon north of Laurel School, passes through the Oceanside Terrace neighborhood at Loretta Street, then continues east through a canyon north of Jefferson Junior High School and the abandoned shooting range to join the adopted alignment west of the airport. It has two 12-foot lanes in each direction and a 22-foot median, with no provision for future widening or a separate bike path. The design calls for 3000-foot radius curves and a maximum grade of 4.8 percent. An over crossing will be constructed at Langford Street to maintain access with the community north of the expressway.

2. Summary of Environmental Effects:

- a) Right-of-Way Displacement - Potential displacements include: 62+ residential units, three businesses, and five airport hangars. This alignment will require the acquisition of approximately 50 acres of industrial land. Impacts would be mitigated through the right-of-way negotiation process and the Relocation Assistance Program.

- b) Community Disruption/Relocation - The South Alignment would result in significant effects to community cohesion. It would divide the Oceanside Terrace neighborhood and create a barrier effect to Laurel Elementary School and Joe Balderrama Park if Loretta Street access is not provided; however, the Loretta Street crossing of the San Luis Rey River was washed out several years ago and has not been repaired. The proposed project would also represent a substantial change for neighborhood residents. Proximity effects may be substantial and major land use changes could result. These changes could include strip commercial development and higher density residential uses.

The affected dwelling units in Oceanside Terrace represent 23.2 percent of the approximated total units (267+). Barrier effects to Laurel Elementary School and Joe Balderrama Park could be mitigated with a pedestrian crossing or by providing Loretta Street access.

- c) Consistency with Approved General Plans - This alternative is consistent with the RTP, but inconsistent with the City of Oceanside Master Traffic Study and City General Plan.
- d) Consistency with Approved Development Plans - This alignment significantly conflicts with the Lawrence Canyon Development Plan.
- e) Employment/Economic Effects - A temporary loss of approximately 70 jobs may result. This alignment would cause a potentially significant adverse fiscal impact to the City because of the conflict with the Lawrence Canyon Development Plan.
- f) Public Park/Recreation/Open Space - This alignment crosses a 40-acre parcel of City-owned land zoned Open Space. Formerly a pistol range, this property is now used for school bus storage. No significant impact is expected.

This alignment would also occupy vacant land in the San Luis Rey Valley that is informally used for recreation (hiking, bird watching, etc.). An expressway would represent a barrier to valley access for some recreational users. There are no known mitigation measures which could restore all qualities of the urban open space which would be lost.

- g) Growth Inducement - No significant effect is expected. This alternative may support infilling near the central business district and industrial development near the Oceanside Airport.
- h) Noise - With the South Alignment, over 30 residences and one school could expect noise level increases up to 10 dBA or more (which would cause noise levels to be perceived by residents as being twice as loud as before). East of Walton Street, very little noise impacts would occur because of few receptors and the nearness of noise Oceanside Municipal Airport. Noise walls could reduce most of the noise level increases to a level of insignificance.
- i) Historical/Archaeological - No impacts expected; no recorded archaeological sites or historical resources are within the area of impact.
- j) Sensitive Habitat - Approximately two acres of riparian woodland will be impacted. No freshwater marsh will be affected. No coastal zone wetlands area will be affected.

The South Alignment would impact approximately 6,000 individual Viscid Dudleya plants, 40,000 square feet of Western Dichondra, and could potentially impact the Least Bell's Vireo (although this species has not been observed in the area affected by this alignment). The potential impacts to sensitive plant species are considerably greater with this alignment than with the South Canyon Rim and Adopted Alignments.

Riparian habitat and western dichondra habitat could be replaced on a 1:1 basis. Impacts to Viscid Dudleya could be mitigated by transplantation.

- k) Aesthetic/Visual - The South Alignment could cause a significant visual impact as the route will pass through an established residential neighborhood. Cuts approximately 30 feet deep would be required on each side of the roadway with slopes about 1 1/2:1 in this residential area. This alignment will also require substantial fill in a canyon north of Jefferson Junior High School where the roadway will descent into the valley to eventually join the adopted alignment west of the airport. Re-vegetation efforts could only partially minimize visual impacts.

3. Transportation Effects:

The South Alternative would function essentially the same as the Downscoped and South Alignment Alternatives. It would accommodate only four lanes of traffic and would have no bike path. It would be incapable of meeting increased traffic demands into the next century.

4. Cost:

The cost of the South Alternatives is as follows:

Right-of-way	\$23.6 million
Construction	6.0 million
Mitigation	<u>0.2 million</u>
TOTAL	\$29.8 million

F. WIDEN MISSION AVENUE ALTERNATIVE:

1. Description:

This alternative requires adding two 12-foot lanes to Mission Avenue between I-5 and El Camino Real, giving a total of three lanes in each direction. In most areas a 12-foot lane will be added to each side of Mission Avenue; however, to minimize displacement impacts, some areas will have all 24 feet added to one side. No parking will be permitted along either side of Mission Avenue (parking is already prohibited along most of Mission Avenue). Access to Mission Avenue will be allowed at cross-streets only; there will be no driveway access to Mission Avenue.

2. Summary of Environmental Effects:

- a) Right-of-Way Displacement - Potential displacements include 23 businesses and three residential units. Impacts would be mitigated through the right-of-way negotiation process and Relocation Assistance Program.
- b) Community Disruption/Relocation - No significant community cohesion or barrier effects would result; however, proximity effects to adjacent land uses can be expected. Some difficulty may be incurred finding relocation sites for displaced businesses.
- c) Consistency with Approved General Plans - Inconsistent with Regional Transportation Plan, City Master Traffic Plan, and City General Plan as the replacement for the Adopted Alignment Expressway.
- d) Consistency with Approved Development Plans - Does not apply.
- e) Employment/Economic Effects - This alternative would result in the temporary loss of jobs from the displacement of businesses, and some reduction in income levels. In addition, business activity in the area would likely be altered. There would be an adverse fiscal effect to the City of Oceanside due to decreases in property taxes and sales tax revenues.

- f) Public Park/Recreation/Open Space - No impact.
- g) Growth Inducement - No significant effect.
- h) Noise - Since noise levels on this arterial are already high, the addition of two lanes would result in an increase of 3-7 dBA, depending on location. One school and many residential units (50+) would be affected. Noise walls could mitigate most of the noise increase in some areas. However, noise walls would not be feasible or effective in areas where there are numerous street openings.
- i) Historical/Archaeological Resources - Prehistoric site SDi-5445 could be impacted by the proposed widening. Potential impacts to historical/archaeological resources can be mitigated through one or more of the measures listed below:
 - Design modifications
 - Environmentally Sensitive Areas marked on construction plans
 - Monitoring
 - Subsurface testing
 - Subsurface data recovery
 - Recordation (historical resources)
- j) Sensitive Habitat - No impact.
- k) Aesthetic/Visual - Street widening alternatives will not present an adverse visual impact to the area, except where landscaping may be removed. Impacted landscaping will be replaced wherever possible; no significant impacts are expected.

3. Transportation Effect:

Widening of Mission Avenue would not alone provide sufficient capacity to accommodate future traffic growth. This alternative could only be effective from a traffic engineering standpoint if combined with the Oceanside Boulevard widening alternative.

Under this alternative, CalTrans or the City would need to provide a frontage road system to

serve development that would eventually front on Mission Avenue. This frontage road would most likely be the residential street immediately north of Mission Avenue, or an alley between that street and Mission Avenue.

4. Cost:

The Mission Avenue widening alternative would cost as follows:

Right-of-way	\$ 9.5 million
Construction	7.2 million
Mitigation	0
TOTAL	<u>\$16.7 million¹</u>

G. WIDEN OCEANSIDE BOULEVARD AND EL CAMINO REAL ALTERNATIVE:

1. Description:

This alternative requires adding two 12-foot lanes to Oceanside Boulevard between I-5 and El Camino Real, and to El Camino Real between Oceanside Boulevard and Mission Avenue, giving a total of three lanes in each direction. In most areas a 12-foot lane would be added to each side of Oceanside Boulevard and El Camino Real; however, to minimize displacement impacts, some areas will have all 24 feet added to one side. No parking will be permitted along either side of Oceanside Boulevard and El Camino Real. There can be driveway access to both arterials. With a median and with control of the driveways (e.g., right turn in/right turn out only), these roadways could function. However, neither El Camino Real nor Oceanside Boulevard would be able to handle the traffic volumes that are projected.

¹Combined cost of the Mission Avenue widening/Oceanside Boulevard widening alternatives if \$33.7 million.

2. Summary of Environmental Effects:

- a) Right-of-Way Displacement - Potential displacements include 24 businesses and 60 self-storage units. Impacts would be mitigated through the right-of-way negotiation process and Relocation Assistance Program.
- b) Community Disruption/Relocation - No significant community cohesion, barrier, or proximity effects would result.
- c) Consistency with Approved General Plans - Inconsistent with Regional Transportation Plan, City Master Traffic Plan, and City General Plan as replacement for expressway.
- d) Consistency with Approved Development Plans - This alternative could result in a potential conflict with the Oceanside Business Park (southwest quadrant of Oceanside Boulevard and El Camino Real) which is not anticipated to be significant.
- e) Employment/Economic Effects - This alternative would result in the temporary loss of jobs from the displacement of businesses, and some reduction in income levels. There would be an adverse fiscal effect to the City of Oceanside due to decreases in property taxes and sales tax revenues.
- f) Public Park/Recreation/Open Space - No impact.
- g) Growth Inducement - No significant effect.
- h) Noise - Noise level increases of up to 3 dBA could result. This is not considered significant. Most residential units are located on the opposite side from lane additions. If an impact should occur, mitigation with noise walls is feasible in some areas.

- i) Historical/Archaeological - No impacts expected; no recorded archaeological sites or historical resources are within the area of impact.
- j) Sensitive Habitat - No impact.
- k) Visual/Aesthetic - Street widening alternatives will not present an adverse visual impact to the area, except where landscaping may be removed. Impacted landscaping will be replaced wherever possible; no significant impacts are expected.

3. Transportation Effect:

Widening of Oceanside Boulevard and El Camino Real would not along provide sufficient capacity to accommodate future traffic growth. This alternative could only be effective from a traffic engineering standpoint if combined with the Mission Avenue widening alternative, and with the construction of College Avenue and Rancho del Oro to interchange with Route 78.

4. Cost:

The Oceanside Boulevard/El Camino Real widening alternative would cost as follows:

Right-of-way	\$ 9.6 million
Construction	7.4 million
Mitigation	0
TOTAL	<u>\$17.0 million¹</u>

¹Combined cost of the Mission Avenue Widening/Oceanside Boulevard Widening Alternatives is \$33.7 Million.

H. TRANSPORTATION SYSTEMS MANAGEMENT (TSM) ALTERNATIVE:

1. Description:

TSM consists of low-cost, short-term improvements designed to have an immediate impact on the transportation system and postpone or sometimes eliminate the need for major improvements. The TSM actions recommended for the SR 76 corridor consist primarily of measures to increase the efficiency of traffic operations, such as channelization and traffic signal improvements. Twenty-four potential TSM actions were developed from extensive on-site analysis of traffic on Mission Avenue, El Camino Real, Oceanside Boulevard, and the local streets feeding them. The City of Oceanside then analyzed the 24 TSM actions for technical feasibility and local acceptance. These TSM actions selected by Oceanside comprise the TSM alternative for the SR 76 study:

- Improve Hill Street (e.g., remove crown, alter parking and provide two-way left turn lane) to encourage use.
- Limit the number of driveways on Mission Avenue, particularly in front of Jefferson Junior High.
- Use frontage roads to connect driveways to signalized intersections.
- Interconnect traffic signals on Mission at Brooks and Barnes.
- Expand driveway consolidation along Mission and Oceanside Boulevard.
- Add a left-turn signal phase on Oceanside Boulevard at Crouch.
- Provide median control on Mission Avenue on approach to signalized intersections, to prohibit left turns across the street.
- Make San Diego Street and Barnes Street north of Mission Avenue one-way northbound; Holly and Archer Streets one-way southbound; and Barnes Street south of Mission two-way. This would eliminate several turning movements from side streets that now disrupt traffic flow on Mission Avenue.
- Add a through lane eastbound on Oceanside Boulevard at El Camino Real.

- Re-time traffic signal on Mission at Airport Road, and signalize Mission at Roymar Road.
- Interconnect traffic signals on Mission at Copperwood, Frontier, Airport, and Roymar.
- Provide free right-turn from westbound Oceanside Boulevard to I-5.
- Provide auxiliary lanes on I-5 between Mission Avenue and Route 78.

2. Summary of Environmental Impacts:

The TSM actions proposed would not require Caltrans to purchase new right-of-way. They consist primarily of traffic operational improvement measures such as channelization and traffic signal improvements. Therefore, no significant impacts are expected.

3. Transportation Effects:

Although the TSM alternative provides greater benefits than the no project alternative, they are of such a short term nature to be termed inconsequential. TSM is not effective as a long term solution and will not accommodate planned growth.

4. Cost:

The cost of the TSM Alternative has not been calculated, but is expected to be minimal in comparison to the other alternatives.

I. COMBINATION OF SEVERAL ALTERNATIVES:

1. Description:

Two or more of the alternatives could be combined in a mutually supportive manner. Early in the study it was determined that neither one of the alternatives which called for widening existing streets would provide sufficient capacity. However, they could be combined to create a system which provided increased capacity. Consequently, even though the two alternatives were analyzed separately, they would most likely be combined into a single project.

The nature of the TSM Alternative allows it to be used with any other alternative. TSM's benefits are limited and short-term, so it is complimentary instead of redundant. Even if the two major widening alternatives were implemented the TSM actions could be effectively employed.

2. Summary of Environmental Effects:

The combined Mission Avenue widening/Oceanside Boulevard widening would have the same environmental effects as listed under both of those alternatives (D and E above).

J. NO PROJECT ALTERNATIVE:

1. Description:

The No Project Alternative amounts to doing nothing.

2. Summary of Environmental Effects:

With the No Project Alternative highway traffic would continue to use Mission Avenue, and traffic on Mission Avenue will therefore continue to increase. Traffic volumes will also be greater along El Camino Real and State Route 78 towards Interstate Route 5. Higher traffic volumes will result in increased accidents, wasted gasoline, wasted time, and air and noise pollution. Community disruption would be severe under this alternative.

On the other hand, the No Project Alternative would not require any new right-of-way. It would not displace any residences or businesses. It would not encroach upon riparian habitat or displace any sensitive species. Public funds saved on State Route 76 could be put to use elsewhere.

3. Transportation Effects:

Under the alternative, the traffic on Mission Avenue would increase to 53,000 by the year 2000, nearly double current levels. Traffic would increase by up to 18% on El Camino Real, and 5% on both Oceanside Boulevard and State Route 78 if the bypass is not built. The level of service would be extremely poor on Mission Avenue.

4. Cost:

There is no direct cost to the No Project Alternative, but it would have substantial social costs to the community.

K. COMPARISON OF ALTERNATIVES:

A matrix comparing the various impacts associated with each alternative is provided in Figure 7.

Caltrans evaluated all project alternatives in light of the following factors:

- Environmental suitability (taking into account all feasible mitigation measures);
- Effectiveness from transportation and safety standpoint; and
- Cost.

The "No Project" alternative was dismissed because it would cause significant community disruption (congestion, pollution, wasted fuel, and increased accident rates) and because it would not meet the long term transportation needs of Oceanside.

The TSM alternative was also dismissed. Although it provided benefits which the "No Project" alternative did not, they were of such a short-range nature that they were inconsequential. TSM is efficient, but is not effective as a long-term solution. The efficiency comes from TSM's low capital cost; however, the benefits are also small, and will not accommodate anticipated traffic growth.

The City is already proceeding with many of these TSM actions.

Two alternatives require widening existing roadways: widen Mission Avenue, and widen Oceanside Boulevard and El Camino Real. Neither alternative increases capacity enough to be considered a long-term solution. Therefore, the two were combined into one alternative: a two-way, six-lane arterial loop via Mission Avenue, El Camino Real and Oceanside Boulevard. This was evaluated and found unsatisfactory because of the potentially severe economic effects it would have. Numerous businesses would have to be bought out to widen the roads and its economic vitality would far outweigh any long-term transportation improvements the widening might bring. Furthermore, this combined alternative would cost nearly double the adopted alignment alternative.

ROUTE 76 ALTERNATIVES ANALYSIS IMPACT SUMMARY

[illegible]

Figure 7 (cont'd.)

ROUTE 76 ALTERNATIVES ANALYSIS IMPACT SUMMARY

Factors	Expressway on Adopted Alignment	Downsized Expy., Adopted Alignment	North Alignment	South Canyon - Film Alignment	South Alignment	Mission Avenue Widening	Oceanside Boulevard Widening	TSM	No Project
Soils Levels	No Significant Increase	Same as Adopted Expy.	Potentially significant increase in noise levels; however, mitigation is possible.	Potentially significant increase in noise levels; however, mitigation is possible.	Potentially significant increase in noise levels; however, mitigation is possible.	Potentially significant increase in noise levels; mitigation may not be possible for all impacted residential units because of driveway openings.	No Significant Increase	No Significant Increase	Potential Increase
Historical/Archaeological	Potentially impacts SDH 2006 and SDH 6011.	Same as Adopted Expy.	Potentially impacts SDH 0130, SDH 0011, SDH 8133, and SDH 6012. High potential for other archaeological site impacts.	No recorded archaeological sites or historical resources.	No recorded archaeological sites or historical resources.	Potentially impacts SDH 6445.	No recorded archaeological sites or historical resources.	No Impacts	No Impacts
Rare and Endangered Species	6,000± Viscid Duckeye Plants 10,000± Sq. Ft. of Western Dichondra High potential for Least Bell's Vireo impact.	2,000± Viscid Duckeye Plants 8,000± Sq. Ft. of Western Dichondra High potential for Least Bell's Vireo impact.	160± Scaled Cactus High potential for Least Bell's Vireo impact.	2,000± Viscid Duckeye Plants 8,000± Sq. Ft. of Western Dichondra	6,000± Viscid Duckeye Plants 40,000± Sq. Ft. of Western Dichondra	No Impacts	No Impacts	No Impacts	No Impacts
Wetland/Habitat	2± acres Freshwater Marsh 13± acres Riparian Woodland	2± acres Freshwater Marsh 12± acres Riparian Woodland	Traces Freshwater Marsh 8± acres Riparian Woodland	2± acres Riparian Woodland	2± acres Riparian Woodland	No Impacts	No Impacts	No Impacts	No Impacts
Aesthetic/Visual	Potentially Significant: a) Loss of open space b) Alteration of land form cut & fill c) Introduction of structures	Same as Adopted Expy.	Potentially Significant: a) Extensive cut and fill slopes b) Introduction of structures	Potentially Significant: a) 1/4 mile fill and 1,000 ft. long cut slope b) 120 feet high c) 600 ft. long noise wall	Potentially Significant: a) 50 ft. high cut slope in residential area b) Substantial fill in canyon	Not Significant	Not Significant	Not Significant	No Impacts
GST	\$9.9 million 6.8 .8 17.5 million	\$ 8.6 million 6.3 .8 15.7 million	\$16.6 million 12.5 0.3 \$29.3 million	\$17.1 million 14.9 .3 32.3 million	\$23.6 million 6.0 0.2 \$20.5 million	\$9.5 million 7.2 0.0 \$33.7 million	\$9.6 million 7.4 0.0	- - -	0 0 0
EASIBILITY	MOST FEASIBLE	FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE	NOT FEASIBLE			

* Includes restoration costs combining grading and revegetation

Revised 8/28/84

Three of the alternatives are expressways on alignments other than the adopted alignment: the North, South Rim, and South alternatives. All three were disqualified because of their impacts on the community. Each required displacement of affordable housing, an already very scarce commodity in Oceanside. The North and South alignments split the existing residential communities, isolating part of the community. Lastly, these three alternatives are so expensive (\$10 million per mile, almost double the least-expensive expressway alternatives) that they could not be financed with projected funds.

The two remaining alternatives are on the adopted alignment. They best meet the objectives when all factors are considered. They conform most closely to adopted community plans, including the Regional Transportation Plan, the General Plan, and the Traffic Plan. They do not isolate any segment of the community, and require the least disruption - displacing only a few residential units and industrial buildings. They have no significant adverse economic effects; a portion of the right-of-way is already city-owned, minimizing the effect on the tax base.

The "Downscoped" expressway is a minimum-width facility which trades off a bike path, a standard-width median, off-road access for slope maintenance work, and provisions for future widening in order to minimize right-of-way requirements in the "Narrows". The wetlands right-of-way required in the "Narrows" is reduced by less than three acres (about 10%) compared to a normal expressway; however, the facility is effectively limited to four lanes with no possibility of expansion to accommodate expected growth in the corridor. Also, there is no possibility of constructing a safe, separate bicycle facility for access to coastal recreation areas or commuter bicycling. The disadvantages exceed the benefits; the fully "Downscoped" alternative would save very little right-of-way. Nevertheless, it may be environmentally preferable to incorporate some aspects of the "Downscoped" alternative in the final design.

The conventional expressway on the adopted alignment costs only ten percent more than the "Downscoped" alternative, but offers significant advantages. It incorporates a separate bicycle facility for coastal access and allows construction of an additional highway lane in each direction when necessary to accommodate planned growth in the corridor. It

provides a standard-width median, offering ample refuge for disabled vehicles and access for emergency vehicles. It also permits off-road access to highway slopes for maintenance crews. In short, an expressway on the adopted alignment offers significant advantages to the community, and can be achieved through the use of appropriate mitigations.

VI. PROJECT HISTORY

A. PREVIOUS ACTIONS:

Existing Route 76 has been a part of the state highway system since 1936. The City and Caltrans recognized the need to bypass the westerly portion of existing Route 76 with a controlled access facility in the late 1950's. An alignment of the Route 76 Bypass through the San Luis Rey River Valley between I-5 and Frontier Drive was adopted by the California Transportation Commission in 1963, and a freeway agreement was executed in 1965.

In anticipation of the construction of the Route 76 Bypass, the construction of I-5 included a major portion of the interchange to connect the two highways. A draft environmental impact statement was prepared by Caltrans in 1978, but was never finalized.

The Coastal Commission reviewed Route 76 as part of the City's Local Coastal Program in 1981, but withheld certification pending a further review of project alternatives by Caltrans.

Caltrans spent three additional years studying alignments for the highway and concluded that the proposed alignment continued to be the only feasible alternative. Caltrans also concluded that the environmental effects of the project were mitigable.

The State Route 76 project, as it now exists, consists of two phases. The first phase, the bypass from I-5 to Frontier Drive, has an adopted alignment and has been in the State Transportation Improvement Plan (STIP) each year since 1979. The 1984 STIP earmarks \$6.2 million for right-of-way acquisition for the highway during the latter part of the decade. Caltrans proposes to build the bypass as a 4-lane expressway, with provision for widening to six lanes.

The second phase is from Frontier Drive to the City limits. Caltrans and the City have entered into a highway agreement for this stretch. Both agencies

have informally agreed to an alignment, which is shown on the Oceanside General Plan, and the City has reserved a major portion of the highway right-of-way (refer to Figure 8). The environmental review process has not yet begun east of Frontier.

The existing 2-lane highway extends east of Oceanside through the unincorporated community of Bonsall, and intersects with I-15. County plans show the eventual upgrading of the highway to a prime arterial (102' to 126' right-of-way).

B. COASTAL COMMISSION ACTIONS:

The proposed Route 76 Bypass was included by the City of Oceanside in its Local Coastal Program Land Use Plan, which was submitted to the Coastal Commission for certification in June, 1980. The then Regional Coastal Commission recommended certification of the Route 76 Bypass component of the LCP in its action of September 12, 1980. However, the State Coastal Commission found substantial issue with the highway.

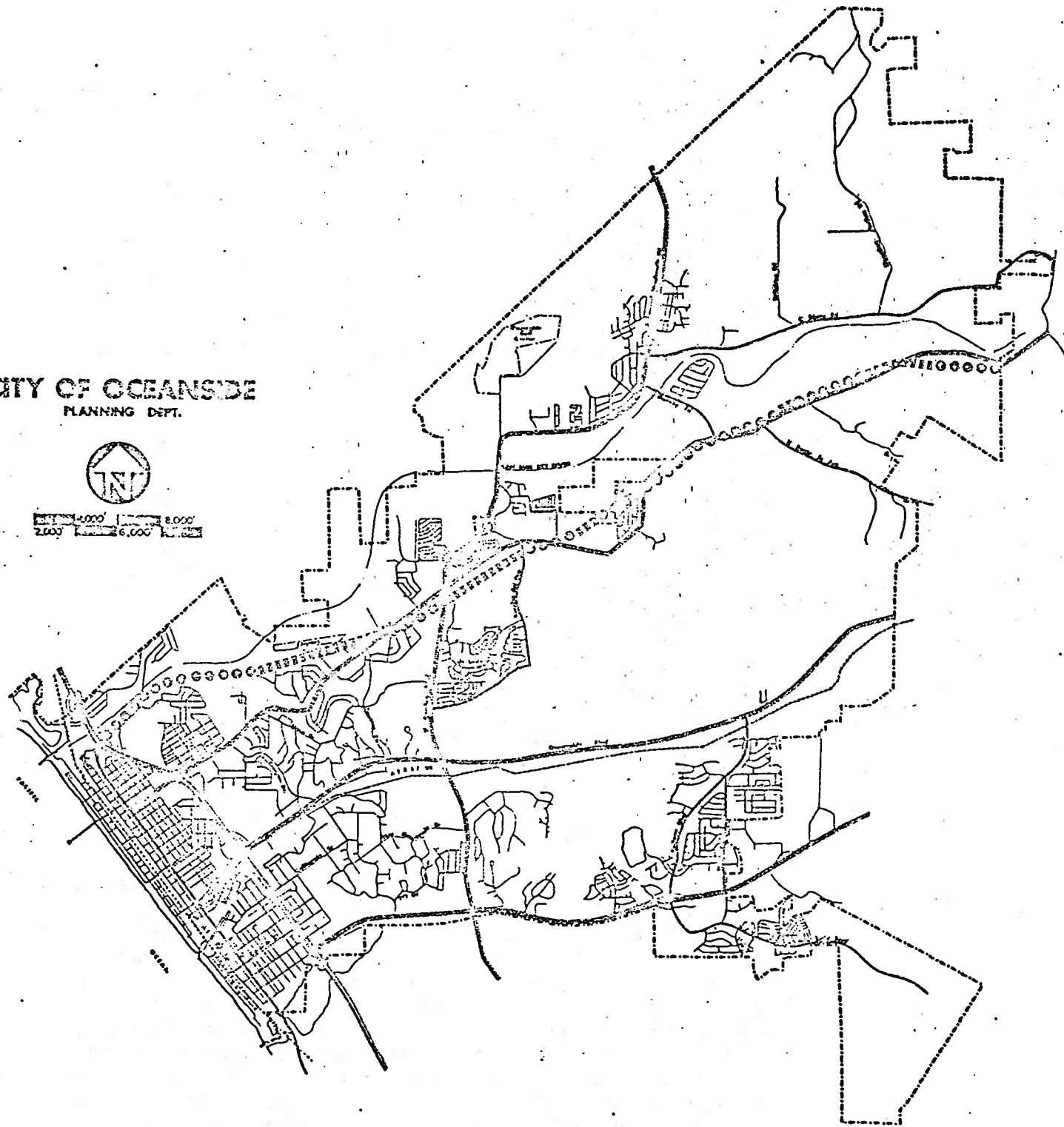
State Coastal Commission staff found that the proposed highway was consistent with the Coastal Act and recommended certification of the Route 76 component of the LCP subject to the following conditions:

- "1. The alignment of the roadbed shall be located so as to minimize, to the greatest extent feasible, any encroachment upon environmentally sensitive habitat areas, including, but not limited to riparian habitat. To the extent that any portion of the roadway or necessary construction activity would occur in or adjacent to an environmentally sensitive habitat area, the road shall be developed so as to prevent impacts which would significantly degrade such areas, shall prevent significant disruption of habitat values and shall be sited and designed to be compatible with the continuance of habitat values;
2. To the extent that there are no feasible less environmentally damaging alternatives, and the road as designed would nonetheless result in adverse impacts to environmentally sensitive habitat areas, such impacts shall be fully mitigated in accordance with the recommendations of the State Department of Fish and Game.

CITY OF OCEANSIDE
PLANNING DEPT.



0 2,000' 4,000' 6,000' 8,000'



RIGHT OF WAY RESERVATIONS
PROPOSED STATE ROUTE 76 BYPASS

HIGHWAY ALIGNMENT

.....

LAND OWNED OR RESERVED BY THE CITY OF OCEANSIDE FOR ROUTE 76

3. Mitigation shall be provided for any destruction of riparian habitat or other environmentally sensitive habitat on an in-kind, four-acres-replaced-to-one-acre-destroyed, basis. Replacement species shall be of like kind and size to those removed and shall be maintained through a management program for a period of five years following replanting to assure successful revegetation; should any portion of the revegetation plan prove unsuccessful, replanting shall be provided within the five year management period;
4. A buffer strip adequate to protect new or existing sensitive habitat areas shall be provided around the perimeter of all such areas, and shall be maintained in a natural state. Such buffers shall generally be of 100 feet in width unless a more narrow area is determined adequate for resource protection in consultation with the State Department of Fish and Game.
5. The approved roadway shall be of the minimum width necessary to accomplish its purposes, generally defined by the "expressway" alternative. Median barriers should be used to eliminate the need for a wide median strip.
6. The final project design shall include specific provisions to minimize grading in order to limit erosion and sediment run-off and in order to minimize alteration of natural land forms to preserve scenic values. These provisions shall include a requirement that permitted drainage systems limit the rate of run-off to that which occurs naturally on the existing undeveloped site; means to accomplish this may include use of on-site catchment basins, desilting basins, and sub-surface drains with energy dissipators. In addition, the plan shall provide for revegetation of all graded areas and for a restriction of grading activities during the rainy season. To the extent that additional grading would assist in preservation of riparian habitat areas, such as through elimination of gradual slopes and installation of retaining walls, such means shall be utilized.
7. The road shall be located in such a manner that under the flow conditions associated with a 100-year frequency flood, the water surface

level will not be raised more than one foot in elevation and peak stream velocity will not be increased at any point along the river; the intent of this policy is to minimize scouring of the river bottom and to minimize sedimentation downstream from the project site. To assure compliance with this policy, a hydrologic analysis of the proposed project under the impact of 5-year, 25-year, and 100-year frequency flood events shall be prepared by the project applicant."¹

A representative of the State Department of Fish and Game testified in opposition to the Route 76 project at the Coastal Commission's hearing, and stated that the impacts of the project on the resources of the adjoining San Luis Rey River "could not be mitigated". In light of that testimony, the Commission voted to withhold certification of the San Luis Rey River component of the Oceanside Local Coastal Program. The remainder of the LCP was conditionally certified by the Commission.

The Coastal Commission's findings on Oceanside's LCP noted that, "....The Route project can only be found consistent with Coastal Act requirements if sufficient and explicit development standards and criteria are developed and the Commission has determined that there are no project alternatives which would provide a greater level of protection of environmental resources."

The City of Oceanside did not accept the Coastal Commission's conditional certification of the LCP. This re-submittal is intended to resolve those issues which have prevented the certification of the San Luis Rey River - Route 76 component of the LCP.

¹ Coastal Commission Staff Recommendations

C. CURRENT PROJECT STATUS:

State Route 76 is the top priority public works project of the City of Oceanside. The City has acquired or reserved a large portion of the project right-of-way, both within and outside of the Coastal Zone (Refer to Figure 8). The City has also collected developer traffic impact fees to help pay for the easterly segment of the highway.

The 1984 Regional Transportation Plan adopted by the San Diego Association of Governments (SANDAG) notes that upon completion of Routes 52 and 54, Route 76 will become the number one priority highway project in the San Diego Region. SANDAG has proposed that right-of-way acquisition for the Bypass be completed by 1989, and construction be completed by 1991. Timely certification of the LCP and completion of the related environmental studies is essential in order for this schedule to be met.

Caltrans ranks Route 76 as number 69 in priority out of 425 proposed highway projects statewide. Route 76 has been in the State Transportation Improvement Plan since 1979, and is currently programmed for right-of-way acquisition to commence in 1987.

VII. RELATED DOCUMENTS

This report is intended to address the Coastal Act requirements as they relate to the proposed Route 76 project. Details of the project outside of the Coastal Zone are provided inasmuch as they pertain to the overall relationship to Coastal Zone resources.

Other resource documents pertaining to Route 76 which are hereby incorporated by reference into this report are:

1. City of Oceanside - Coastal Zone San Luis Rey River Specific Plan (January 15, 1980).
2. Caltrans - (Preliminary) Final Environmental Impact Statement for State Route 76 from Interstate 5 to 2.9 miles east of Route 5 near Frontier Drive in the City of Oceanside (No date).

3. Caltrans - Coastal Zone Addendum to: Resource Analysis of the Narrows - San Luis Rey River, Oceanside (July 1980).
4. Caltrans - State Route 76 Alternatives Analysis (September 1983).
5. Caltrans - Mitigation Matrix and Parcel Map.

VIII. RELATIONSHIP OF THE ROUTE 76 PROJECT TO THE SAN LUIS REY RIVER FLOOD CONTROL PROJECT

The San Luis Rey River Flood Control Project and the Route 76 project are intended to be compatibly designed but functionally independent. In other words, both projects are capable of standing on their own, and both have their own separate mitigation programs.

The proposed mitigation program for Route 76 was closely coordinated with the flood control mitigation program, with those measures offering the following benefits being given the highest priority:

- Mitigations offering the highest resource benefits;
- Mitigations with multiple benefits (e.g., resource enhancement, flood control, fill for highway);
- Mitigations within the Coastal Zone versus those outside the zone;
- Mitigations which can combine with those proposed by the Corps of Engineers in order to maximize and concentrate resource values.

This section describes the San Luis Rey River Flood Control and describes its interface with the Route 76 project -- especially as it pertains to environmental mitigation.

A. PROJECT DESCRIPTION:

The San Luis Rey River has a drainage area of 558 square miles, most of which is unurbanized and in a natural state. However, the westerly seven miles of the San Luis Rey River floodplain within the City of Oceanside is extensively urbanized. Over 4,000 residences and 59 businesses are located in the floodplain along this reach.

In 1970, Congress authorized a flood control plan for the westerly 7.2 miles of the river to include: (a) an earth-bottom trapezoidal channel about 5.7 miles long from Murray Road to about 1 mile upstream of I-5; (b) about 1.5 miles of spoil bank removal from 1 mile upstream of I-5 to the ocean; and (c) construction of 800 feet of stone-revetted levee on the south bank of the channel from the Santa Fe Railroad to the Ocean.

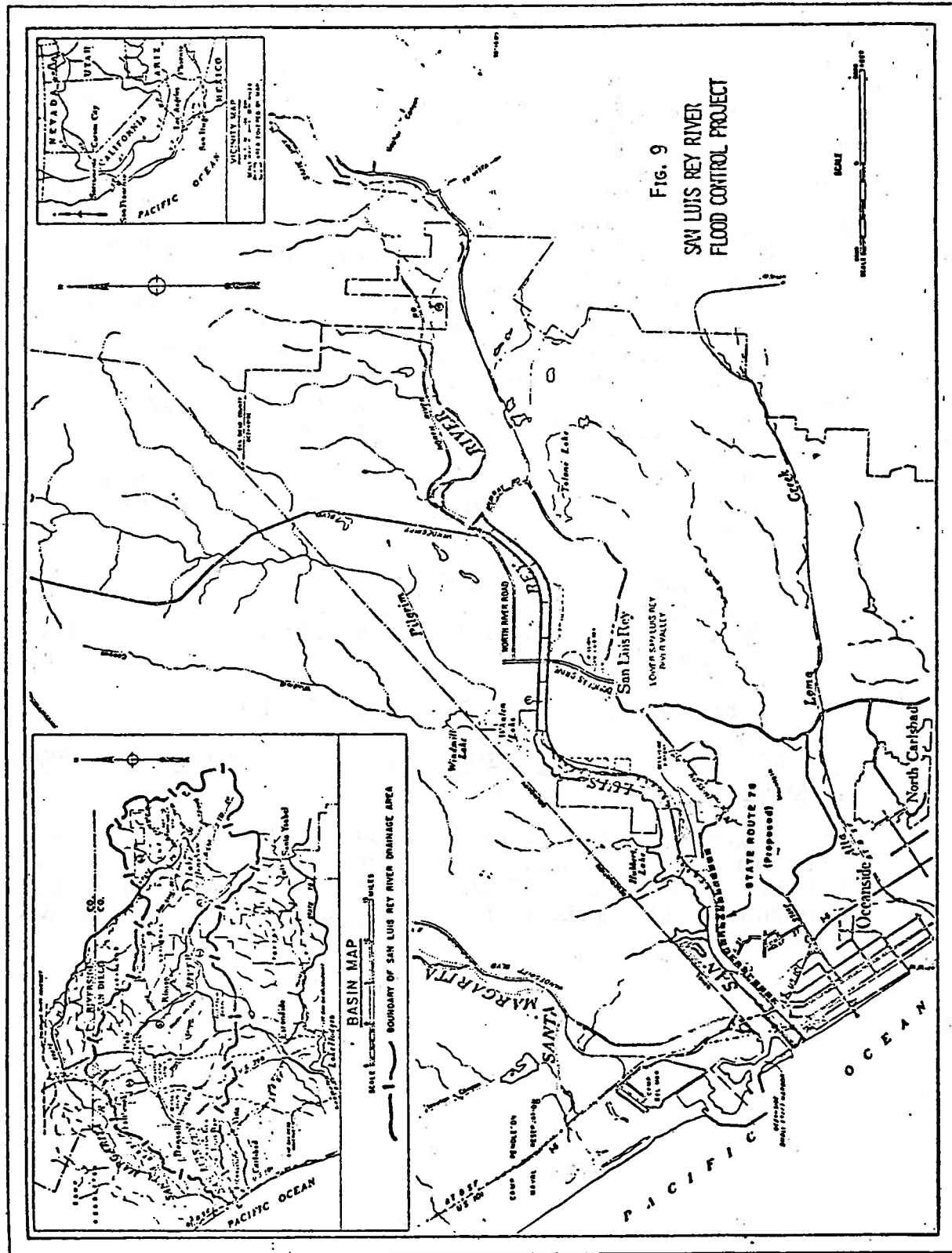
The authorized plan has since been modified to replace 3.5 of 5.7 miles of double levee channel with a single levee soft bottom channel with 34 groins and a 30 foot wide riparian corridor along the south bank of the river. In addition, the plan includes seven grouted-stone invert stabilizers, six ponds to store tributary run-off, upgrading of the existing north levee near the river mouth, acquisition of 64 acres of land for environmental mitigation, and construction of a recreational bike path on the top of the south levee.

A plan of the proposed flood control channel is provided on Figure 9, with the highway right-of-way shown for reference.

B. CONSTRUCTION STATUS:

Local interests have commenced construction of the project under an approved Section 215 Agreement for Advance Construction. The City of Oceanside has built rock levees and an invert stabilizer, performed channel grading, and relocated a road on College Boulevard at a cost of \$3.2 million. In addition, the City of Oceanside has acquired project right-of-way and is preparing to perform channel grading in the San Luis Rey River narrows. All of these improvements are being constructed in accordance with the Corps of Engineers' authorized San Luis Rey River Flood Control Project design.

The Corps of Engineers proposes to initiate channel grading and improvements to the existing levees near the ocean as soon as Congressional funding for the project is provided (tentatively April, 1985). Concurrently, the City is proceeding with clearing of spoil banks from I-5 to a mile upstream under a Section 215 Agreement, which allows the City credit for advance construction. The second phase of construction, slated to begin in April 1986, would



include construction from 1 mile upstream of I-5 to the Pilgrim Creek confluence. The final construction phase, from Pilgrim Creek to Murray Road, would begin in April 1987. The improvements to the flood control channel (rock levees, invert stabilizer, channel grading, and relocation of a road) were completed at Murray Road in January, 1984, at full local expense.

C. COASTAL ACT CONSISTENCY:

A Coastal Consistency determination was made for the San Luis Rey River Flood Control Project as part of the Phase I General Design Memorandum/Supplemental EIS for the project, which was issued in July, 1981. This consistency finding noted that although the primary purpose of the project is flood control, the result of project construction in the Coastal Zone is primarily that of restoration. The activities occurring within the Coastal Zone are:

- a) Upgrading of existing stone-revetted levees and addition of a parapet wall along the north levee;
- b) Removal of the sand plug at the river mouth enlarging the lagoon by 2.75 acres; (Note: Much of this sand plug was removed by the 1980 storm.)
- c) Grading of the spoil banks in the narrows.

D. ENVIRONMENTAL MITIGATION FOR THE FLOOD CONTROL PROJECT:

Key elements of Corps' environmental mitigation program for the San Luis Rey River Flood Control Project are noted below. Lands to be acquired for environmental mitigation purposes are shown on Figure 10.

- *a) The sand plug at the river mouth will be removed, enlarging the lagoon by approximately 2.75 acres.
- *b) The spoil banks in the narrows will be cleared. These wetland habitat lands will be brought down to an elevation sufficient to allow passage of flood waters. Natural riparian vegetation will be allowed to establish after construction.
- c) Benet Canyon, just beyond the Coastal Zone boundary, will be preserved in open space.
- d) Over 1800 shrubs and trees will be planted in the project reach and landward slopes of the levees are to be hydroseeded.
- e) A 30 foot wide linear riparian corridor, along with small ponds, will be allowed to establish on the south side of the channel.
- f) The channel maintenance program will preserve as much riparian vegetation as possible.
- g) Six ponding areas required to contain side drainage will be managed through vegetative re-growth and fencing to maximize wildlife values.
- h) A wildlife transition area covering 4 acres will be located in the channel right-of-way near Whelan Lake.
- i) A one year grain stock seeding program will be conducted on about 5 acres on the north side of the river in the vicinity of Whelan Lake.
- j) All commercial sand mining within the project reach will be terminated.
- k) Approximately 1.75 acres of land along the north bank will be vegetated with plant species intended to deflect flows and enhance habitat.
- l) The City of Oceanside will acquire 42 acres of land in the channel immediately upstream from the Murray Bridge. In addition, 19 acres will be acquired downstream from Whelan Lake and 9 acres at Hubbert Canyon. All of these lands are to be preserved in a natural state.

*Both of these activities are within the Coastal Zone, and although they are intended primarily for flood control purposes, they would also have the effect of enhancing habitat quality.

E. RELATIONSHIP BETWEEN MITIGATION PROGRAM FOR SAN LUIS REY RIVER FLOOD CONTROL AND ROUTE 76 PROJECTS:

The combined mitigation lands for the Route 76 and San Luis Rey River Flood Control projects are shown on Figure 11. The mitigation measures for the Route 76 project were designed in coordination with the U.S. Army Corps of Engineers, State Department of Fish and Game and U.S. Fish and Wildlife Service, with a view toward creating a synergistic enhancement of overall habitat quality.

The replacement habitat site west of Murray Road was selected for its high quality habitat potential, and for its close proximity to the 42 acre mitigation site designated on the flood control plan east of Murray Road.

These habitat replacement sites will increase opportunities for feeding, nesting, breeding, resting and cover for both avian and terrestrial species.

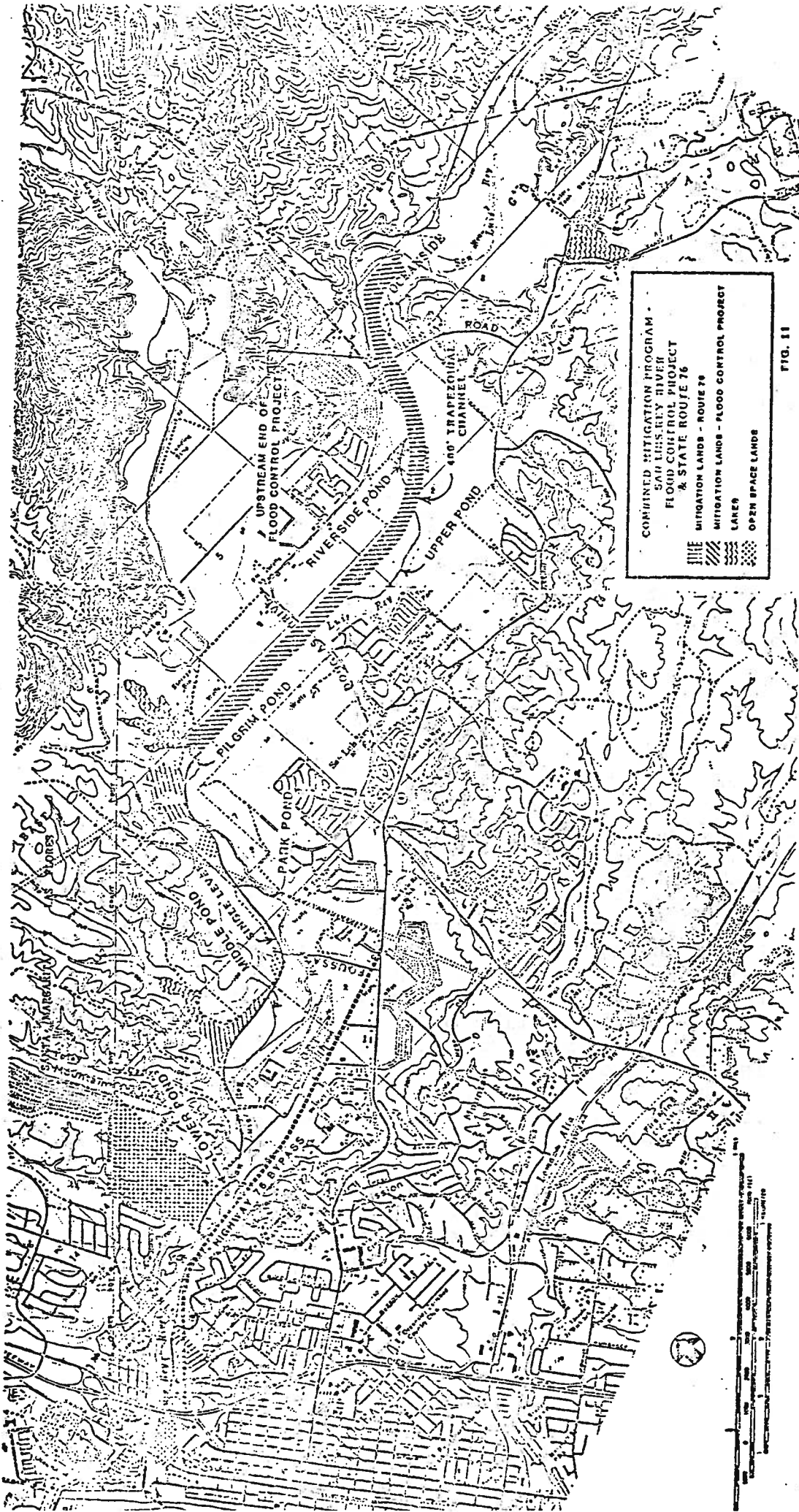
IX. COASTAL ACT ANALYSIS OF THE PROPOSED PROJECT

This section analyzes the proposed project in light of pertinent Coastal Act Policies.

A. COASTAL ACCESS (Sections 30210 and 30252):

1. Section 30210 requires that maximum public access be provided to the coast. The proposed Route 76 Bypass would serve as the main artery to Oceanside's coastline for the 73,000 people living in Oceanside's San Luis Rey Valley and the unincorporated county communities of Bonsall and Fallbrook beyond. The total population of these areas is expected to increase to 129,000 by the year 2000. The bypass will also provide improved access to the coast for bicyclists, by incorporating a Class I bike path.

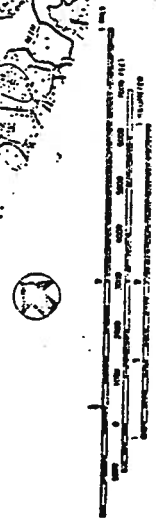
In the absence of the project, it will become increasingly difficult for residents of inland areas to reach Oceanside's Coastal Zone. Increased traffic congestion may deter some



COMBINED MITIGATION PROGRAM -
 CAH LUSSELY TIER
 FLOOD CONTROL PROJECT
 & STATE ROUTE 76

[Hatching Pattern]	MITIGATION LANDS - ROUTE 76
[Hatching Pattern]	MITIGATION LANDS - FLOOD CONTROL PROJECT
[Hatching Pattern]	LAKE
[Hatching Pattern]	OPEN SPACE LANDS

FIG. 11



coastal recreation, and it may also force some persons to drive to more distant beach areas, and possibly contributing to overcrowding at those locations.

2. Section 30252 states that new development should maintain and enhance access to the coast by facilitating the provision of transit service.

The proposed bypass will facilitate public transit by providing a quicker and less congested route for North County Transit District buses to use between inland areas and the coast. A bike path is also part of the Caltrans design.

B. ENVIRONMENTALLY SENSITIVE HABITATS (Sections 30230, 30231, 30240, 30233):

1. Section 30230 requires that "Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance...." Section 30231 states that "The biological productivity and the quality of coastal waters, streams, wetlands [and] estuaries ... shall be maintained and ... restored ... [by] maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams."

As a result of mitigation measures proposed as a part of the project, the functional capacity of the Coastal Zone San Luis Rey River environs will be maintained and enhanced. All specimens of Dudleya viscida displaced by the project will be transplanted to a suitable location where the long term stability of that plant population can be assured. Grass land and agricultural land in the river area which is currently of marginal habitat value will be converted to high quality riparian or freshwater marsh habitat. The highway is to be constructed as close as possible to the hillsides along the south side of the river narrows in order to maximize the natural vegetative buffer adjoining the river. The project will not alter any natural streams.

2. Section 30240 states that "Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such

resources shall be allowed within such areas" and "Development in areas adjacent to environmentally sensitive habitat areas ... shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas."

There are no feasible alternatives to the proposed highway alignment. The "no project" alternative would create serious unavoidable impacts. Although the proposed project will displace some sensitive habitat, the highway has been sited and is being designed with specific mitigations which will allow the functional capacity of the entire ecosystem to be maintained. Within the Coastal Zone, riparian habitat which will be unavoidably displaced by the project will be replaced with new riparian and freshwater marsh habitat. In addition, approximately 12 acres of new habitat will be created outside the Coastal Zone. It is anticipated that all land required for mitigation will be provided by the City of Oceanside. Caltrans will be responsible for grading and re-vegetating the mitigation sites.

In order to minimize the short term habitat degradation associated with construction and subsequent establishment of replacement habitat, the City will pursue a program of advance mitigation. In doing so, new riparian habitat will be established prior to the start of construction. The project includes specific measures to minimize impacts on water quality. Fencing of the highway will control human intrusion into sensitive areas and reduce domestic animal predation.

The revised adopted alignment for the highway reduces the loss of riparian habitat from 33 acres to 14.6 acres.

The U. S. Fish and Wildlife Service and State Department of Fish and Game have informally suggested that displaced riparian habitat be replaced at a ratio of 5 acres replaced for each acre lost. This level of replacement goes beyond that required to maintain the functional capacity of the habitat. With the advance mitigation program there will be no short term reduction in habitat value as the construction occurs. Furthermore, the cost of 5:1 mitigation would

add about \$3.9 million to the project costs. The Federal Highways Administration has a policy limiting all mitigation on federal highway projects to 1 acre replaced per 1 acre lost. Because of these factors, a 1:1 habitat replacement program is considered adequate to mitigate the loss of riparian habitat.

The San Luis Rey River ecosystem is under increasing stress from urbanization. Decline of the river ecosystem habitat is expected to continue unless specific measures are taken to acquire new habitat and protect the existing sensitive areas. The mitigation program associated with the proposed highway project provides a means for ensuring habitat stability and long range protection of the ecosystem which would not have been otherwise possible.

3. Section 30233 of the Coastal Act would allow filling of a wetland only in limited instances, and only where there are no less environmentally damaging alternatives and where appropriate mitigation measures have been implemented. The proposed project will not result in the filling of any Coastal Zone wetlands.

C. NEW DEVELOPMENT AND SCENIC RESOURCES (SECTIONS 30251 AND 30253):

1. Section 30251 requires that the scenic and visual qualities of the Coastal Zone be protected.

The creation of new riparian and freshwater marsh habitat out of existing degraded grassland and agricultural lands will generally enhance the aesthetics of the project area. The planting of the expressway embankments and median will take into account aesthetics.

The new expressway will allow the public a greater opportunity to view the attractive river environs. Fencing along the highway may help to control some degradation of visual resources in the river area caused by littering and off-road vehicle use.

2. Section 30253 seeks to minimize risks to life and property in areas of geologic and flood hazards. Natural landforms are to be preserved along bluffs and cliffs.

The highway road bed will be at a sufficient elevation to withstand a 50 year level flood. Since the highway is outside the river floodway, it will not contribute to the risk of flooding on any adjoining property.

The expressway alignment avoids any significant alteration of the hillsides along the south side of the narrows. In doing so, natural land forms are preserved and geologic instability is avoided. Reductions in the project right of way will further reduce the alteration of natural landforms.

3. Section 30253 also requires that new development be consistent with the requirements of the State Air Resources Control Board, and reduce energy consumption and vehicle miles traveled.

None of the project alternatives would reduce vehicle miles traveled. The bypass would result in a decline in non-methane hydrocarbon and carbon monoxide emissions due to an improvement in traffic flow.

D. RESOLUTION OF COASTAL ACT POLICY CONFLICTS:

Section 30007.5 states that when conflicts occur between Coastal Act policies, such conflicts should be resolved in a manner which, on balance, is the most protective of significant coastal resources.

The proposed project would result in impacts to sensitive habitat resources, but those impacts would be mitigated in a manner which would ensure long-term maintenance of ecosystem value.

The no project alternative would not necessarily ensure continued viability of the San Luis Rey River ecosystem and would impede Coastal Zone access.

On balance, the proposed project alternative ensures the greatest protection to Coastal Zone resources.

X. CONCLUSION

The proposed Route 76 project is needed to accommodate existing and planned traffic growth in the corridor running along the San Luis Rey Valley from I-15 to I-5. Studies by CalTrans have concluded that serious environmental degradation (i.e., congestion, delays, and high accident rates) will occur in the absence of this project.

Twelve different alternatives to the proposed project have been evaluated. On balance, the mitigated adopted alignment alternative is the least impacting to the environment and most cost effective solution which meets the long term transportation needs of the community.

The project will impact approximately six acres of riparian woodland habitat in the Coastal Zone. This acreage is to be replaced with new riparian and freshwater marsh habitat at a ratio of 1:1, with nearly all of that habitat lost replaced within the Coastal Zone. All Dudleya viscida plants displaced by the project will be transplanted on suitable northfacing slopes. The net effect of the project will be to protect and enhance biological resources in the river valley.

The proposed highway project will enhance vehicular, pedestrian, bicycle and transit access to the coast for a population of 173,000 (year 2000).

The proposed project has been closely coordinated with the Corps of Engineers, San Luis Rey River Flood Control Project. The two projects are designed to be functionally independent, but compatible. Mitigation measures for the highway project have been designed to complement the mitigation program for the flood control project, with a view toward enhancing overall habitat quality.

The project, as mitigated, meets all applicable policies of the California Coastal Act and is recommended for certification as part of the City of Oceanside Local Coastal Program.

1. The first part of the report discusses the general situation of the country and the progress of the work in the various departments. It also mentions the results of the recent elections and the state of the economy.

2. The second part of the report deals with the internal affairs of the country, including the administration of justice, the education system, and the health services. It also mentions the progress of the various public works projects.

3. The third part of the report discusses the external affairs of the country, including the relations with the neighboring countries and the international community. It also mentions the progress of the various diplomatic missions.

4. The fourth part of the report deals with the financial situation of the country, including the state of the treasury, the public debt, and the progress of the various financial reforms.

5. The fifth part of the report discusses the social situation of the country, including the progress of the various social reforms, the state of the labor movement, and the progress of the various social services.

6. The sixth part of the report deals with the military situation of the country, including the progress of the various military reforms, the state of the armed forces, and the progress of the various military projects.

7. The seventh part of the report discusses the progress of the various public works projects, including the construction of roads, bridges, and railways, and the progress of the various public works projects.

8. The eighth part of the report deals with the progress of the various social services, including the progress of the various social reforms, the state of the labor movement, and the progress of the various social services.

9. The ninth part of the report discusses the progress of the various diplomatic missions, including the progress of the various diplomatic missions, the state of the relations with the neighboring countries, and the progress of the various diplomatic projects.

10. The tenth part of the report deals with the progress of the various financial reforms, including the progress of the various financial reforms, the state of the treasury, the public debt, and the progress of the various financial projects.

City of Oceanside
LOCAL COASTAL PROGRAM
BUENA VISTA LAGOON WORKING PAPER

BACKGROUND: Buena Vista Lagoon borders the cities of Oceanside and Carlsbad. About one-third of the lagoon is in Oceanside with the remaining two-thirds within the Carlsbad corporate limits. (See Map #1)

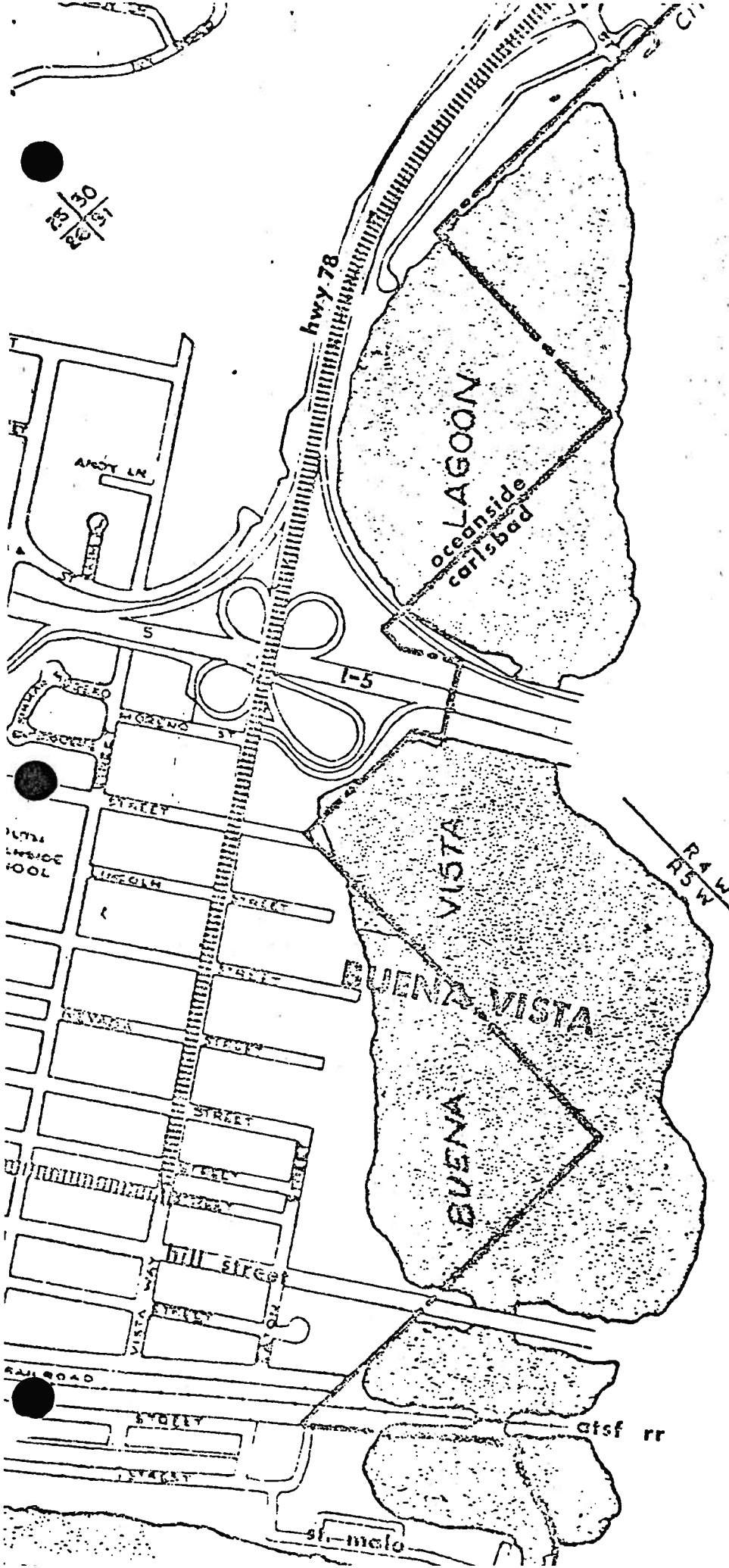
The lagoon has gone through a number of changes over the past 50 years. During dry years, in the early part of the century, the lagoon suffered from a lack of fresh water inflow. As a result, Buena Vista Lagoon existed only sporadically. In the early 1930's, Carlsbad and Vista began discharging secondary treated effluent into the lagoon. This created a water supply that supplemented the natural runoff and created a relatively stable water level in the lagoon. A wooden weir was built in 1971 at the mouth of the lagoon to maintain the water level in the lagoon at a constant six feet above sea level. This weir replaced a culvert system that previously controlled the lagoon's water level.

Most of the open water of Buena Vista Lagoon is part of an ecological reserve managed by the California Department of Fish and Game. All of the dry land area surrounding the lagoon is privately owned, as are several acres of open water between the Pacific Ocean and I-5. The bluffs along the northern shore are privately owned and give way to the suburban housing tracts of South Oceanside. Some of these private property boundaries extend into the open water areas of the lagoon.

Undeveloped properties directly adjacent to the lagoon are located at the northeastern corner of the lagoon (along a remnant section of the old Highway 78) and on both sides of Hill Street in the western portion of the lagoon.

Physical Condition: Buena Vista Lagoon drains a watershed of 22 square miles. The lagoon can be best described as a coastal pond or non-tidal lagoon. Total acreage of submerged lands is about 220 acres. Depth of the lagoon ranges from a few inches in the eastern portion to about six feet near the ocean.

The lagoon is surrounded by undeveloped steep bluffs up to 50 feet high west of I-5. The northern banks east of I-5 are bordered by the Highway 78 expressway. The southern shore (in Carlsbad) east of I-5 contains Jefferson Street in the lowlying areas and a steep hillside covered with eucalyptus trees.



MAP 1

Oceanside - Carlsbad
corporate limits

Because of its present designation as an ecological preserve, Buena Vista Lagoon is not in direct danger of being disturbed or filled. It is estimated that about 75 - 100 acres of marsh have been filled prior to its designation as a preserve. Indirect impacts which threaten the lagoon emanate from activities in the watershed (primarily outside the Coastal Zone) which could eventually affect the lagoon -- primarily increase sedimentation and water pollution from urban runoff. It should be noted that sedimentation has increased rapidly in the past year at the eastern end of the lagoon.

Biological Resources: Buena Vista Lagoon is considered a natural resource of significant regional importance. This importance has led the State to acquire much of the lagoon to protect its resource values.

Because of the weir at its mouth Buena Vista Lagoon has remained a fresh water lagoon, a rarity in Southern California. The fresh water is capable of supporting substantial populations of catfish, bluegill, and bass. In turn, these fish support large bird populations. Approximately 200 species of birds have been counted using Buena Vista during different times of the year. In a single day 130 - 150 different bird species have been counted. Many of these are migratory and use the lagoon as a stopover during journeys to breeding or wintering grounds. The lagoon supports two endangered bird species -- (1) Belding's Savannah sparrow, of which little is known, and (2) the California least tern, which feeds in the lagoon during its summer breeding season. In addition, the California clapper rail, another endangered bird, is believed to live and breed in the lagoon environs, but no sitings have been confirmed.

Nutrient levels in the lagoon are high due to the high level of urban pollutants and secondary treated effluent which have flowed into the lagoon in past years. Even though effluent flows have been discontinued, the high nutrient levels have remained. It is probably the nutrients have remained in the bottom sediments and are dissolving into the water column. Even with this problem the lagoon is capable of sustaining a large food chain that can withstand these stressful conditions.

Issues: Several planning issues currently affect Buena Vista Lagoon. These are:

- There are four vacant parcels at the northeastern end of the lagoon under three private ownerships. All are zoned commercial. One large parcel lies directly adjacent to the lagoon and offers a potential for a recreation or visitor serving facility. All of these parcels contain marsh habitats which are protected from being diked, dredged, or filled under Coastal Act Section 30233. At issue is whether to preserve these properties in their natural state, or as an alternative, to permit development that would not fill the wetlands and would be compatible with the existing sensitive environment of the lagoon.

-The properties which front on the lagoon between I-5 and Hill Street are zoned for 3,500 square foot minimum lot size. The lots in this location range in size from 3,827 to 73,500 square feet. Thus, theoretically, it would be possible for additional subdivisions along the lagoon embankments in areas that are currently open space. The City's Hillside Ordinance already prohibits grading on slopes higher than 50 feet whose slope gradients are 40% or greater. In addition, the ordinance puts restrictions on development of slopes whose gradient is between 20% and 40%. Also, the Subdivision Map Act prohibits subdivisions on properties which "are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife in their habitat" [Section 66474 (e)]. However, in addition to these existing laws, the Local Coastal Program should take additional specific steps to ensure that these slopes and flood prone areas beneath them are retained as open space. A "stringline" should be drawn which separates commercial and residential uses from permanent open space on the slopes above the lagoon.

-There is a 3.1 acre privately owned vacant lot just west of Hill Street on the north shore of the lagoon. The lot is flat and is vegetated with grass and weed species. The lagoon frontage has been extensively used by the public in this location, indicating possible prescriptive rights. The site itself is relatively unconstrained, having good access from both Hill Street and Broadway Street, and possessing no significant habitat value. However, any development on this site should be set back sufficiently from the lagoon to maintain an adequate buffer for both habitat protection and to allow reasonable public use. Additional measures, such as fencing and installation of catch basins may be necessary.

The owner of this property has tentatively proposed to build a restaurant on the portion of the site fronting on Hill Street. The rear portion of the property (which orients toward the existing residential neighborhood) has been suggested as a site for a small low and moderate income senior citizens housing complex. These proposals appear to be consistent with Coastal Act policies. However, the Department of Fish and Game will be consulted prior to any project approval to ensure that adequate buffering of the lagoon is provided.

Proposed Land Uses: The north shore of Buena Vista Lagoon has been divided into subareas shown on Map #2. Each subarea corresponds to the narrative description below. Land uses are shown on Map #3.

Subarea #1: It is strongly recommended that, as an LCP implementation measure that the parcels in the northeastern corner of the lagoon be acquired and preserved as part of the Ecological Reserve.

Subarea #2: The slopes above the north shore west of I-5 are shown as open space. The flat areas above the slopes are shown for residential and commercial uses.

Subarea #3: The lot south of Hill Street is shown as a combination of commercial, along Hill Street, and high density residential placed behind the commercial facility. A visitor serving facility should be placed on the commercial site.

BUENA VISTA LAGOON POLICIES

Objective: It is a goal of the City to work with other local, state, and federal agencies to protect the sensitive biological habitats and water quality of Buena Vista Lagoon.

General Policies:

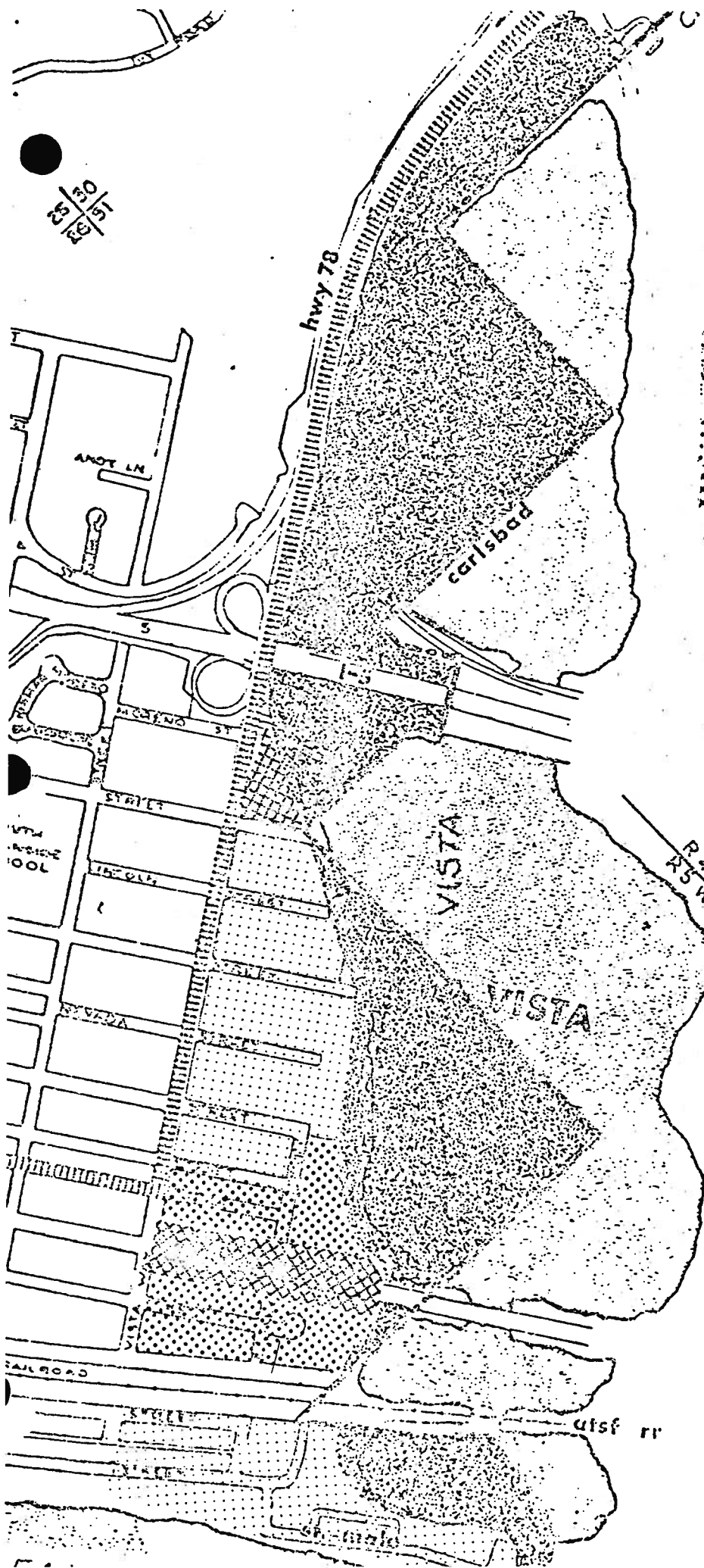
1. It is the express policy of the City to prohibit any diking, dredging or filling of Buena Vista Lagoon and its surrounding wetlands, except for habitat restoration measures which have been specifically approved by the State Department of Fish and Game.
2. Prior to approving any developments on dry lands adjacent to Buena Vista Lagoon, the City shall consult the State Department of Fish and Game to ensure that adequate measures are provided to protect and enhance the lagoon's sensitive resources. Such measures shall include, where appropriate:
 - a) Provision of adequate buffers between development and the lagoon.
 - b) Erection of barriers - such as fences - to prohibit access to sensitive portions of the lagoon.
 - c) Incorporation of native riparian plant species into project design to enhance habitat value.
 - d) Construction of informational signs/kiosks educating the public on the value of the lagoon, and listing regulations for public use.

25/30
28/31

MAP 3

Proposed Land Uses:

- open space
- medium density residential
- high density residential
- visitor serving commercial



RA
RW
R5W

T 11 S
T 12 S

- e) Habitat restoration measures (such as removal of built up sediment) providing that such measures are approved by the State Department of Fish and Game.
3. The City shall require all developments which drain into the lagoon to include, where appropriate, the following measures to reduce erosion, sedimentation and other water quality impacts:
- a) Retaining all runoff from construction areas onsite in percolation settling ponds, or channeled into culverts that possess adequate energy dissipators to prevent erosion and sedimentation into the lagoon.
 - b) Restricting grading or clearing from November through March.
 - c) Minimizing the alteration of land forms.
 - d) Maximizing penetrable surfaces for percolation, and if necessary, providing sediment settling basins, grease traps and/or energy dissipators.

Site Specific Policies:

- 4. In the area between Interstate 5 and the Eaton Hill property, the City shall prohibit encroachment of development beyond the bluff line above the lagoon.
- 5. The City recommends, as a high priority, that the land fronting the inner segment of the lagoon, south of Highway 78, be acquired and preserved as permanent open space. The City shall examine, as an LCP implementing measure, a full range of acquisition techniques, including use of state or federal funds, and transfer of development rights.
- 6. In the event that the acquisition recommended above is not possible, the City shall allow a land use that is consistent with the Coastal Act.

ATTACHMENTS

Areawide Water Quality Management Plan, Water
Quality Problems and Management Responsibilities,
Part 1 Runoff, Comprehensive Planning Organization,
March 30, 1978, pp. 1-IV-50 through 1-IV-62.

San Diego Regional Coastal Wetlands Workshop,
Draft Working Paper - Buena Vista Lagoon, California
Coastal Commission (prepared by Susa Gates),
July 20, 1978.

A. Buena Vista Lagoon

1. Existing Conditions¹

Buena Vista Lagoon is a brackish water coastal pond located along the common boundary of the cities of Oceanside and Carlsbad. This 350-acre lagoon, which includes 200 acres of submerged land, occupies the lower floodplain of the Buena Vista Creek, which has a relatively small drainage basin of 22 square miles. At the far western end of the lagoon, an artificial barrier and weir permanently impound the water in the lagoon, control the water level, and prevent seawater from entering the lagoon. The main water body of the lagoon is divided into four large ponds by (from west to east) the Santa Fe railroad, the Coast Highway (locally called Hill Street and Carlsbad Boulevard), and Interstate 5. These ponds are interconnected by bridged channels.

¹ The San Diego Coast Regional Commission completed in 1974 five background reports from which the local California Coastal Plan was drawn. One of the background reports, entitled "Life In The Sea," contains a comprehensive review of the present physiological and ecological state of the coastal wetlands of San Diego County. Much of the introductory material for the lagoons is drawn from the portions of that report, which discuss water quality and water-quality-related subjects. Valuable material from the report has been omitted because of length constraints; however, the Coastal Commission publication may be consulted for additional information on the ecology of the coastal wetlands.

Buena Vista Lagoon comprises about 220 acres of open brackish water (salinity varies from about 2-7 ppt), ranging in depth from a few inches to about 6 feet. It is fringed by about 130 acres of saltmarsh and brackish marsh vegetation. Since 1939, the water level in the lagoon has been deliberately maintained at an elevation of about 5.8 feet above mean sea level. The main sources of freshwater flow to the lagoon in the dry season are Buena Vista Creek, natural springs and irrigation runoff; a small quantity of seawater may seep through the beach barrier (P.J. Mudie, personal comment).

Buena Vista is one of a very few coastal lagoons in Southern California to provide a year-round supply of low-salinity water, which is essential for the maintenance of many types of waterfowl. The unique combination of ecological characteristics, namely, a large acreage of shallow open water, low salinity, stable water level, and protective stands of tall, dense marsh vegetation, is undoubtedly responsible for the great variety and abundance of migratory waterfowl in this lagoon. Buena Vista supports a small number of freshwater or brackish water aquatic organisms, including introduced catfish, green sunfish, bass, and mosquito fish.

The lagoon is a State Ecological Preserve, under the administration of the California Department of Fish and Game.

2. Impact of Storm Runoff

Table IV-15 reviews the estimated initial conditions of the lagoon immediately prior to the "design storm" event. This table also shows the storms imposed loads of total solids, biochemical oxygen demand, orthophosphate, nitrate + nitrite, total nitrogen, lead, chromium, copper, iron and zinc.

Buena Vista Lagoon is maintained at a fairly constant volume of approximately 215 million gallons. The design storm would deliver about 79 million gallons to the water body. For purposes of analysis, it is assumed that 79 million gallons of runoff water stays in the lagoon and 79 million gallons of lagoon water is discharged to the ocean. This assumption of "plug" flow is obviously imperfect, since a portion of the runoff water would be carried to the ocean. However, making this assumption tends to exaggerate the effects of the runoff, thus yielding a "worst case" situation.

TABLE IV-15
ESTIMATED IMPACT OF DESIGN STORM
BUENA VISTA LAGOON⁽¹⁾

CONSTITUENT:	Biochemical										
	Total Solids	Oxygen Demand	Ortho-phosphate	Nitrate + Nitrite	Total Nitrogen	Lead	Chromium	Copper	Iron	Zinc	
INITIAL CONCENTRATION (mg/l)	0	(2)	1.0	0.3	3.0	(2)	(2)	(2)	(2)	(2)	(2)
LOAD (Tons)	1511	15.7	.57	1.16	5.3	.27	.15	.07	41.7	.32	
CHANGE IN CONCENTRATION DUE TO STORM (mg/l)		+17.5	+64	+1.28	+5.9	+3	+15	+0.09	+46	+36	
(1) Equivalent to 25% of estimated annual loads.											
(2) No sample data available to show existing water quality.											

(1) Equivalent to 25% of estimated annual loads.

(2) No sample data available to show existing water quality.

a. Total Suspended Solids (TSS)

This storm would carry into the lagoon an estimated 1,660 tons of suspended solids, which is equivalent to 1,230 yards of material. If all of this material uniformly settles out in the lagoon (which is unlikely, since some will undoubtedly be carried out of the lagoon to the ocean) a total sedimentary layer 0.035 inches thick will be deposited. On an average annual basis, the deposition rate would be 0.14 inches per year. At this rate, sediment will accumulate about 1 foot per 100 years. This rate of deposition is sufficiently to be a major concern.

b. Biochemical Oxygen Demand (BOD)

The estimated BOD loading to the lagoon during the storm would be approximately 31,000 pounds. This loading rate is sufficient to cause a significant oxygen demand on the water body. Assuming the lagoon waters were well oxygenated before the storm (i. e., dissolved oxygen = 8 mg/l), a total of 14,340 pounds of oxygen would be available to satisfy the BOD load imposed by storms. This is insufficient to meet the 31,000 pound demand. On the surface, this calculation would indicate that septic conditions should develop immediately after a storm and continue for some time thereafter.

This conclusion is not borne out by field observations. Septic and anaerobic conditions of the magnitude expected do not occur¹. Apparently, much of the BOD is associated with the suspended and settleable material in the runoff. Once the sediment with its attendant fraction of BOD reaches the lagoon, the material settles out on the bottom. On the bottom the oxygen demand of the settled material apparently remains unsatisfied. This is evidenced by the chemical oxygen demand (COD) exhibited by the sediment. Samples of Buena Vista Lagoon sediment show COD concentrations of 5,500 mg/l (assuming 6 percent solids). BOD concentrations, while not measured, could be expected as high as 2,800 mg/l. The bottom sediments are septic and anaerobic. Perhaps because of the lack of circulation in the lagoon and other ill-defined factors (such as reduction/oxidation potential of the mud, pH, etc.), the sediments can retain the oxygen demand while the overlying waters stay aerobic.

Because a large portion of the BOD is associated with settleable material, apparently only a minor fraction of the BOD is soluble. The ratio of soluble BOD to settleable BOD cannot be determined from the available sampling

¹ Per phone conversation with Michael McCann, RWQCB.

data; therefore, the actual load of soluble BOD to the lagoon waters cannot be estimated. However, the oxygen in the water prior to the storm plus the natural oxygenation process occurring in the lagoon, including surface reaeration, reoxygenation by algae, and dissolved oxygen additions in the runoff, all serve to meet the soluble biochemical oxygen demand of the storm waters. While this demand may temporarily lower the oxygen concentration of lagoon waters, it normally does not deplete the oxygen concentration to zero.

In summary, the soluble BOD load is apparently small enough to be assimilated by the lagoon without causing the waters to turn anaerobic. A better understanding of the soluble BOD load and the rate of reaeration (and depletion) by natural processes would allow a more accurate assessment of potential future problems.

c. Nutrient Loadings

Treated sewage effluent was discharged to Buena Vista Lagoon from nearby communities over a period of several decades. Beginning in 1928, the Vis Sanitation District discharged secondary effluent to the lagoon via Buena Vista Creek in volumes up to about 1 million gallons per day. At the south west corner of the lagoon, near the ocean, the Carlsbad Sanitary District discharged primary effluent overflows for a number of years, followed by a direct discharge of secondary effluent from its successor agency, the City of Carlsbad. Both discharges were terminated in 1965 by initiation of the Encinas Joint Powers systems. Although sewage effluent is no longer discharged into the lagoon, nutrient levels¹ remain excessively high and eutrophication problems persist in some areas, as evidenced by the blooms of filamentous algae that periodically form as floating mats on the water surface.

The cause of these algae blooms is not fully understood. However, the existence of excessive algae growths indicates a high level of biological productivity in the lagoon (known as a eutrophic condition). Algae blooms (biomass) represent one of several parameters that can indicate the trophic state of the water body; others include: oxygen demand, turbidity, nutrient concentrations, bacteria, bottom fauna, and indicator organisms². Most

¹ $\text{NO}_2 + \text{NO}_3 + \text{NH}_4$

² Taylor, et al., "Wastewater Effluent Discharge to Cooling Lakes," ASCE Journal of Environmental Engineering, October 1977.

of these parameters have not been measured in the lagoon. However, those that have been measured indicate that the general condition of the lagoon is eutrophic.

A decreasing density and diversity of bottom fauna¹ is an indicator of eutrophic conditions. Also, the predominance of bottom feeders (i. e., catfish and carp) and the scarcity of sport fish (i. e., trout and bass) are additional indicators of eutrophy, as stated above. The diversity of aquatic organisms is small; species include catfish, green sunfish, bass, mosquito fish. This tends to indicate that the lagoon is eutrophic, but not to the extreme that sportfish are eliminated.

The Regional Water Quality Control Board periodically samples Buena Vista Lagoon to determine nutrient and mineral quality. A set of samples collected on February 24, 1975, at various points throughout the lagoon provides another indicator of the trophic state. Partial results of this sampling program are shown in Table IV-16.

The total phosphate value (most of which is orthophosphate) ranges from 0.34 mg/l to 1.3 mg/l, with the concentrations increasing from the inlet to the mouth of the lagoon. Numerous researchers have attempted to fix a maximum PO_4 level above which the water body is considered to be eutrophic. These levels range from 0.01 mg/l² to about 0.26 mg/l,³ the latter being derived specifically for saltwater conditions and perhaps more appropriate to use in this instance. The Basin Plan establishes a phosphate limit of 0.077 mg/l (0.025 mg/l as P) to prevent excessive aquatic growth that causes nuisances or adversely affects beneficial uses.

The phosphate concentrations in Buena Vista Lagoon exceed all of these limiting values. The fact that the phosphate concentration increases from the inlet to the mouth of the lagoon indicates that significant quantities of PO_4 are being added to the lagoon's waters. The source of PO_4 is probably

¹ Defined as the animals found in a particular region.

² Vollenweider, R. A. "Scientific Fundamentals of the Eutrophication of Lakes and Flowing Waters, with Particular Reference to Nitrogen and Phosphorus as Factors in Eutrophication." DAS/CSI/68.27, Organization for Economic Co-operation & Development, September 1967.

³ Ketchum, B. H., "Eutrophication of Estuaries," quoting C. S. Yentch in Eutrophication: Causes, Consequences, and Correctives, N. A. S., 1969.

TABLE IV-16
PARTIAL RESULTS OF WATER SAMPLES COLLECTED
AT VARIOUS LOCATIONS IN BUENA VISTA LAGOON
ON FEBRUARY 24, 1975

Constituent		East Lagoon Section Between I-5 & Jefferson St. @1130 (Eastside) A.	East Lagoon Section Between I-5 & Jefferson St. @1200 (Westside) B.	Middle Lagoon Section Between I-5 & Hill St. @1220 (Eastside) C.	Middle Lagoon Section Between I-5 & Hill St. @1240 (Westside) D.	West Section of Lagoon Between Hill St. & Rxx @1310 E.	Far West Section of Lagoon Between Outlet to Ocean & Rxx @ 1325 F.	@ Outlet Section (No Flow to Ocean) @1330.
		mg/l	mg/l	mg/l	mg/l	mg/l	mg/l	mg/l
Total Phosphate	PO ₄	0.37	0.64	1.3	1.3	0.90	1.6	1.3
Orthophosphate	PO ₄	0.34	0.53	1.1	1.2	0.87	1.3	1.2
Nitrite	N	0.078	0.052	0.023	0.034	0.025	0.010	0.023
Nitrate	N	0.49	0.45	0.16	0.11	0.06	0.07	0.08
Ammonia	N	1.8	1.5	2.2	2.1	2.3	2.2	2.4
Total Organic Nitrogen	N	0.70	0.80	0.60	0.50	0.5	0.50	1.0
Total Nitrogen	N	3.07	2.80	2.98	2.74	2.86	2.78	3.5
Total Dissolved Solids		1488	1528	2000	1994	2176	2140	2120

SOURCE: Regional Water Quality Board.

the bottom muds. A recent study¹ of bottom sediments in a lake with approximately the same total phosphate concentration as Buena Vista Lagoon² showed a release rate of 2 to 3 mg/day/m². If a comparable release rate is occurring in the lagoon, about 4.5 pounds of phosphate is being added to the lagoon waters each day. This would raise the total phosphate concentration of the lagoon at the rate of 0.0025 mg/l/day. Thus, over a period of three months, this process could make the PO₄ concentration of 0.25 mg/l.

The phosphate release rate is reported to decrease to zero when the overlying waters approach 1 to 1.4 mg/l, which is the concentration in the western portion of the lagoon. Under aerobic conditions the sediments no longer release phosphates when the water has a high phosphate concentration. Rather, the sediments absorb phosphates out of the water.

With the abundant amount of algae found in Buena Vista Lagoon, the waters near the bottom are either constantly anaerobic or oscillate between aerobic and anaerobic conditions, depending on time of day, water temperature, oxygen demand of suspended and bottom material, and a variety of other factors. Under these conditions, the sediments act as a phosphate "sink", alternately removing and adding phosphates depending on the phosphate and dissolved oxygen concentrations in the overlying water. As a result, the phosphate concentration in Buena Vista Lagoon's waters stay at a level which, if other factors are favorable, will support prolific aquatic growth.

Studies of other coastal marine environments^{3, 4, 5} support the conclusion that an excess of phosphate is common to many estuarine waters, and

¹ Lake Mohegan Sediments = Total Phosphate-P 1.19 mg/g of dry solids.
Buena Vista Lagoon sediments = Total Phosphate-P .59 - 1.46 mg/g of dry solids.

² Fillos and Biswas, "Phosphate Release and Sorption by Lake Mohegan Sediments," ASCE Journal of Environmental Engineering, April 1976.

³ Bradshaw and Mudie, "Some Aspects of Pollution in San Diego County Lagoons" California Mar. Res. Comm., 1972.

⁴ Ryther and Dunstan, "Nitrogen, Phosphorus and Eutrophication in the Coastal Marine Environment," Science, 1971.

⁵ Horne, A. J., "Nitrogen: Recent Studies on the Role of Nitrogen in the Biostimulation and Eutrophication of Aquatic Ecosystems", Proceedings of Seminar on Eutrophication & Biostimulation, November 1972.

therefore is not the limiting nutrient which controls the rate and quantity of aquatic growth common in freshwater lakes. Rather, these studies suggest that the availability of nitrogen controls the rate of aquatic growth.

Any water body whose level of biological activity is limited by the availability of nitrogen is inherently unstable. This is due to the ability of certain bacteria and algae, particularly blue-green algae, to obtain nitrogen from the air. This does not happen, however, either instantaneously or automatically.

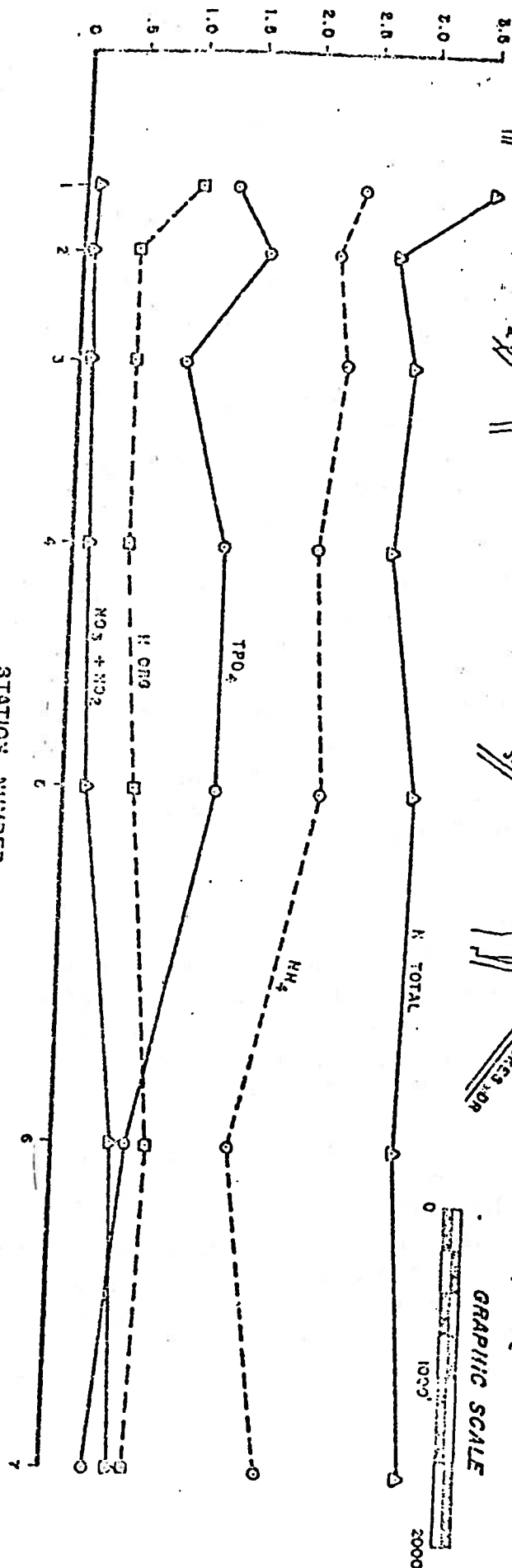
Because nitrogen can be drawn from the air, it is quite difficult to determine a limiting nitrogen concentration in the water above which excessive aquatic growth occurs. Vollenweider considers freshwater bodies with nitrogen concentrations between 0.2 to 0.3 mg/l as eutrophic. Rather than establishing a specific concentration, limiting nitrogen concentrations are usually based on a ratio of the quantity of nitrogen to the quantity of phosphate available. The Basin Plan recommends use of a ratio of N:P=10:1, since this is the approximate proportion of each element that plants require to grow and reproduce.

In Buena Vista Lagoon, the N:P ratio varies from 25:1 to 8:1, the ratio reducing from the inlet area of the lagoon to the mouth. These ratios show that sufficient nitrogen is available to support plankton growth. The nitrogen concentration also far exceeds the 0.2 to 0.3 mg/l value suggested above, indicating that sufficient nitrogen is available to allow prolific plankton growth.

Figure IV-1 plots the concentration of nitrogen, in its various forms, as it passes from the inlet to the mouth of the lagoon. Interestingly, the concentration of total nitrogen remains at a relatively constant level of 3.0 mg/l, indicating that no significant quantities of additional nitrogen are contributed to the lagoon (as is the case with phosphates). This tends to indicate that little nitrogen was fixed from the air by algae.

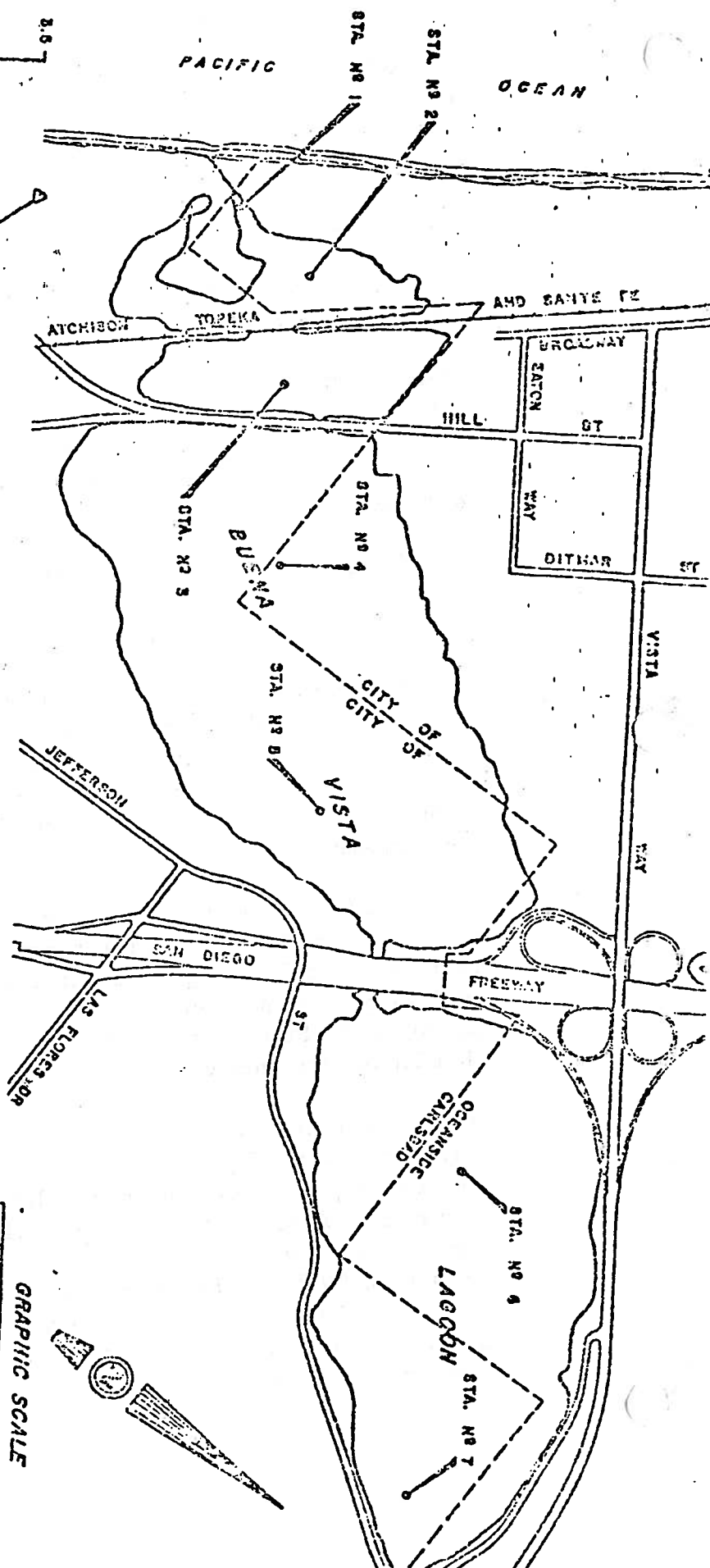
Although total nitrogen concentrations remain about level, the nitrate + nitrite ($\text{NO}_3 + \text{NO}_2$) concentration drops significantly. Most plant life (including plankton) can only utilize nitrogen when it is in the nitrate form. The decreasing nitrate concentration indicates that this compound is being consumed. Certain bacteria do have the capacity to convert ammonia (NH_4) to nitrate (NO_3). However the increase of ammonia and decrease of nitrate indicates that the nitrate is being consumed faster than it can be regenerated. Thus, it appears that if additional nitrate is added, eutrophic conditions would be aggravated.

CONSTITUENT CONCENTRATION (mg/l)



STATION NUMBER
FIGURE IV-1

NUTRIENT CONCENTRATIONS IN BUENA VISTA LAAGOON



One other mechanism that influences nutrient concentrations should also be mentioned. Under anaerobic conditions, such as those found in the lagoon sediment, certain bacteria have the capacity to convert nitrate to nitrogen gas ($2\text{NO}_3 \rightarrow \text{N}_2 + 3\text{O}_2$). This process can release nitrogen from the lagoon. The extent to which this occurs in Buena Vista Lagoon has not been quantified, but the rather constant concentration level of total nitrogen suggests it is minor.

With this background, Table IV-15 should again be consulted. The total nitrogen added to the lagoon from the design storm is 10,600 pounds, of which 2,320 pounds is nitrate + nitrite. The effect of this loading is to raise the total nitrogen concentration about 6 mg/l and the $\text{NO}_2 + \text{NO}_3$ concentration by 1.3 mg/l. Similarly, the orthophosphate load is 1,140 pounds which raises the OPO_4 concentration by 0.64 mg/l. These quantities are estimates.

From the previous discussion, it can be seen that so many mutual processes are occurring in the lagoon that it is impossible to say with certainty what the impact of these loads will be. Since the lagoon sediments have the capacity to introduce phosphorus into the water and algae can introduce nitrogen, "natural conditions" appear to be able to keep the lagoon eutrophic without the introduction of any outside nutrient.

Conversely, if the lagoon exists in a pristine (oligotrophic) condition, the loads imposed by the design storm would most likely be sufficient to cause temporary eutrophic conditions. If the calculated annual average load continued for a number of years, the lagoon would be permanently eutrophic.

Thus, it can be concluded that the storm runoff simply adds to an existing eutrophic condition. The nitrates are probably utilized for plankton growth in a short period of time. The remaining nutrients stay in solution, in suspension, or settle out on the bottom. These nutrients remain available to be converted to nitrates and orthophosphates, once the initial supply is depleted.

d. Heavy Metals

Table IV-15 lists quantities of five heavy metals discharged during the design storm. Typically, the heavy metals carried by the sediment load are only slightly soluble in water; thus the fraction of the load found in solution in surface waters is also very small. The impact on water quality

TABLE IV-17
COMPARISON OF ESTIMATED SOLUBLE METALS CONCENTRATIONS
CAUSED BY SURFACE RUNOFF TO RECOMMENDED LIMITS

Constituent	Soluble Loads Added to Lagoon (tons)	Concentration Inc. in Lagoon Waters (mg/l)	Concentration (mg/l) ^a	
			Threshold	Limiting
Lead	5.4	.003	.01	.01
Chromium	3.0	.0015	.05	.05
Copper	1.4	.0009	.01	.01
Iron	834	.46	.05	.05
Zinc	6.4	.0036	.02	.02

^aFor fish and game fresh or saline (whichever is more stringent).

is very much less than that calculated on the basis of total load discharged to the lagoon. A comparison of heavy metals loads in natural background indicates that the surface water load is approximately 1 percent of the load coming in via the sediment route¹.

To estimate the metals found in the waters of the lagoon, 1 percent of the metal loads are considered soluble. Table IV-17 lists those soluble loads and the estimated concentrations after being discharged to the lagoon, as well as the threshold² and limiting³ concentrations listed in the Basin Plan.

By reviewing Table IV-17 it can be seen that all the metals remain below the recommended limits except iron. Considering the low-order accuracy of the loading estimates, only limited conclusions can be drawn from this table. It seems likely that sufficient heavy metals are discharged to Euenia Vista Lagoon to raise the concentration somewhat, although generally not above the recommended limits. The figure of 1 percent of the metals being soluble is only a very approximate value. Whether the insoluble metals

¹EPA, Loading Functions for the Assessment of Water Pollution from Non-Point Source, EPA (600Z-76-151), 5-76.

²Concentrations at which water quality is suitable for intended use, but increases could impair the use.

³Concentrations above which the water is unsuitable for the intended use.

which initially settle to the bottom are eventually assimilated by the benthic organisms is also unknown. Recent tests of game birds in the Imperial Valley have shown extremely high concentrations of heavy metals. The source of these metals has not been traced nor does proof exist that the food chain or those water bodies receiving urban runoff have abnormally high heavy metal concentrations. However, considering the quantity of total heavy metals discharged to the lagoon, such a possibility should be examined.

The severity of heavy metal contamination can only be determined accurately by a regular sampling program of the lagoon. No known sampling program for heavy metals of either the lagoon or its aquatic life has been conducted. Such a program seems warranted.

c. Future Loads

Figure IV-2 shows estimated existing and projected loads upon Buena Vista Lagoon from rural, agricultural and urban runoff. As a result of urbanization expected to occur in the future, the estimated loads will change somewhat. The total solids load remains about constant, the BOD and nutrient loads drop about 20 to 40 percent and the heavy metals loads increase about 40 percent. Since the only recognized water quality problem in Buena Vista Lagoon is eutrophication, the changing land use and associated drop in nutrients can only help alleviate this problem (although this will far from eliminate eutrophication problems). The impacts of increased metals to the watershed only can be assessed by a comprehensive sampling program.

Buena Vista Lagoon

Summary of Water Quality Conditions:

1. Accumulated nutrients maintain chronic eutrophication in the lagoon. Surface runoff contributes water and adds to existing nutrient budget.
2. Potential build-up of heavy metals from urban runoff.
3. Potential for sedimentation from construction.

Structural Alternative Solutions:

Alternative 1

As recommended by Lagoon Management Program.

Nonstructural Alternative Solutions:

Alternative 1

Inclusion of a water quality management element in any comprehensive lagoon management program which may be adopted for Buena Vista Lagoon. The water quality management element would be directed toward both nonpoint source surface runoff and bottom sediments.

Establishment of a management program solely for water quality is not considered necessary or feasible. Steps required to implement a lagoon management program are outlined in Chapter A-7, Appendix A.

Adoption of an areawide erosion and sediment control program; sample ordinances are presented in Chapter A-7, Appendix A.

Alternative 2

No action. Under this alternative, it is assumed that a comprehensive lagoon management program is not undertaken and that conditions remain unchanged in the lagoon.

405
CALIFORNIA COASTAL COMMISSION
631 Howard Street, San Francisco 94105 --- (415) 543-8555

San Diego County Regional Coastal Wetlands Workshop

Draft Working Paper - BUENA VISTA LAGOON

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July 20 and 21, 1978
Scripps Institution of Oceanography
University of California, San Diego
La Jolla, California

Prepared by Susa Gates

BUENA VISTA LAGOON

I. Location

A. geographic

Buena Vista Lagoon is located in San Diego County between the cities of Carlsbad and Oceanside.

B. jurisdiction

1. local

The lagoon is split under the jurisdiction of the cities of Carlsbad and Oceanside. Over two thirds of the lagoon is a California State Ecological Preserve.

2. LCP

City of Carlsbad.

3. ownership

Most of the area between Jefferson St. and the Santa Fe Railroad is part of the ecological preserve and under the management of the California Department of Fish and Game. The remaining six or seven acres between the railroad² and the ocean is privately owned and zoned for commercial use. Some of the private ownership extends into the lagoon for which mitigation measures are being discussed. The State Lands Commission has not claimed any of the lagoon for san³ction as tidelands because most of it is already under state control.

II. Watershed

A. size

Buena Vista Creek watershed is 22 square miles.

B. topography

The area of the lagoon between I-5 and the ocean is a coastal floodplain. East of I-5, the slope increases fairly abruptly to hills with elevation of 200 feet.

C. vegetation

The riparian vegetation is typical of southern California being represented by such plants as willow, tree tobacco and elderberry.⁵ The upland area is described as southern California sage scrub. It is represented by Artemisia californica, Baccharis sarothroides, and Erigonum fasciculatum.

D. soils

Most of the soils are highly erodable, "sugar soils".⁶

III. Wetland Type

A. biogeographic description

Buena Vista Lagoon is a southern California coastal pond or non-tidal coastal lagoon. The total area is 350 acres.

B. hydrology

Prior to 1923, spring runoff drained through Buena Vista Creek forming a spring pond. In 1923, water rights were purchased from San Luis Rey water district by the city of Vista. As a result of this transaction, water drained through the creek all year.⁸ The water level in the lagoon is also maintained by the influx of water from natural springs in the shallow groundwater basin and irrigation water returned from the upstream area. A small amount of salt water may seep through the beach barrier. Since 1939, the water level in the lagoon has been maintained at a height of 5.8 feet above mean sea level. Buena Vista lagoon is unique as a low salinity mixed southern California coastal lagoon.

C. bathymetry

Its depth ranges from a few inches in much of the inland segment to six feet at the mouth. 220 acres are submerged.

D. geology

A sandbar which has not been breached for several years crosses the mouth of the lagoon to form an ocean beach.¹⁰ The configuration of the lagoon has been significantly changed as a consequence of the construction of a weir at the lagoon mouth.¹¹ The main body of water is divided into four large ponds (from west to east) by the Santa Fe Railroad, the Coast Highway and I-5. The ponds are connected by bridged channels.¹² Small islands are scattered throughout the lagoon.¹³

IV. Wetland Ecosystem Communities

A. existing

Buena Vista Lagoon is a series of four coastal ponds fringed by marsh vegetation. A few small intermittent islands occur in the lagoon.¹⁴ Approximately 220 acres are submerged lands and 130 acres are marsh transition zones.

B. amount destroyed by man's activities

At least 40 acres of the transition zone between the seasonal marsh and the upland have been filled.¹⁵ A total of 75-100 acres of the wetland are estimated to have been filled.¹⁶ Only remnants of the brackish water vegetation remain.

V. Description Of The Community Within Wetland Ecosystem

A. definition

Buena Vista Lagoon supports 130 acres of salt marsh and brackish marsh vegetation typical of southern California non-tidal lagoons.¹⁸ Patches of reeds and other marsh vegetation and a small island are used by migratory birds as part of the Pacific Flyway.¹⁹

B. ecosystem character

1. representative populations

a. salt marsh

Salicornia virginica, Distichlis spicata.

b. brackish marsh

Scirpus robustus, Juncus acutus, D. spicata.

c. small islands

Scirpus robustus.

d. fish

Catfish, bluegill, bass.

2. diversity

a. community

Salt marsh, brackish marsh and aquatic communities comprise the wetland ecosystem.

b. species

Approximately 200 bird species have been counted in the lagoon; 130-150 species have been counted in a single day. This ecosystem is habitat for least tern, clapper rail, Belding's savannah sparrow and several species of wild ducks and grebes.²⁰ The Belding's savannah sparrow inhabits only the upper littoral zone of the salt marsh.²¹ The least tern feeds and roosts in the lagoon.²²

3. resiliency

No known information.

4. mortality

a. trends

The annual influx of nutrients often results in fish kills.²³

b. uncharacteristic changes

Eutrophication is more severe this year due to increased runoff from the past several years and the accidental dumping of millions of gallons of raw sewage into the lagoon.

VI. Ecosystem Stress

A. chemical

1. salinity

The salinity varies from 2-7 o/oo. Buena Vista is one of the few southern California coastal lagoons which constantly maintains a low salinity level.²⁴

2. nutrients

No extensive work has been done on the quality of surface waters. However, water quality has been thought to approximate natural conditions as a result of the connection of the Vista and Carlsbad communities with the Encina waste facility.²⁵ Yet this assessment may not be realistic. There seems to be an unusually abundant growth of algae for this type of coastal lagoon.²⁶

3. toxic compounds

Sediments may accumulate pesticide and herbicide residues from agricultural use.²⁷

4. temperature/oxygen

BOD levels may be severely increased causing fish kills.²⁸

B. physical

1. consumption

a. filling

The inland end of the lagoon that is east of Jefferson St. was once brackish marshland but has been filled in recent years for commercial use. South of highway 78 and just east of the

lagoon, about 40 acres of seasonally flooded marshland were filled to develop the Plaza Camino Real Regional Shopping Center.²⁹ Another filled area is proposed as a parking lot for recreational and educational use of the marsh.³⁰

b. dredging

A proposal to dredge an opening through the berm to create an estuary and enhance flushing has been discouraged.³¹

2. degradation

a. sedimentation

Sedimentation currently results from agricultural and residential/ industrial lands.³² Mitigation measures have been taken in certain areas such as the Plaza Camino Real Shopping Center.³³

b. human disruption

Buena Vista Lagoon is used extensively as an outdoor teaching lab.³⁴ Although approximately three to four thousand persons use the lagoon per year, no major impacts occur. Intensive use of the lagoon occurs where people gather to feed the ducks and to fish near Hill St.

c. introduction of new species

The lagoon supports catfish, green sunfish, bass, and mosquito fish.³⁵ Pet ducks have been introduced into the lagoon.³⁶

VII. Management Alternatives

A. agencies

- City of Oceanside
- State Department of Fish and Game

B. proposal

The City of Oceanside is primarily concerned with further protection and enhancement by preserving public vistas and preventing adverse water quality impacts from urban run-off.³⁷

The State Department of Fish and Game is currently writing a plan with several objectives: 1) to maintain the wetland in coordination with the cities of Carlsbad and Oceanside, 2) to decrease or eliminate duck populations in the area, and 3) to recommend a coastal conservancy program to be implemented due to Belding's savannah sparrow habitat. Support will be given to some development along the lagoon, e.g. the extension of the condominium complex near Hill St. and Eaton St. where the impacts are less severe.³⁸

C. status

1. completion to date

The city of Oceanside work program was accepted by the State Coastal Commission on June 28, 1978. The Department of Fish and Game management plan will be completed by the end of July.

2. funding allocated

Funding has been allocated as part of the LCP work program budget.

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37. Oceanside Work Program
38. Lauppe, E. personal communication, 6/30/78 and 7/12/78.
39. Ibid.

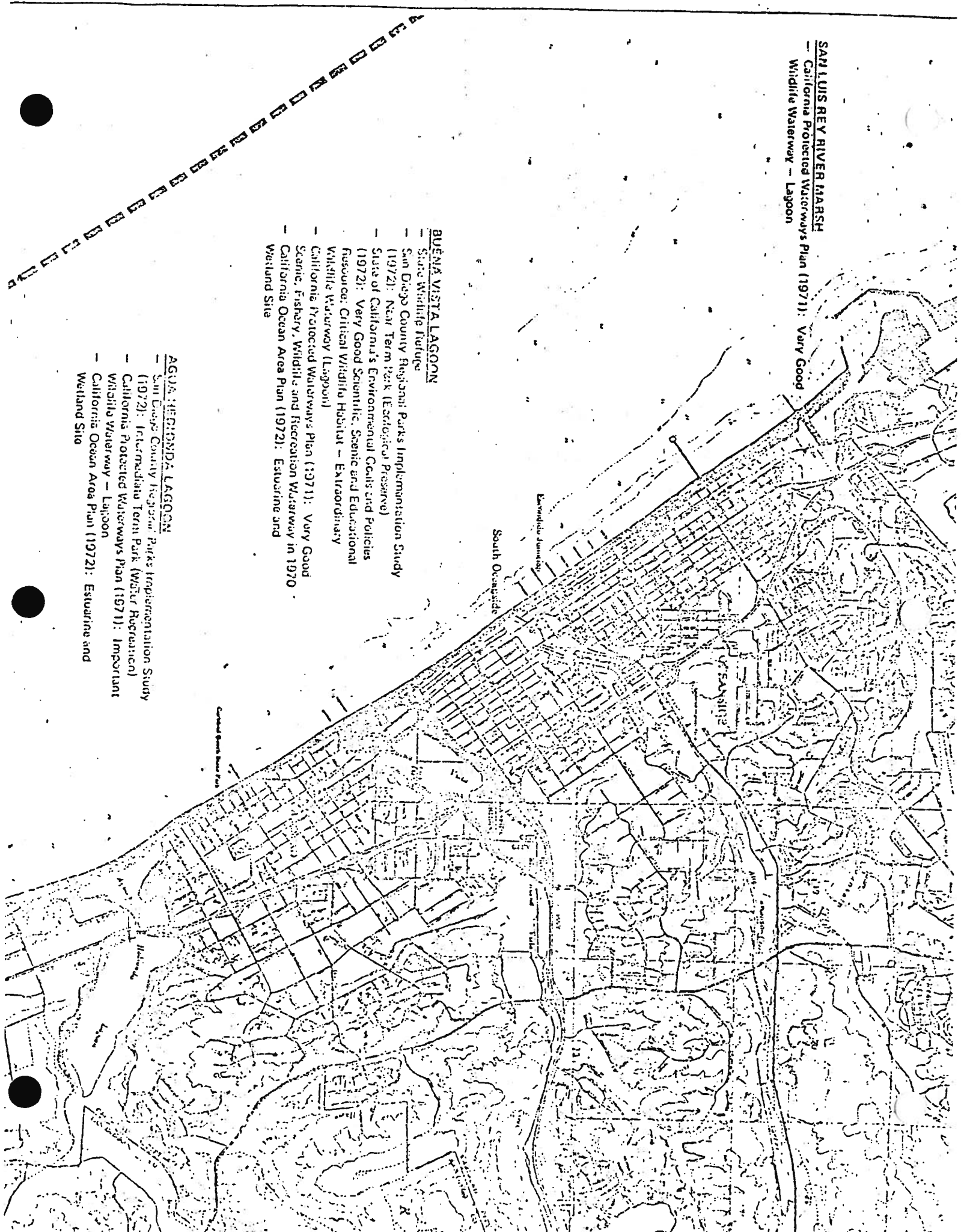
SAN LUIS REY RIVER MARSH
 - California Protected Waterways Plan (1971): Very Good
 Wildlife Waterway - Lagoon

BUENA VISTA LAGOON

- State Wildlife Refuge
- San Diego County Regional Parks Implementation Study (1972): Near Term Park (Ecological Preserve)
- State of California's Environmental Goals and Policies (1972): Very Good Scientific, Scenic and Educational Resource; Critical Wildlife Habitat - Extraordinary Wildlife Waterway (Lagoon)
- California Protected Waterways Plan (1971): Very Good
- California Ocean Area Plan (1972): Estuarine and Wetland Site

AGUA FRIEDONDA LAGOON

- San Diego County Regional Parks Implementation Study (1972): Intermediate Term Park (Water Recreation)
- California Protected Waterways Plan (1971): Important Wildlife Waterway - Lagoon
- California Ocean Area Plan (1972): Estuarine and Wetland Site



OCEANSIDE
CARLSBAD

RECOMMENDED PROJECT BOUNDARY
AREA AS PROPOSED BY BUENA VISTA LAGOON COMMITTEE
NATURE CONSERVANCY LANDS

AUTHORITY
NATURE CONSERVANCY LANDS
STATE DIVISION NO 10

BUENA VISTA LAGOON STUDY

DEPARTMENT OF PARKS AND RECREATION
DIVISION OF BEACHES AND PARKS

LAND & BOUNDARY STUDY

PAGE 2
OCTOBER 1955

Scale in feet

WIND GORGE
TERRACE

Dept. Parks and Recreation 1966. Buena Vista Lagoon Study.

Sec. 13.16. Same—Unlawful parking.

It shall be unlawful for any person to cause, allow, permit or suffer any vehicle to be parked in the specified parking lots without a permit or without having paid the proper fee as provided in this article. (Ord. No. 79-26, § 2, 7-25-79.)

Sec. 13.16.1. Same—Backing in unlawful.

It shall be unlawful to back a vehicle into a parking space at any publicly owned parking lot. (Ord. No. 79-26, § 2, 7-25-79.)

Sec. 13.17. Same—Restricted parking; removal of unlawfully parked vehicles; posting of signs.

(a) It is unlawful to park a vehicle between the hours of 8:00 p.m. to 3:00 a.m. in the following parking lots located in the City of Oceanside:

- (1) The parking lot located at the northeast intersection of First Street and The Strand.
- (2) The parking lot located at the southeast intersection of Tyson Street and The Strand.
- (3) The parking lot located at the northeast intersection of Wisconsin Street and The Strand.
- (4) The parking lot located at the northwest corner of the intersection of Pacific and Harbor Drive South.
- (5) Parking lot located at the southeast intersection of Third Street and Myers Street.

(b) It is unlawful to park a vehicle between the hours of 10:00 p.m. and 3:00 a.m. in the parking lot located at the northwest intersection of The Strand and the Oceanside Municipal Pier.

(c) The Oceanside Police Department is authorized to close these parking lots when parking is unlawful as stated in this article and to remove and impound any illegally parked

vehicles. All expenses for the removal and storage of any such vehicle shall be charged against the owner of said vehicle, and said vehicle shall not be released until said charges shall have been fully paid.

(d) Signs shall be erected to give adequate notice of the regulations stated in this section. (Ord. No. 79-26, § 2, 7-25-79; Ord. No. 79-38, § 2, 11-14-79; Ord. No. 83-24, § 1, 6-22-83; Ord. No. 85-58, § 1, 12-18-85; Ord. No. 86-06, §§ 1, 2, 2-13-86)

Sec. 13.18. Parking spaces.

Parking spaces shall be indicated by painted lines on the pavement. It shall be unlawful to park any vehicle across such line or marking or to park said vehicle in such position that the same shall not be entirely within the area so designated by such lines or markings. (Ord. No. 79-26, § 2, 7-25-79.)

Sec. 13.19. Registered owner liable.

The registered owner, as determined from the registration of said vehicle in the Division of Registration of the Department of Motor Vehicles in the State of California, of any vehicle which is unlawfully parked as provided in this article, shall be prima facie liable and responsible for the illegal parking of such vehicle. (Ord. No. 79-26, § 2, 7-25-79.)

Sec. 13.20. Duty of officer.

It shall be the duty of each police officer, harbor patrol officer or enforcement officer of the parking enforcement division to take the date, time and location of any unlawful vehicle parking, the state vehicle license of such vehicle, make and model of such vehicle, and issue, in writing, a citation for such unlawful parking and to place said citation upon the vehicle. (Ord. No. 79-26, § 2, 7-25-79.)

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9-26-81

11-16-81

*2-24-82 1

PRELIMINARY

BUENA VISTA LAGOON

MANAGEMENT PLAN

CITY OF OCEANSIDE

This report was prepared with financial assistance from the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, under the provisions of the Federal Coastal Zone Management Act of 1972.

PRELIMINARY
BUENA VISTA LAGOON

MANAGEMENT PLAN
CITY OF OCEANSIDE

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BUENA VISTA LAGOON MANAGEMENT PLAN

I. INTRODUCTION

This Management and Monitoring Plan is intended to supplement and be compatible with the "Buena Vista Lagoon Management Plan" currently in process of preparation by the California Department of Fish and Game. This Plan will have to be reviewed and revised, if necessary, upon receipt of the Fish and Game Management Plan, which is expected to be delivered in draft form in October, 1981.

The Plan is intended to provide an ongoing Plan for realization of the goals and objectives outlined in Section II.

The Buena Vista Lagoon, with a watershed of 22 square miles, consists of a total of 350 acres, 200 of which are submerged with up to 6 feet of water. Over 200 species of birds have been observed using the lagoon, which has been, in effect, a bird sanctuary since 1939.

II. A. Goals

1. To protect and enhance the ecological and aesthetic values of the lagoon, including water quality, biological productivity, and species diversity.
2. To provide opportunities for public access, recreational and educational use consistent with natural and aesthetic resource protection.

B. Objectives

1. To monitor and reduce to an acceptable level

the quantity of urban runoff pollutants, solid waste, and siltation entering Buena Vista Lagoon from Buena Vista Creek and other sources.

2. To support and encourage actions by the California Department of Fish and Game in the creation of more diverse habitats in the lagoon.
3. To support and encourage the removal of the 14 acres of silt deposited east of the Jefferson Street bridge, and its use in the creation of habitat area.
4. To provide for public access at the northeast portion of the lagoon west of Jefferson Street and along both sides of Hill Street for birdwatching, fishing, and other passive uses consistent with these objectives.
5. To provide special provisions for the educational use of the lagoon, including signs and informational displays.
6. To determine the responsibilities of various groups and jurisdictions in the maintenance of the lagoon and to cooperate with those groups and jurisdictions in lagoon maintenance.

III. POLLUTION CONTROL

Due to the reconstruction of the weir* in 1969, the lagoon is closed off from the sea and does not receive tidal flushing. This has created a 'closed system' whereby pollutants remain in the lagoon for longer periods of time. Secondly, development in the watershed has contributed to the siltation of several acres of what was once open water. Thirdly, with the lagoon being adjacent to or crossed by five major transportation routes, a great deal of trash is strewn in or around the water body. The following information discusses the three principle pollution problems in more detail:

A. Urban Runoff - This category of pollutants are those that wash from streets, parking lots, lawns, gardens, and buildings during rainstorms. These pollutants include polychlorinated hydrocarbons, tire particles, oil and grease, fertilizers, pesticides, and herbicides. This effect can potentially be minimized by:

1. lot coverage limitations
2. control of industrial uses
3. utilization of devices such as sediment traps, energy dissipators, etc. for new construction projects
4. enforcement of the City grading ordinance, and, specifically, those sections dealing with erosion control for all new construction projects
5. utilization of the environmental review process for tentative maps and development plan review to require special mitigation provisions as conditions of tentative map approvals.
6. distribution of educational pamphlets to the public regarding the utilization of fertilizers, pesticides, herbicides, etc. that adversely affect the Lagoon
7. continued public works operations such as street cleaning, regular trash collection service, etc.
8. landscaping requirements that include low maintenance plants and biodegradable fertilizers and biocides
9. utilization of native plants for areas adjacent to the Lagoon

Excess nutrients from urban runoff create unsightly algae blooms and deplete the oxygen supply causing near

eutrophic conditions. A means of oxygenating the water should be investigated if B.O.D. cannot be brought under control by reducing nutrient loads into the lagoon.

- B. Solid Waste - Due to the close proximity of several public streets and longstanding plentiful public access, there is a trash problem in and around the Lagoon water.

Adequate trash cans, regular collection service, regular pick-up and enforcement will be required to bring this under control. The City is responsible for public rights-of-way and other areas with regular City forces.

Private property cleanup is the responsibility of the property owner and the City ordinance relating to public nuisances will be vigorously enforced around the Lagoon.

Solid waste pick-up in the Lagoon waters shall be the responsibility of Fish and Game Department.

The City will support and encourage the efforts of the Department of Fish and Game in enforcing the Fish and Game Code in and around the Lagoon, and the City shall enforce litter and leash laws in the area.

Volunteer groups, coordinated through State Department of Fish and Game, will be sought for semi-annual major maintenance such as weeding, pruning, painting, etc.

- C. Siltation - Siltation in the Lagoon is caused by development in the Buena Vista Creek watershed. Impervious

-5-

surfaces create higher, faster peak flows that erode the stream banks, and disturbance to the soil exposes soil particles waiting to be detached by rain and washed into the drainage system, which terminates at the mouth of the creek, which is in the Lagoon.

At the present time, there are several acres of silt now displacing a portion of the Lagoon. This silt should be removed and new controls should be placed on development in the Buena Vista Lagoon Watershed that will prevent this occurrence. Ordinance No. 81-20, a new grading ordinance adopted by the City on April 22, 1981, contains an Article (XV) requiring erosion control. These requirements should be carefully enforced to ensure that adequate controls are in effect for areas within the Buena Vista Lagoon Watershed.

1. Silt removal - The City supports the efforts of the Department of Fish and Game in removing the silt. One possibility for disposal of this material would be some islands, consistent with Goal #1 and Objectives #2 and #3.
2. Silt prevention - The following actions should be taken in the watershed to minimize further siltation of Buena Vista Lagoon:
 - (a) Ensure that Ordinance No. 81-20, Article XV regarding Erosion Control is strictly enforced
 - (b) Protect significant populations of native vegetation
 - (c) Institute a program for revegetation requirements
 - (d) Review mining or industrial operations for ways to reduce impacts to the Lagoon
 - (e) To work with all jurisdictions in the watershed to

IV. WILDLIFE MANAGEMENT

A. Fish - The quality of Lagoon water is a major factor in the health, quality, and quantity of fish in the Lagoon. At present, only fish that can tolerate low oxygen levels are present. If oxygen levels could be improved, Fish and Game would be encouraged to plant more varieties of sport fish in the Lagoon. Fish and Game Department will analyze and sample fish on an "as necessary" basis when there appears to be a problem.

B. Waterfowl/Shorebirds - Marshland and adjacent habitats should be restored to provide loafing, nesting, and escape cover for the waterfowl. Islands composed of the silt now in the lagoon may be cost-effective for this purpose. The creation of such habitats is the responsibility of State Department of Fish and Game. Habitats should be restored or added wherever possible. Creation of any new habitats should take into account goals for diversity and provide homes for waterfowl that are most desirable and have the greatest need. A complete survey of waterfowl/shorebirds will be necessary. The ecological reserve should maintain and enhance natural habitats for native Southern California species. Domestic ducks now in the Lagoon should be controlled to a level that Fish and Game considers non-threatening to the wild birds using the Lagoon. People should be discouraged from introducing domestic and exotic waterfowl and other exotic species into the Lagoon.

V. MONITORING

To ensure that everything possible is being done to manage the Lagoon properly and consistent with the goals and objectives outlined in this Management Plan, a monitoring program is proposed for implementation.

MONITORING PROGRAM

CATEGORIES	FREQUENCY	METHODOLOGY / ACTION PROGRAM	RESPONSIBLE AGENCY
1. Water contaminants	As Needed	Lab Analysis	Fish and Game (in coordination with Oceanside & Carlsb
2. Silt deposition	As Needed	Measuring rods at specific locations	Fish & Game
3. Habitat Assessment: fish & wildlife pop. level and vegetative status	As Needed	As determined by Fish & Game	Fish & Game
Fish & wildlife health status	Continual observation as necessary	Take specimens for lab analysis as needed	Fish & Game
5. Anti-trash enforcement	Continuous observation/ weekly check	Regular observation by City crews to see if trash is accumulating.	City of Oceanside
6. Watershed grading activities	On-going	Rigorous enforcement of Grading Ordinance No. 81-20. Regular visits to construction sites.	City of Oceanside
7. Erosion hazards in Buena Vista Creek	Annually	Inspect creek banks for unstable, erosion prone soils	City of Oceanside
8. Make sure that any conditions of approval for projects in the watershed, incld. mining are enforced	Monthly	Site inspection	City of Oceanside
9. Enforcement of Fish & Game Code	Continuous	Patrol	Fish & Game

The Monitoring Program should be coordinated with both Carlsbad and Vista to ensure that everything possible is being accomplished.

VI. RECREATION AND ACCESS

Since 1939, Buena Vista Lagoon has been a bird sanctuary. Now as a State Ecological Reserve, the Lagoon offers excellent opportunities for observation of hundreds of bird species, some rare and endangered. Other passive recreational pursuits that are available are fishing, jogging, photography, and solitude. All of these forms of recreation are compatible with the resources of the Lagoon. Access to and around the Lagoon, which is easily available at present, should be protected.

The following categories include the major areas of recreation and public access and how they will be managed:

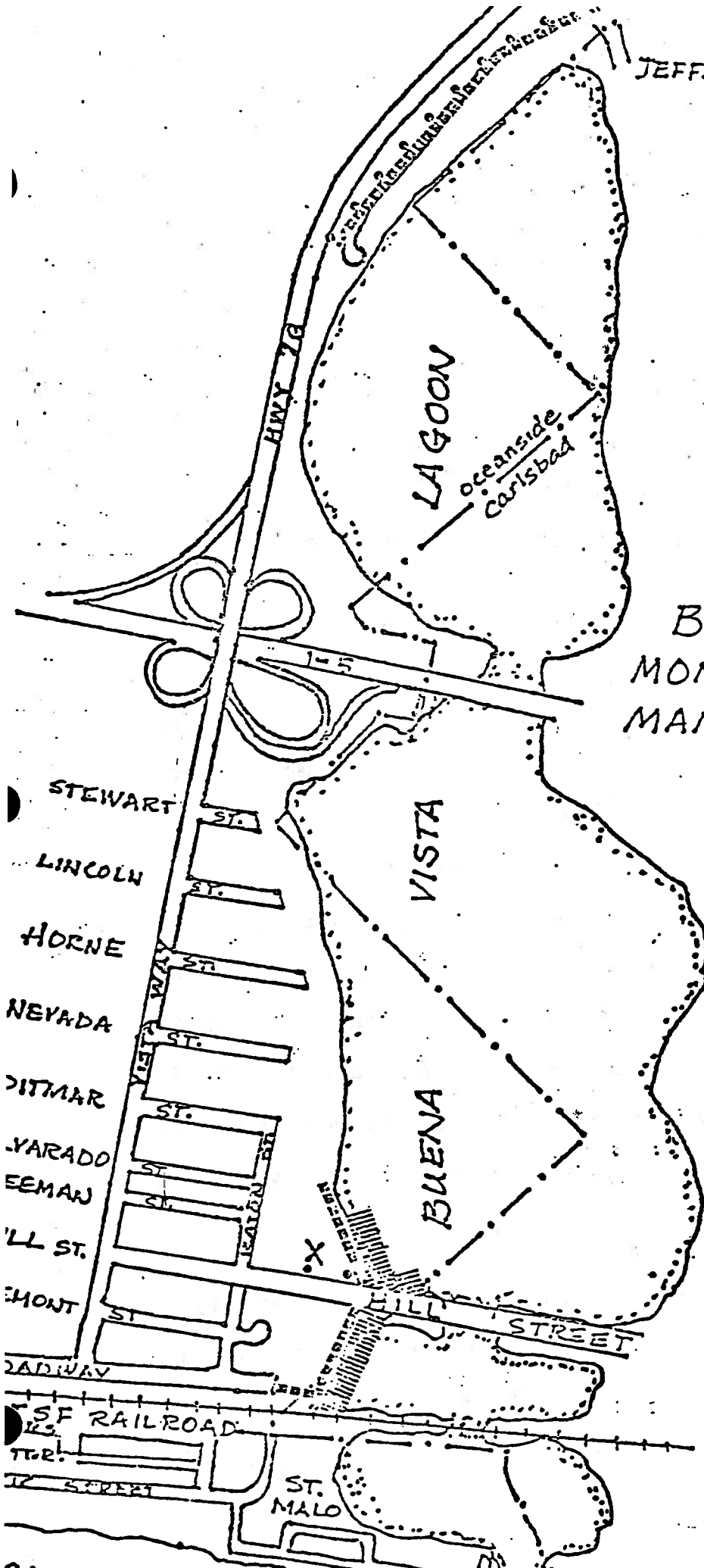
- A. Birding - The Buena Vista Audubon Society has been in existence for many years and has future plans for a Nature Center on the north shore of the Lagoon near Hill Street. Parking for the public will be available as will lectures and guided tours.
- B. Fishing - Fishing can be done from the shore of the Lagoon and there are many access points from which this can be done. Parking and access areas are available. A valid fishing license is required for anyone over 16 years of age.
- C. Biking - Buena Vista Lagoon is on an existing bike route; Hill Street, where ready shore access is found. Also available for use by bikers is the frontage road in the northeast portion of the lagoon.

- D. Hiking - A Lagoon trail system is available for hikers, birders, and fishermen.
- E. Parking - Public parking areas are available adjacent to the Lagoon
- F. Interpretive Services - The Audubon Society has plans to operate an office on the shore of the Lagoon east of Hill Street. Interpretive talks and shows will occasionally be held. In addition, a kiosk in the same area will be posted with interpretive materials for public use.

VII. FURTHER ACTIONS REQUIRED

To make this management plan effective, specific action plans will be required which determine both technical and economic feasibility over time as well as administrative requirements and agency interactions. The first of these should be a quantitative and qualitative evaluation of the Buena Vista Lagoon complex or a synthesis of all existing information that is current and correct. Emphasis should be placed upon the long-term function of the Lagoon as a biological habitat in light of trends and changes, compatible uses, and the built and building environment which affects it. Without such fact-based plans, the smooth and efficient execution of the best of management plans is impossible.

Existing conservation groups, such as the Audubon Society and Oceanside High School biology classes (sponsored by Mr. Dean Heyenga), should also be given the opportunity to participate in any further programs to manage and monitor the Lagoon by both the City and the State Department of Fish and Game.



JEFFERSON ST.

PEDESTRIAN
ACCESS

FISHING
AREAS

PUBLIC
PARKING

PROPOSED
NATURE CENTER

X

BUENA VISTA LAGOON MONITORING AND MANAGEMENT PLAN

N

STANDARDS FOR THE IDENTIFICATION
AND PROTECTION OF
SENSITIVE HABITAT AREAS

CITY OF OCEANSIDE
(Revised 10/9/81)

This report was prepared with financial assistance from the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, under the provisions of the Federal Coastal Zone Management Act of 1972.

I. IDENTIFICATION OF SENSITIVE HABITATS

The following definitions shall apply to the identification of sensitive habitats within the Oceanside Coastal Zone.

A. Sensitive Habitats

Sensitive habitats are defined as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. All wetlands, riparian areas and habitats containing rare or endangered plants as defined below are sensitive habitats.

B. Wetlands

Wetlands are lands within the Coastal Zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats and fens.

In the event that a wetland may not be readily identifiable, by definition, all relevant information shall be used in making a determination including the presence or absence of hydric soils and/or hydrophytes.

C. Riparian Areas

A riparian area or corridor is a habitat of riparian plant communities. This plant community is an association of plant species which grow adjacent to fresh watercourses including perennial and intermittent streams, lakes and other bodies of fresh water.

D. Rare or Endangered Plants

Rare or endangered plants are those species defined by the State Department of Fish and Game as "rare or endangered".

II. STANDARDS FOR PROTECTION OF SENSITIVE HABITATS

The following standards are general measures to be applied to all sensitive habitat areas within the Oceanside Coastal Zone. They are not intended to supercede the more detailed standards designed specifically for the Buena Vista Lagoon and San Luis Rey River areas.

A. Permitted Uses Within Sensitive Habitat Areas

The following uses shall be permitted within sensitive habitats:

1. Nature education and research or similar resource-dependent activities;
2. Fishing; birding; biking; and hiking where designated by signs and trail systems.
3. Very minor incidental public service facilities including, but not limited to, burying cables and pipes and maintenance of existing intake and outfall lines when specifically approved by the State Department of Fish and Game.
4. Necessary water supply projects -- streams and rivers only, providing that any substantial alterations incorporate the best mitigation measures feasible to minimize adverse environmental effects.
5. Flood control projects providing the project is necessary for public safety or to protect existing development and there is no other feasible method for protecting existing structures in the floodplain.
6. Habitat restoration measures specifically approved by the State Department of Fish and Game.

Any land use and/or development determined to have a significant adverse impact on sensitive habitat areas will be required to mitigate such impact. If the adverse impact of an endangered species is unavoidable, mitigation measures shall include transplantation of the endangered vegetation.

B. Mitigation Measures

The following mitigation measures are intended to protect sensitive habitat areas from adverse environmental impacts caused by adjacent development. Any development proposed in an undeveloped area within a distance of up to 500 feet from a sensitive habitat area will be considered adjacent to that habitat area. All required mitigation measures will be provided at applicant's expense.

1. Buffer Zones

A buffer zone shall be established around all

sensitive habitats. The buffer zone shall be generally 100 feet for small projects on existing lots. If the project requires substantial improvements or increased human impacts, a much wider buffer area shall be required. Likewise, a reduced buffer area will be considered if, in consultation with the State Department of Fish and Game it can be demonstrated that 100 feet is unnecessary to protect the resources of the habitat area. The biological significance of adjacent lands, sensitivity of species to disturbance, and susceptibility of parcel to erosion shall all be factors taken into consideration in the determination of the adequate width of the buffer zone. Such evaluations shall be made on a case-by-case basis. Where feasible, existing cultural features, such as roads and dikes, should be used to buffer habitat area.

For a wetland, the buffer area should be measured from the landward edge of the wetland. For a watercourse, the buffer zone should be measured from the landward edge of riparian vegetation of, if no vegetation exists, from the top edge of the bank.

No principal structures shall be permitted within a buffer zone. Development shall be limited to access paths, fences necessary to protect the habitat area and similar developments which have beneficial effects or no significant adverse effects.

2. Grading Restrictions/Erosion Control

All grading activities for roads, future building pads, utilities and installation of erosion and sedimentation devices shall be prohibited within the period from November 1 to March 31 of each year.

Prior to commencement of any grading activity, the permittee shall submit a grading schedule which indicates that grading will be completed within the permitted time frame designated in this condition and that any variation from the schedule shall be promptly reported to the City Engineer.

All areas disturbed by grading shall be planted prior to November 1, with temporary or permanent (in the case of finished slopes) erosion control vegetation. Said planting shall be accomplished under the supervision of a licensed landscape contractor and shall consist of planting, mulching, fertilization and irrigation adequate to provide 90% permanent coverage within 90 days. Planting shall be repeated if the required level of coverage

is not established. This requirement shall apply to all disturbed soils, including stockpiles, and to all building pads.

Lands with a natural slope of 20% or greater and with a minimum elevation differential of 25 feet shall not be developed. Lands with a natural slope of 20% to 40% shall be permitted to develop if the project incorporates appropriate mitigation measures to control runoff.

All permanent erosion control devices shall be developed and installed prior to, or concurrent with, any on-site grading activities.

3. Landscaping Requirements

A detailed landscape plan indicating type, size, quantity and location of plant materials, the proposed irrigation system, and other landscape features shall be submitted to the City, reviewed and determined to be adequate. Drought tolerant plant materials shall be utilized to the maximum extent feasible.

4. Barriers

The erection of barriers, such as fencing or other vertical separations, may be required to prohibit access to particular portions of the sensitive habitat area. Where possible, barrier design should be incorporated into the overall site design and be aesthetically pleasing.

5. Noise Attenuation

In order to attenuate any existing or anticipated noise problems, barriers, insulation and/or other means may be required.

C. Required Project Information

An applicant for a permit to develop within or near a sensitive habitat shall be required, by the City, to submit the following additional information as part of the project's environmental review. The size of the study area will depend upon natural topographic features, location of existing developments, and potential biological significance of adjacent lands, as determined by the City. In undeveloped areas, the required study area may extend 500 feet or more around the sensitive habitat area.

1. Maps

The following maps shall be submitted: topographic

base map, inundation map, vegetation map, and soils map.

2. Supplemental Information

A report should be prepared which demonstrates that all of the criteria for development in sensitive habitat areas have been met. The report should investigate physical and biological features existing in the habitat area and evaluate the impact of the development on the existing ecosystem. The information should be prepared by a professional environmental scientist with expertise in the ecosystem in which the development is proposed. The report should be based on an on-site investigation, in addition to a review of the existing information on the area, and should be sufficiently detailed to enable the City to determine potential immediate and long range impacts of the proposed project.

The report should describe and analyze the following:

- a. Present extent of the habitat,
- b. Previous and existing ecological conditions,
- c. Present and potential adverse physical and biological impacts on the ecosystem,
- d. Alternatives to the proposed development, including different projects and off-site alternatives,
- e. Mitigation measures, including restoration measures and proposed buffer areas,
- f. If the project includes dredging, explain the following:
 - (1) The purpose of the dredging
 - (2) The existing and proposed depths
 - (3) The volume and area to be dredged
 - (4) Location of dredging
 - (5) The location of proposed spoil disposal
 - (6) The grain size distribution of spoils
 - (7) The occurrence of any pollutants in the dredge spoils

- g. If the project includes filling, identify the type of fill material to be used, including pilings or other structures, and specify the proposed location for the placement of the fill, the quantity to be used and the surface area to be covered.
- h. If the project included diking, identify on a map the location and size, as well as the location, size and invert elevation of any existing or proposed culverts or tide gates,
- i. Benchmark and survey data used to locate the project, the lines of highest tidal action, mean high tide, or other reference points applicable to the particular project,
- j. Other governmental approvals required and obtained. Indicate the public notice number of Army Corps of Engineers permit, if applicable.

STRAND DEVELOPMENT PLAN
(Offsetting Benefits Implementation Program)

<u>P.</u>		
1	✓.	STATEMENT OF PURPOSE
2	✓.	INTRODUCTION
4	✓.	SUMMARY OF IMPLEMENTATION PLAN FOR OFF SETTING BENEFITS
6	✓.	BACKGROUND
7	✓.	IMPLEMENTATION PLAN
		ADDENDA
		. . . Maps
		. . . Coastal Conservance Beach Task Force Plan
		. . . Acreage details
		. . . Market Analysis

STATEMENT OF PURPOSE

Development on the Strand between Sixth Street and Wisconsin Avenue is now affected by the Local Coastal Plan's "offsetting benefit" requirements. This requirement presently mandates that for every 225 feet of private development to occur in that area of The Strand, one acre of parkland must be purchased and/or developed. This mandate shall ensure that the policy of the Coastal Act to protect shorefront land for recreation and visitor serving use is satisfied.

The City of Oceanside respects that mandate and our proposed Strand land-use-package actually exceeds the suggested requirements of the Coastal Commission in that offsetting benefit program. Our plan suggests a balance of land uses which are economically and socially interdependent and complimentary: visitor-serving commercial, public parkland and other community recreational uses, permanent residential and transient residential.

It should be noted that the area in question is within Oceanside's Downtown Redevelopment Project Area. This property is part of a redevelopment area because of its intense level of physical, social and economic blight. It does not represent typical coastal property in a majority of cities, whether developed or undeveloped. Because of the level of distress of this area, extensive planning efforts have been undertaken to develop an appropriate course of municipal action. The redevelopment objectives of the city, strongly endorsed by the Council and the community, are represented in the land use package for the Strand area.

These land uses, once implemented, should bring about a major change in the character of our shoreline and entire downtown and should attract new visitors to this part of our coastline which previously might have intimidated them.

A major improvement program to recycle much of this area into a more economically, physically and socially desirable environment is one of the City of Oceanside's highest priorities. Unless some resolution is achieved between this community and the Coastal Commission to accomplish the individual and mutual goals of each, the public as a whole will suffer as the area continues to decline.

As we see it, the goals of the Coastal Commission are shared by the city--protection of the environment, provision of affordable housing opportunities, and the creation of park for public recreational purposes. We hope the Commission will share the city's concern for physical upgrading of the area, the economic revitalization of the area, and for economic feasibility.

INTRODUCTION

The Strand Development/Offsetting Benefits Program is the City of Oceanside's suggested implementation plan for funding a major parkland along The Strand in our redevelopment area. A Coastal Commission requirement resulting from the earlier Oceanside LCP submittal called for the provision of certain "offsetting benefits" in the form of parkland acquisition and/or development in exchange for the opportunity to develop residential property along The Strand between Sixth Street and Wisconsin Avenue.

Our Offsetting Benefits Program entails the purchase and development of a major public park in the area between First and Tyson Streets along The Strand (see map). This proposed park concept evolved from the Oceanside Strand Restoration Plan and is consistent with the Task Force Plan B.

The cost for purchase and development of this park site will exceed \$3 to \$5 million. The method of financing the park project will be through an installment purchase of the property by the city's redevelopment agency.

The Agency, taking the up-front capital to sustain the full cost of this acquisition on an immediate basis, will enter with binding commitments with property owners to assemble the parcels over a period of several years. The source of capital for the city/agency to make this commitment will come largely from the new revenues (tax increment) derived from the residential development, freed up as a result of satisfying the offsetting benefits requirement.

A component of this submittal is a suggested land use change in The Strand area between Fourth and Sixth Streets. The existing Coastal Plan has imposed a visitor-serving commercial designation on this property. All city and redevelopment agency land use designations show this site as RT (recreation-tourist). Our current recommendation is to rezone this site (in the LCP) so as to become consistent with city zoning. The area in question is the site of a proposed major waterfront redevelopment project (see map) which is seen as a catalyst to Oceanside's entire downtown revitalization effort. This project is a necessary social and economic stimulus to our distressed downtown. It is also the financial "key" to a feasible parkland acquisition program.

Although not on The Strand itself, an integral part of this whole shorefront project is the proposed hotel/commercial complex located on the bluff on Pacific Streets between First and Fourth Streets (see map). This complex directly relates to the residential project, to the parkland project, the public community center area and the public pier. On this site alone,

space for a 250 room hotel, 120,000 square feet of visitor-serving commercial is being reserved. Immediately behind this site, space for more than 175,000 square feet of commercial area will also be available for development upon the scheduled vacation of the Santa Fe switching yards.

In essence, our shorefront development provides for all types of land uses: public, commercial and residential. We recognize that the residential use is not of a Coastal priority, however, we are optimistic the Commission will appreciate the fact that the residential use is essential to (a) create the financial wherewithal to fund the parkland program, and (b) to provide the demographic base necessary to stimulate the eventual development of commercial uses in this area.

SUMMARY OF IMPLEMENTATION PLAN
FOR OFFSETTING BENEFITS PROGRAM

Issue:

Development on The Strand between Sixth Street and Wisconsin is now affected by the LCP's "offsetting benefit" requirements. These Coastal Commission requirements presently mandate that for every 225 feet of private development to occur on that area of The Strand, one acre of parkland must be purchased and/or developed. This mandate has caused all private investment there to cease since the park requirement as a private project cost is economically infeasible. For the City or the Redevelopment Agency to fund the park acquisition, \$3 to \$5 million as an up-front cost prior to a development occurring, is also impossible. Neither the City nor CDC have the existing capital, nor an existing revenue stream, to support such a cost.

The following proposal suggests a method of incrementally purchasing the parkland as tax increment is generated from the private development. Without such a methodology, no private development will occur on The Strand, and no parkland will be built either.

Objectives:

1. To implement the Oceanside Strand Restoration Plan and create a desirable beachfront park accessible to the general public.
2. To resolve stalemate between Coastal Commission and City of Oceanside regarding "offsetting benefits" program.
3. To permit and encourage quality development along The Strand.
4. To provide a financing mechanism to fund the prerequisite parkland in order for the Coastal Commission to allow private development to occur along the beachfront.

Suggested Implementation Plan:

1. City/CDC commit to the purchase and development of a public park in the area between First and Tyson Streets along The Strand (see map) consistent with the Beach Task Force Plan B.
2. Coastal Commission approves land use change between Fourth and Seventh Streets from "visitor-serving commercial" to "residential" to accommodate a major waterfront redevelopment project (see map).

3. Coastal Commission approves area south of park, between Tyson and Wisconsin, as free for private development subject only to beach erosion solution. Area retains RT zoning.

Financing Sources for Implementation Plan

- . Tax increment (increase in tax valuation) generated as a result of new waterfront residential project
- . "Deferred purchase price" derived from 1% resale fee imposed on subsequent sale of residential units in redevelopment project
- . Tax increment generated from increased taxes from residential development on south Strand area
- . Beach Park fees (city-wide beach park fee)

BACKGROUND

Staff of the City of Oceanside, the Coastal Conservancy, and the State Coastal Commission have had numerous conversations over the last years regarding a method of resolving what had once appeared to be an irresolvable problem. Despite the very desirable socially beneficent objectives of the parkland acquisition mandates in the City's LCP as proposed by the State Coastal Commission, these mandates had heretofore simply stopped any possible new development on The Strand between Sixth Street and Wisconsin Avenue. This requirement called for the provision of certain "offsetting benefits" in the form of parkland acquisition and/or development in exchange for the opportunity to develop residential property along that area of the beach front.

The unfortunate result of this requirement is that the most blighted section of the city has been paralyzed and the city's redevelopment goals along with it. Development along the redevelopment area on The Strand, which would benefit not only the property owners and/or developers but also the community as a whole, has ceased. The existing conditions of much of the area are undesirable with crime, physical deterioration and underutilization of land more prevalent here than anywhere else within the city.

Neither the city nor the Redevelopment Agency have the immediate resources to provide the up-front capital to purchase and develop the parkland described in either alternative of the Conservancy Task Force Plan, unless some revenue source would become available. The costs for Plan B alone, which should be considerably less expensive than Plan A (since the property is largely unimproved), could approximate \$3 to \$5 million for acquisition. Relocation costs for displacees will add considerably to this amount.

From a private perspective, no developer can assume the cost of parkland acquisition as per the LCP as an added cost of development in Oceanside. Given the high land costs, difficulty in assembling property, physical deterioration of the area, limited resale price, and housing replacement requirements expecting a developer (large or small) to come up with this parkland acquisition requirement as a cost of development is completely illogical.

It appears, therefore, that by observing the status quo, no development would occur on The Strand in its most blighted location, no parkland would be acquired and no new affordable housing opportunities created. This scenario should be unacceptable to everyone.

IMPLEMENTATION PROGRAM

A. Description of Park Acquisition and Improvement Program:

The agency is proposing to improve and/or acquire approximately 9.5 acres of land between The Strand and Pacific Street and Wisconsin and Ninth Streets. The subject acres would be retained in public ownership and improved either as parkland, public facilities, accessways and/or commercial lease space for visitor-serving recreational uses (i.e. restaurants, skate rentals, beachware, etc.).

The attached chart and map identifies all the existing publicly owned land and that property proposed for public acquisition. A total of 6.43 acres is currently held in public ownership. An additional 3.04 acres is proposed for acquisition.

In addition to the estimated acquisition costs, the chart identifies the projected developments and their estimated costs. These developments and costs are divided into two categories: A very basic cost effective improvement program and the more intense Coastal Conservancy Plan B proposal, the idea being the property should be improved to a minimum usable standard as soon as possible and intensified as funds become available.

Included in the chart, but not in the total acreage counts, is the public property in the San Luis Rey River area west of the AT&SF bridge over the San Luis Rey River. This area totals approximately 6.87 acres excluding river and wetlands.

B. Financing Plan for Public Improvements and Acquisition

The Agency is proposing an incremental financing plan as described earlier. We are pledging \$200,000 in an encumbered escrow account commencing with the Coastal Commission's approval of this program towards the parkland. However, even prior to purchasing parkland, we will commence this project with a \$200,000 contribution in 1983 towards improvement of the public pier area, i.e. improvement of the Community Center, etc.

Subsequent years' contribution would go towards the acquisition and improvement of the park between First and Tyson Streets. This acquisition would have to be staged on a lease-option basis with a binding commitment to complete the acquisition as soon as the Agency's finances permit. Obviously this concept will need to be set up in a fashion satisfactory to the Coastal Commission and the property owners. Our financial projections indicate that the Redevelopment Agency may be in a position to float a tax allocation bond in the year 1988/89 for approximately \$3.5 million which would allow us to complete the acquisition of the unimproved property in the subject area.

Schedule of Funding:

The schedule of funding, as previously described, should be as follows:

1983	\$200,000 committed toward improvement of public area around pier
1984	\$200,000 - open escrows on private land between First and Tyson (lease-purchase options)
1985	\$200,000 - Continued payments towards lease-option
1986	\$200,000 " " "
1987	\$200,000 " " "
1988	Agency finances new \$3.5 bond issue, completes acquisition and receives fee title.

Incidentally, although the Agency will not have acquired fee title until possibly as late as 1988, this should not preclude the improvement of the park area, subject to the lease terms with the fee owners.

C. Description of Private Residential Project

Physical Scope

The proposed redevelopment project is a 256 unit market-rate condominium complex, conservatively valued at \$40 million in assessed valuation. The project will also involve some 56-65 affordable units on another site in the redevelopment area within the Coastal Zone.

The physical configuration of the sites, both market rate and affordable, is shown on the attached maps. The larger project market rate is proposed for the 5.97 acre site bounded by Fourth to Seventh Streets on The Strand, and by Myers Street, Pacific Street and the bluff between Fourth and Sixth Streets. The replacement units are proposed on two sites on south Myers Street:

Scheduling

Market Rate Units:

The project is scheduled to be constructed in several phases. The first phase should be underway in 1985 with construction completed in 1986. The second and third phases will be commencing in 1986 and completed through 1987 and 1988.

Replacement Units:

Of the 56-65 replacement units, construction must commence simultaneously with Phase #1 of the market units for the first phase of the affordables. The second phase of the affordables would occur simultaneous with the second phase of the market units.

Economic Return

The proposed project will ultimately generate approximately \$400,000 of annual tax increment after buildout. This amount will increase annually with inflation and normal transfer of property. The historical increase in tax increment witnessed in recent distressed economic times has been 8% annually.

The Redevelopment Agency also will be the recipient of a "deferred purchase price" of 1% of total purchase price at the time of resale of each unit to extend over a period of 30 years. The revenue source, like the tax increment, will be used to finance public parkland.

ARTICLE 1

GENERAL

Section 30200.

(a) Consistent with the coastal zone values cited in Section 30001 and the basic goals set forth in Section 30001.5, and except as may be otherwise specifically provided in this division, the policies of this chapter shall constitute the standards by which the adequacy of local coastal programs, as provided in Chapter 6 (commencing with Section 30500), and, the permissibility of proposed developments subject to the provisions of this division are determined. All public agencies carrying out or supporting activities outside the coastal zone that could have a direct impact on resources within the coastal zone shall consider the effect of such actions on coastal zone resources in order to assure that these policies are achieved.

(b) Where the commission or any local government in implementing the provisions of this division identifies a conflict between the policies of this chapter, Section 30007.5 shall be utilized to resolve the conflict and the resolution of such conflicts shall be supported by appropriate findings setting forth the basis for the resolution of identified policy conflicts.

(Amended by Ch. 43, Stats. 1982.)

ARTICLE 2

PUBLIC ACCESS

Section 30210.

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

(Amended by Ch. 1075, Stats. 1978.)

Section 30211.

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

Section 30212.

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

(b) For purposes of this section, "new development" does not include:

(1) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610.

(2) The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure.

(3) Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede public access, and which do not result in a seaward encroachment by the structure.

(4) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the regional commission or the commission determines that such

activity will have an adverse impact on lateral public access along the beach.

As used in this subdivision "bulk" means total interior cubic volume as measured from the exterior surface of the structure.

(c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

(Amended by Ch. 1075, Stats. 1978.)

(Amended by Ch. 919, Stats. 1979.)

Section 30212.5.

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

Section 30213.

~~Lower cost visitor and recreational facilities and housing opportunities for persons and families of low or moderate income, as defined by Section 50093 of the Health and Safety Code, shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. New housing in the coastal zone shall be developed in conformity with the standards, policies, and goals of local housing elements adopted in accordance with the requirements of subdivision (e) of Section 65302 of the Government Code.~~

Neither the commission nor any regional commission shall either: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate-income persons for the purpose of determining

eligibility for overnight room rentals in any such facilities.

(Amended by Ch. 1191, Stats. 1979.)

(Amended by Ch. 1087, Stats. 1980.)

(Amended by Ch. 1007, Stats. 1981.)

Section 30214.

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

(1) Topographic and geologic site characteristics.

(2) The capacity of the site to sustain use and at what level of intensity.

(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.

(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

(c) In carrying out the public access policies of this article, the commission, regional commissions, and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private

organizations which would minimize management costs and encourage the use of volunteer programs.

(Amended by Ch. 919, Stats. 1979.)

ARTICLE 3

RECREATION

Section 30220.

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

Section 30221.

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

(Amended by Ch. 380, Stats. 1978.)

Section 30222.

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30223.

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

Section 30224.

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching

facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

ARTICLE 4

MARINE ENVIRONMENT

Section 30230.

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

Section 30231.

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

Section 30232.

Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup

facilities and procedures shall be provided for accidental spills that do occur.

Section 30233.

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland; provided, however, that in no event shall the size of the wetland area used for such boating facility, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, be greater than 25 percent of the total wetland area to be restored.

(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities.

(5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource dependent activities.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

For the purposes of this section, "commercial fishing facilities in Bodega Bay" means that not less than 80 percent of all boating facilities proposed to be developed or improved, where such improvement would create additional berths in Bodega Bay, shall be designed and used for commercial fishing activities.

(d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients which would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for such purposes are the method of placement, time of year of placement, and sensitivity of the placement/area.

(Amended by Ch. 673, Stats. 1978.)

(Amended by Ch. 43, Stats. 1982.)

Section 30234.

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Section 30235.

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

Section 30236.

Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

ARTICLE 5

LAND RESOURCES

Section 30240.

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat

values, and only uses dependent on such resources shall be allowed within such areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

Section 30241.

The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:

(a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses.

(b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses ~~and~~ or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development.

(c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.

~~(c)~~ (d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.

~~(d)~~ (e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.

~~(e)~~ (f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), ~~of this section~~ and all

development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.

(Amended by Ch. 1066, Stats. 1981.)

(Amended by Ch. 43, Stats. 1982.)

Section 30242.

All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.

Section 30243.

The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities.

Section 30244.

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

ARTICLE 6

DEVELOPMENT

Section 30250.

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or

cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

(Amended by Ch. 1090, Stats. 1979.)

Section 30251.

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30252.

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the

recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Section 30253.

New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

(3) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.

(4) Minimize energy consumption and vehicle miles traveled.

(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Section 30254.

New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public

services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

Section 30255.

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

(Amended by Ch. 1090, Stats. 1979.)

ARTICLE 7

INDUSTRIAL DEVELOPMENT

Section 30260.

Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

Section 30261.

(a) Multicompany use of existing and new tanker facilities shall be encouraged to the maximum extent feasible and legally permissible, except where to do so would result in increased tanker operations and associated onshore development incompatible with the land use and environmental goals for the area. New tanker terminals

outside of existing terminal areas shall be situated as to avoid risk to environmentally sensitive areas and shall use a monobuoy system, unless an alternative type of system can be shown to be environmentally preferable for a specific site. Tanker facilities shall be designed to (1) minimize the total volume of oil spilled, (2) minimize the risk of collision from movement of other vessels, (3) have ready access to the most effective feasible containment and recovery equipment for oil spills, and (4) have onshore deballasting facilities to receive any fouled ballast water from tankers where operationally or legally required.

(b) Because of the unique problems involved in the importation, transportation, and handling of liquefied natural gas, the location of terminal facilities therefore shall be determined solely and exclusively as provided in Chapter 10 (commencing with Section 5550) of Division 2 of the Public Utilities Code and the provisions of this division shall not apply unless expressly provided in such Chapter 10.

(Amended by Ch. 855, Stats. 1977.)

Section 30262.

Oil and gas development shall be permitted in accordance with Section 30260, if the following conditions are met:

(a) The development is performed safely and consistent with the geologic conditions of the well site.

(b) New or expanded facilities related to such development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.

(c) Environmentally safe and feasible subsea completions are used when drilling platforms or islands would substantially degrade coastal visual qualities unless use of such structures will result in substantially less environmental risks.

(d) Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the

facility or related operations, determined in consultation with the United States Coast Guard and the Army Corps of Engineers.

(e) Such development will not cause or contribute to subsidence hazards unless it is determined that adequate measures will be undertaken to prevent damage from such subsidence.

(f) With respect to new facilities, all oilfield brines are reinjected into oil-producing zones unless the Division of Oil and Gas of the Department of Conservation determines to do so would adversely affect production of the reservoirs and unless injection into other subsurface zones will reduce environmental risks. Exceptions to reinjections will be granted consistent with the Ocean Waters Discharge Plan of the State Water Resources Control Board and where adequate provision is made for the elimination of petroleum odors and water quality problems.

Where appropriate, monitoring programs to record land surface and near-shore ocean floor movements shall be initiated in locations of new large-scale fluid extraction on land or near shore before operations begin and shall continue until surface conditions have stabilized. Costs of monitoring and mitigation programs shall be borne by liquid and gas extraction operators.

Section 30263.

(a) New or expanded refineries or petrochemical facilities not otherwise consistent with the provisions of this division shall be permitted if (1) alternative locations are not feasible or are more environmentally damaging; (2) adverse environmental effects are mitigated to the maximum extent feasible; (3) it is found that not permitting such development would adversely affect the public welfare; (4) the facility is not located in a highly scenic or seismically hazardous area, on any of the Channel Islands, or within or contiguous to environmentally sensitive areas; and (5) the facility is sited so as to provide a sufficient buffer area to minimize adverse impacts on surrounding property.

(b) In addition to meeting all applicable air quality standards, new or expanded refineries or petrochemical facilities shall be permitted in areas designated as air

quality maintenance areas by the State Air Resources Board and in areas where coastal resources would be adversely affected only if the negative impacts of the project upon air quality are offset by reductions in gaseous emissions in the area by the users of the fuels, or, in the case of an expansion of an existing site, total site emission levels, and site levels for each emission type for which national or state ambient air quality standards have been established do not increase.

(c) New or expanded refineries or petrochemical facilities shall minimize the need for one-through cooling by using air cooling to the maximum extent feasible and by using treated waste waters from inplant processes where feasible.

Section 30264.

Notwithstanding any other provisions of this division, except subdivisions (b) and (c) of Section 30413, new or expanded thermal electric generating plants may be constructed in the coastal zone if the proposed coastal site has been determined by the State Energy Resources Conservation and Development Commission to have greater relative merit pursuant to the provisions of Section 25516.1 than available alternative sites and related facilities for an applicant's service area which have been determined to be acceptable pursuant to the provisions of Section 25516.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF OCEANSIDE APPROVING AMENDMENTS TO THE CITY
OF OCEANSIDE LOCAL COASTAL PROGRAM

WHEREAS, the provisions of the California Coastal Act (Public Resources Code §30000 et seq.) require the City to adopt a Local Coastal Program (LCP) which meets the requirements of, and implements the provisions and policies of, the California Coastal Act at the local level; and

WHEREAS, the City of Oceanside has, as an integral part of its Local Coastal Program, adopted a Land Use Plan and a Local Coastal Program Implementation Work program in order to develop the various land use plans, zoning ordinances, and other related ordinances and policies necessary for the Local Coastal Program of the City of Oceanside, in order to implement the provisions and policies of Chapter 3 of the California Coastal Act; and

WHEREAS, pursuant to California Coastal Commission requirements, on October 19, 1984, the City approved certain amendments and additions to the City's previously adopted LCP Land Use Plan concerning requirements for development of public parkland in exchange for allowing new residential development to occur as set forth in a Strand Development Plan and Offsetting Benefits Program; additions and amendments to the LCP Land Use Plan Summary of Findings and Policies; and amendments to the Land Use Plan and Implementation Program for the San Luis Rey River/Route 76 (City Council Resolution No. 84-202); and

WHEREAS, on January 25, 1985, the California Coastal Commission formally approved the City's LCP but also required additional amendments and additions to the City's LCP, zoning

ordinances and Redevelopment documents, which amendments and additions are necessary to implement the Coastal Commission's approval so that the LCP may be certified; and

WHEREAS, the Oceanside Planning Commission, after holding duly noticed public hearings on February 18, 1985, and April 1, 1985, has, by the adoption of Resolution Nos. 85-P12 and 85-P26, recommended approval of the proposed revisions to certain of the LCP implementation documents, which such proposed revisions are attached hereto as Exhibits "A", "B" and "C", respectively; and

WHEREAS, on April 9, 1985, the Oceanside Community Development Commission considered changes to the "Development Criteria and Land Use Regulations for the Downtown Redevelopment Area" as contained in Exhibits "A" and "B" noted above, and did recommend approval of these changes; and

WHEREAS, on April 10, 1985, the City Council held a duly noticed public hearing on the above-described changes as set forth in Exhibits "A", "B" and "C" and heard and considered all persons supporting or opposing these proposed amendments to the City's Local Coastal Program; and

WHEREAS, based upon such evidence and testimony and staff reports, the City Council finds that the approval and adoption of the above-described documents is necessary to ensure that the City of Oceanside Local Coastal Program implements the provisions and policies of the California Coastal Act.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Oceanside as follows:

1. The City Council hereby approves and adopts the additions and amendments to the City's Local Coastal Program, attached

1 hereto as Exhibit "A", "B" and "C", and incorporated herein by
2 reference thereto, and directs the City Planner to make the appro-
3 priate changes in the City's Local Coastal Program Documents and
4 Land Use Plan Map.

5 2. The adoption and approval of the above-described
6 revisions is exempt from environmental review under the California
7 Environmental Quality Act.

8 3. Copies of the originals of these revised documents shall
9 be maintained and available for public review in the Planning
10 Department of the City of Oceanside.

11 4. The City Manager is hereby directed to submit the above-
12 described changes, as set forth on Exhibits "A", "B" and "C" to
13 the California Coastal Commission in accordance with the provi-
14 sions of the California Coastal Act.

15 PASSED AND ADOPTED by the City Council of the City of
16 Oceanside, California, this _____ day of _____, 19____, by
17 the following vote:

18 AYES:

19 NAYS:

20 ABSENT:

21 ABSTAIN:

22
23
24 ATTEST:

25 _____
26 City Clerk

Mayor of the City of Oceanside

APPROVED AS TO FORM:

City Attorney

LOCAL COASTAL PROGRAM DOCUMENT MODIFICATIONS

1. LCP Amendment -

The Route 76 alignment is limited to the "downscoped" right-of-way of 188 feet in width and shall be located as far south in the valley as is feasible. In addition, CalTrans shall reduce the right-of-way an additional 20 feet in width, providing that such reduction does not jeopardize the safety of the facility. The bike route shall be located on the top of the fill embankment.

Document change - add to mitigation measures in State Route 76 LCP component.

2. LCP Amendment

Mitigation shall be provided for any destruction of riparian habitat or other environmentally sensitive habitat on an in-kind, one-acre-replaced to one-acre-destroyed, basis. Replacement species shall be maintained through a management program for a period of five years following replanting to assure successful revegetation; should any portion of the revegetation plan prove unsuccessful, replanting shall be provided within the five year management period.

Document change - add as mitigation measure to LCP component for State Route 76.

3. LCP Amendment -

A buffer strip adequate to protect coastal wetlands shall be provided around the perimeter of all areas, and shall be maintained in a natural state. Such buffers shall generally be of 100 feet in width unless a more narrow area is determined adequate for resource protection in consultation with the Department of Fish and Game.

Document change - add as mitigation measure to LCP component for State Route 76.

4. LCP Amendment -

The final project design shall include specific provisions to minimize grading in order to limit erosion and sediment run-off and in order to minimize alteration of natural land forms

to preserve scenic values. These provisions shall include a requirement that permitted drainage systems limit the rate of run-off to that which insures the maintenance of long term environmental productivity of the site; means to accomplish this may include the use on-site catchment basins, desilting basins, and subsurface drains with energy

dissipaters. In addition, the plan shall provide for revegetation of all graded areas and for a restriction of grading activities during the rainy season. To the extent that additional grading would assist in preservation of riparian habitat areas, such as through elimination of gradual slopes and installation of retaining walls, such means shall be utilized.

Document change - add as mitigation measure to LCP component for State Route 76.

5. LCP Amendment -

The proposed highway shall be constructed in accordance with all CalTrans flood protection standards, and shall be compatible with the proposed San Luis Rey River Flood Control Project. To insure compliance with this policy, a hydrologic analysis of the proposed project under the impact of a 100-year frequency flood event shall be prepared by the project applicant.

Document change - add as mitigation measure to LCP component for State Route 76.

6. LCP Amendment -

Prior to the commencement of construction of the proposed project between Fourth and Sixth streets on the Strand, the City shall control (through purchase agreements or other means) those lands designated in the Land Use Plan for parkland use between First and Tyson streets on the Strand, which are commensurate with the offsetting benefits formula in the previously adopted LCP Land Use Plan.

Document change - add policy to LCP Land Use Plan Offsetting Benefits Program policies, page 12.

7. LCP Amendment -

No new development on railroad right-of-way for any non-railroad operations purposes (other than public parking lots) shall occur until a precise plan for the area is approved by the Commission. Said plan shall include designation of parking areas in locations generally consistent with Land Use Plan Policy #13 and an implementation plan for the parking areas.

Document change - add policy to LCP Land Use Plan, following Policy No. 13.

8. LCP Amendment -

Within two years of the certification date of the LCP, the

City shall review the development patterns of properties within the SS zone and reevaluate the appropriateness of that zoning mechanism to provide a suitable mix of land use on the South Strand.

Document change - Modify Policy 29 of the LCP Land Use Plan, page 14.

9. LCP Amendment -

The City shall protect a minimum of 375 lower cost hotel and motel units and 220 recreational vehicle/camping sites within the coastal zone. Twenty percent of those hotel/motel units shall be maintained in shorefront locations. The City shall not allow any demolitions of affordable hotel/motel units which would allow the coastal zone inventory of such units to drop below the number required by this policy. In order to verify its compliance with this policy, the City shall report the inventory of affordable hotel/motel units to the Coastal Commission on an annual basis.

Document change - modify LCP Land Use Plan Policy no. 25 on page 12.

10. LCP Amendment -

Within the "Coastal Dependent, Recreation, and Visitor-Serving Commercial" use area, "time share" condominium units shall not be permitted unless a substantial proportion of the units are permanently reserved for transient overnight accommodations during the summer season (June 1 through Labor Day weekend).

Document change - add new policy on page 13 of LCP Land Use Plan.

11. LCP Amendment -

Pending development of an area wide solution to the continuing problem of beach erosion along the Strand, new private development on shorefront properties would be subject to a rate of erosion which would imperil such development almost immediately. To assure the protection of life and property, therefore, no new development on lots fronting the Strand shall be permitted south of OceanSide pier to Wisconsin Street, until an area wide study and beach restoration program have been completed. Incidental public recreation facilities may be permitted prior to completion of the study and beach restoration.

Document change - add new policy to LCP Land Use plan, page 17.

12. LCP Amendment -

The City shall require applicants for new development on the Strand between Ninth and Wisconsin streets; and west of Pacific Street from Wisconsin to the south city limits to provide a report prepared by a licensed civil engineer or geologist experienced in coastal processes that development as proposed would not be imperiled by erosion during the expected life of the structure (generally 75 years for new residential development).

Document change - add new LCP Land Use Plan policy on page 17.

13. LCP Amendment -

Any future development of Parcel A shall provide parking spaces necessary for the sports fishing facilities located within the harbor.

Document of change - add policy to Harbor Precise Plan, Commercial Fishing section.

14. LCP Amendment

Existing sandy beach area west of Pacific Street, north of Harbor Drive shall be maintained for public recreation use and not developed for parking facilities. Development in this area shall be limited to restrooms, recreational equipment, picnic facilities, and other uses normally associated with public recreation and incidental landscaping.

Document change - add policy to Harbor Precise Plan.

15. LCP Amendment -

The City shall, by this resolution, not allow new development, except for incidental public recreation facilities, on the Strand between the Oceanside pier and Wisconsin Street until an area wide solution to the beach erosion problem is developed and approved by the California Coastal Commission.

Document change - none.

16. LCP Amendment -

Amend the "Development Criteria and Land Use Regulations for the Downtown Redevelopment Area" as follows:

a. Amend "(d) District 4, page 13," to read:

(d) District 4(A)

(1) Objective - (remains the same)

(2) Primary Land Uses

The land uses in District (4) (A) are ...

(3) Alternate Land Uses

Alternate uses are ...

Hotels and motels may be considered along the Strand. ~~and Sixth Street between Pacific Street and the AF&SF right of way.~~

(4) Prohibited Land Uses

Amusement parks; clubs, meeting places, lodges, etc.; miniature golf courses; hotels and motels, except along the Strand. ~~and along Sixth Street between Pacific Street and the AF&SF right of way.~~

Document change - Redevelopment Land Use Regulations, District 4

b. Add (e) District 4 (B), page 13, as follows:

(e) District - 4(B)

(1) Objective

This use district is designed to provide transient residential uses (hotels and motels) in close proximity to the beach and recreational facilities.

(2) Primary Land Use

The primary land uses in District 4(B) are the following uses permitted in an R-T Zone under the Oceanside Zoning Ordinance.

a. Hotels and motels with a CUP

b. Time share condominiums with a CUP provided that a substantial number of units are permanently reserved for transient overnight accommodations during the summer season (June 1 through Labor Day Weekend).

(3) Alternate Land Uses

Alternate uses are any uses permitted by right or with a CUP in the R-T Zone of the Oceanside Zoning Ordinance and not listed above as a primary land use nor listed below as a prohibited land use.

(4) Prohibited Land Uses

Permanent residential uses; amusement parks; clubs, meeting places, lodges, etc.; and miniature golf courses.

Document change - Redevelopment Land Use Regulations, District 4

c. Add (f) District 4(C), page 13, as follows:

(f) District - 4(C)

(1) Objective

The objective of this use district is to provide a mix of transient and permanent residential uses adjacent to the beach front. Because of the unique nature of this area, a special zone, the South Strand Zone (S-S) has been created. The uses permitted and the development criteria are specified in the S-S Zone.

Document change - Redevelopment Land Use Regulations, Area 4.

d. Amend (f) District 6, page 14, to read:

(h) District - 6(A)

(1) Objective (no change)

(2) Primary Land Uses

The primary land uses in District (6) (A) are the following uses permitted in the V-C Zone in the Oceanside Zoning Ordinance.

~~a. Publicly owned recreational facilities.~~

a. Restaurants, cafes and snack bars as necessary uses in hotels.

~~b. The following commercial activities subject to limitations on permitted uses as contained hereinafter.~~

~~Barber shop and beauty salons, as accessory uses in hotels~~

~~Clothing stores, as accessory uses in hotels~~

~~Dry goods, notion and souvenir stores, as accessory uses in hotels~~

~~Florist shops~~

~~Jewelry stores~~

~~Millinery shops~~

~~Restaurants, tea rooms, or cafes, as accessory uses in hotels~~

~~Travel agencies~~

b. Gift, sundries, and souvenir shops as accessory uses in hotels.

c. Community buildings and public uses.

d. Office uses above the first floor.

(3) Alternate Land Uses

Alternate uses are any uses permitted by right or with a CUP in the V-C Zone of the Oceanside Zoning Ordinance and not listed above as a primary land use nor listed below as a prohibited land use.

(4) Prohibited uses

~~Arcades, body studios, ear&rooms, escort services, massage parlors, pawnshops, pool rooms, billiard parlors, secondhand stores, shooting galleries~~

Document change - Redevelopment Land Use Regulations, District 6

e. Add (i) District 6(B) to read:

(i) District - 6(B)

(1) Objective

This use district is designed primarily to furnish highway business and tourist/visitor

uses related to the harbor and freeway. This area will furnish hotels, motels, restaurants, recreation and a limited variety of goods and services at a strategic location for tourists, visitors, business people and residents of the community.

(2) Primary Land Uses

The primary land uses in District 6 are the following uses permitted in the R-C Zone in the Oceanside Zoning Ordinance.

- a. Publicly owned recreational facilities.
- b. The following commercial activities subject to limitations on permitted uses as contained hereinafter:

Barber shop and beauty salons, as accessory uses in hotels

Clothing stores, as accessory uses in hotels

Dry goods, notion and souvenir stores, as accessory uses in hotels

Florist shops

Jewelry stores

Millinery shops

Restaurants, tea rooms or cafes, as accessory uses in hotels

Travel agencies

(3) Alternate Land Uses

Alternate uses are any uses permitted by right or with a CUP in the R-C Zone of the Oceanside Zoning Ordinance and not listed above as a primary land use nor listed below as a prohibited land use.

(4) Prohibited Uses

Arcades, body studios; cardrooms; escort services; massage parlors; pawnshops; poolrooms; billiard parlors; secondhand stores; shooting galleries.

Document change - Redevelopment Land Use Regulations, District 6

f. Add (j) District 6(C) as follows:

(j) District - 6(C)

Objective

This use district is designed to provide support and accessory uses to the Oceanside Small Craft Harbor. Special land uses within this district shall be established in the Harbor Precise Plan.

Document change - Redevelopment Land Use Regulations, District 6.

g. Amend (q) District 12, page 20, as follows:

(q) District - 12

(1) Objective (no change)

The objective of this use district is to provide a special community/tourist recreational district which relates to the pier, ocean, beach, marina and freeway. This community recreational district should provide a high concentration of recreational and transient uses designed to take advantage of the natural and man-made recreational features.

(2) Primary Land Uses

The primary land uses for District 12 are the following uses permitted in a V-C Zone under the Oceanside Zoning Ordinance:

~~a. Publicly owned recreational facilities.~~

a. Restaurants, cafes and snack bars as accessory uses in a hotel.

~~b. The following commercial activities subject to limitations on permitted uses as contained hereinafter:~~

~~Barber shop and beauty salons, as accessory uses in hotels~~

~~Clothing stores, as accessory uses in hotels~~

~~Dry goods, notion and souvenir stores,
as accessory uses in hotels~~

~~Florist shops~~

~~Jewelry stores~~

~~Millinery shops~~

~~Restaurants, tea rooms or cafes, as
accessory uses in hotels~~

~~Travel agencies~~

b. Gift, sundries and souvenir shops as
accessory uses in hotels.

c. Community buildings and public uses.

(3) Alternate Land Uses

Alternate uses are any uses permitted by
right or with a CUP in the V-C Zone of the
Oceanside Zoning Ordinance and not listed
above as a primary land use nor listed below
as a prohibited land use.

(4) Prohibited Uses

~~Permanent residential uses, arcades, automo-
bile service stations, body studios, cardr-
ooms, escort services, massage parlors, motor
vehicle sales & rental, pawnshops, pool halls
and billiard parlors, secondhand stores,
shooting galleries and theaters.~~

Document change - Redevelopment Land Use Regulations, Dis-
trict 12

h. Amend Part IV: Adjustment, Variances, and Amendments,
page 36 as follows:

These Development Criteria and Land Use Regulations for
the Downtown Redevelopment Project Area may be amended
after a duly noticed public hearing held by the City
Council of the City of Oceanside after receiving recom-
mendations from the Downtown Project Area Committee,
Planning Commission and City Council.

In addition any changes to these regulations shall be
approved by the California Coastal Commission.

Document change - Redevelopment Land Use Regulations

17. LCP Amendment -

Provide pedestrian access within the Redevelopment Area public right-of-way at Fourth Street in conjunction with adjoining private development.

Document Change - Amend LCP Land Use Plan Access Policy Cla.

CITY OF OCEANSIDE REDEVELOPMENT PROJECT AREA

COMMUNITY DEVELOPMENT COMMISSION
REFER TO THE REDEVELOPMENT "DEVELOPMENT CRITERIA AND
LAND USE REGULATIONS" FOR A SPECIFIC LISTING OF LAND USE
ACTIVITIES DESIGNATED FOR EACH USE DISTRICT.

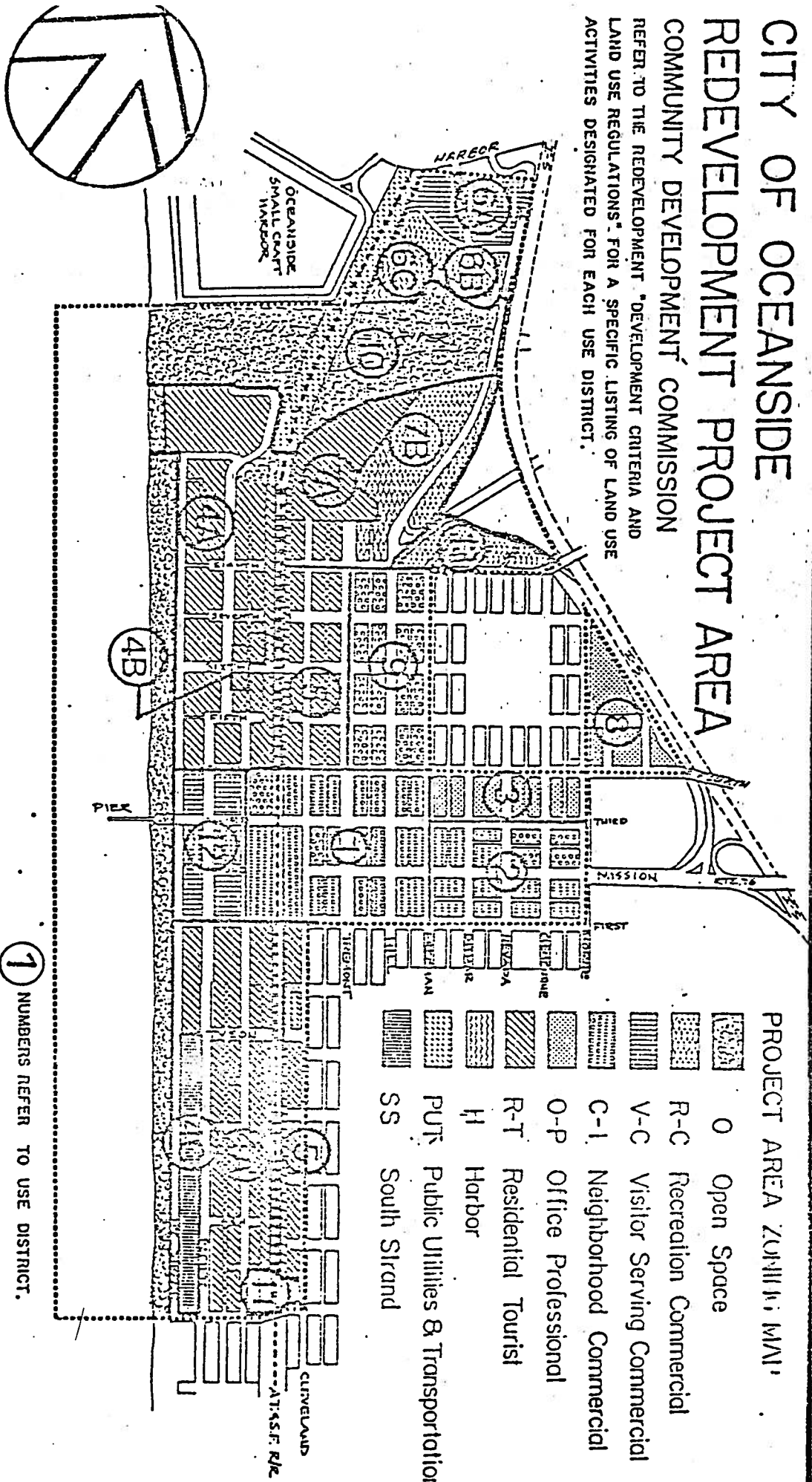


EXHIBIT "C" - CITY OF OCEANSIDE
LOCAL COASTAL PROGRAM

LAND USE PLAN MAP is on file in
the City Attorney's office

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE AMENDING CERTAIN PROVISIONS OF ORDINANCE NO. 58-1 (THE COMPREHENSIVE ZONING ORDINANCE) OF THE CITY OF OCEANSIDE AND CHANGING ZONING OF CERTAIN PROPERTY TO IMPLEMENT THE CITY OF OCEANSIDE LOCAL COASTAL PROGRAM

(A-3-85, Z-1-85)

WHEREAS, the provisions of the California Coastal Act (Public Resources Code §30000 et seq.) require the City to adopt a Local Coastal Program (LCP) which meets the requirements of, and implements the provisions and policies of, the California Coastal Act at the local level; and

WHEREAS, the City of Oceanside has, as an integral part of its Local Coastal Program, adopted a Land Use Plan and a Local Coastal Program Implementation Work program in order to develop the various land use plans, zoning ordinances, and other related ordinances and policies necessary for the Local Coastal Program of the City of Oceanside, in order to implement the provisions and policies of Chapter 3 of the California Coastal Act; and

WHEREAS, pursuant to California Coastal Commission requirements, the City approved certain amendments and additions to the City's previously adopted LCP Land Use Plan, Zoning Ordinances, and Redevelopment documents; and

WHEREAS, on January 25, 1985, the California Coastal Commission formally approved the City's LCP but also required additional amendments and additions to the City's LCP and the correction of inconsistencies between the LCP and the City's Zoning and Redevelopment documents, which amendments and additions are necessary to implement the Coastal Commission's approval so

1 that the LCP may be certified; and

2 WHEREAS, the Oceanside Planning Commission, after holding
3 duly noticed public hearings on February 18, 1985, and April 1,
4 1985, has, by the adoption of Resolution Nos. 85-P11, 85-P12 and
5 85-P26, recommended approval of the proposed revisions to the
6 City's Comprehensive Zoning Ordinance (Ordinance No. 58-1) which
7 such proposed revisions are attached hereto as Exhibit "A", and
8 the change in zoning of certain real property in the City as shown
9 on Exhibits "B" and "C", respectively, also attached hereto; and

10 WHEREAS, on April 10, 1985, the City Council held a duly
11 noticed public hearing on the above-described changes as set forth
12 in Exhibits "A", "B" and "C" and heard and considered all persons
13 supporting or opposing these proposed amendments to the City's
14 Local Coastal Program; and

15 WHEREAS, based upon such evidence and testimony and staff
16 reports, the City Council finds that the approval and adoption of
17 the above-described zoning amendments are necessary to ensure that
18 the City of Oceanside Local Coastal Program implements the provi-
19 sions and policies of the California Coastal Act.

20 NOW, THEREFORE, BE IT ORDAINED by the City Council of the
21 City of Oceanside as follows:

22 1. Zoning Ordinance No. 58-1 (the Comprehensive Zoning
23 Ordinance) is hereby amended by the deletion of certain provisions
24 and the addition of certain other provisions, which such deletions
25 and additions are set forth on Exhibit "A", attached hereto and
26 incorporated herein by reference thereto.

27 2. The zoning of those parcels of land specifically identi-
28 fied in Exhibits "B" and "C", attached hereto and incorporated

1 herein by reference thereto, is hereby amended from R-C (Recrea-
2 tion Commercial) to V-C (Visitor Commercial). The City Planner
3 hereby directed to amend the appropriate zoning maps to conform to
4 the zoning as set forth in Exhibits "B" and "C."

5 3. The City Manager is hereby directed to submit this ordi-
6 nance to the California Coastal Commission in accordance with the
7 California Coastal Act.

8 4. The adoption and approval of the above-described revi-
9 sions is exempt from environmental review under the California
10 Environmental Quality Act.

11 5. This ordinance shall not be codified.

12 6. The City Clerk of the City of Oceanside is hereby
13 directed to publish this ordinance once within fifteen (15) days
14 after its passage in the Blade Tribune, a newspaper of general
15 circulation published in the City of Oceanside.

16 7. This ordinance shall take effect and be in force on the
17 thirtieth (30th) day from and after its final passage.

18 PASSED, ADOPTED AND ORDERED PUBLISHED by the City Council of
19 the City of Oceanside, California, this ____ day of _____,
20 19____, by the following vote:

21 AYES:

22 NAYS:

23 ABSENT:

24 ABSTAIN:

25 ATTEST:

26 _____
27 City Clerk

Mayor of the City of Oceanside

APPROVED AS TO FORM:

City Attorney

LOCAL COASTAL PROGRAM ZONING ORDINANCE AMENDMENTS

Zoning Ordinance Amendment:

Delete Article 9, Section 902(1):

- (1) ~~Residential uses under the density and development standards of the most restrictive zone which first allows such a use.~~

2. Zoning Ordinance Amendment:

Amend Article 15, Section 1506.E as follows:

Section 1506.E: RESIDENTIAL USES IN COMMERCIAL ZONES.
Residential dwelling units may be permitted in the ~~com-~~
~~mmercial~~ PC, RC, C-2 and C-1 zones ~~as indicated~~ subject to
the following criteria:

(Criteria remains unchanged.)

3. Zoning Ordinance Amendment:

Amend Article 15, Section 1506, the CUP Matrix to permit
apartments in the R-C Zone only with a Conditional Use
Permit.

4. Zoning Ordinance Amendment:

Amend Article 15, Section 1506, the CUP Matrix, to include a
VC Zone column permitting as follows:

Allowed Within Zone by Right

Hotels
Motels

Allowed within Zone After Granting of CUP

Automobile Service Stations
Parking Lots
Motor Vehicle Rentals and Sales
Public Buildings
Public Utilities
Recreation Facilities
(Private Commercial)
Amusement Parks
Convenience Food Stores
Bars and Cocktail Lounges
Drive-thru Facilities
High-rise Structures
Liquor Stores

5. Zoning Ordinance Amendment:

Amend Article 15, Section 1506, the CUP matrix, to include an SS Zone column to permit the following:

Allowed Within Zone by Right

Apartments less than 20 units

Allowed Within Zone After Granting of CUP

Apartments of 20 units or more

Hotels

Motels

Parking Lots (Commercial)

Public Buildings

Public Utilities

Temporary Trailers or Equipment Vans

6. Zoning Ordinance Amendment:

Amend Article 34, V-C Zone, Section 34-2, Permitted Uses (7) as follows:

(7) Hotels, motels, and tourist cottages, excepting time share condominiums, and accessory uses.

7. Zoning Ordinance Amendment:

Amend Article 14.5, Section 1401.51, as follows:

Section 1401.51: APPLICABILITY. The Hillside Development Regulations shall apply to all lands within a natural slope of 20% or more with a minimum elevation differential of fifty (50) feet excluding lands proposed to be developed for manufacturing or industrial uses or as regional or sub-regional commercial centers as defined in the Development Guidelines for Hillside; except within the Coastal Zone boundaries wherein these Regulations shall apply to all lands within a natural slope of 20% or more with a minimum elevation differential of twenty-five (25) feet. Where any other provisions of this article conflict with any provisions of the Comprehensive Zoning Ordinance, the provisions of this article shall prevail. Previously approved and legally valid Development Plans, Tentative Maps, Conditional Use Permits, Parcel Maps, Variances and existing single family lots shall not be subject to the standards and requirements of the Hillside Development Regulations.

MAP OF

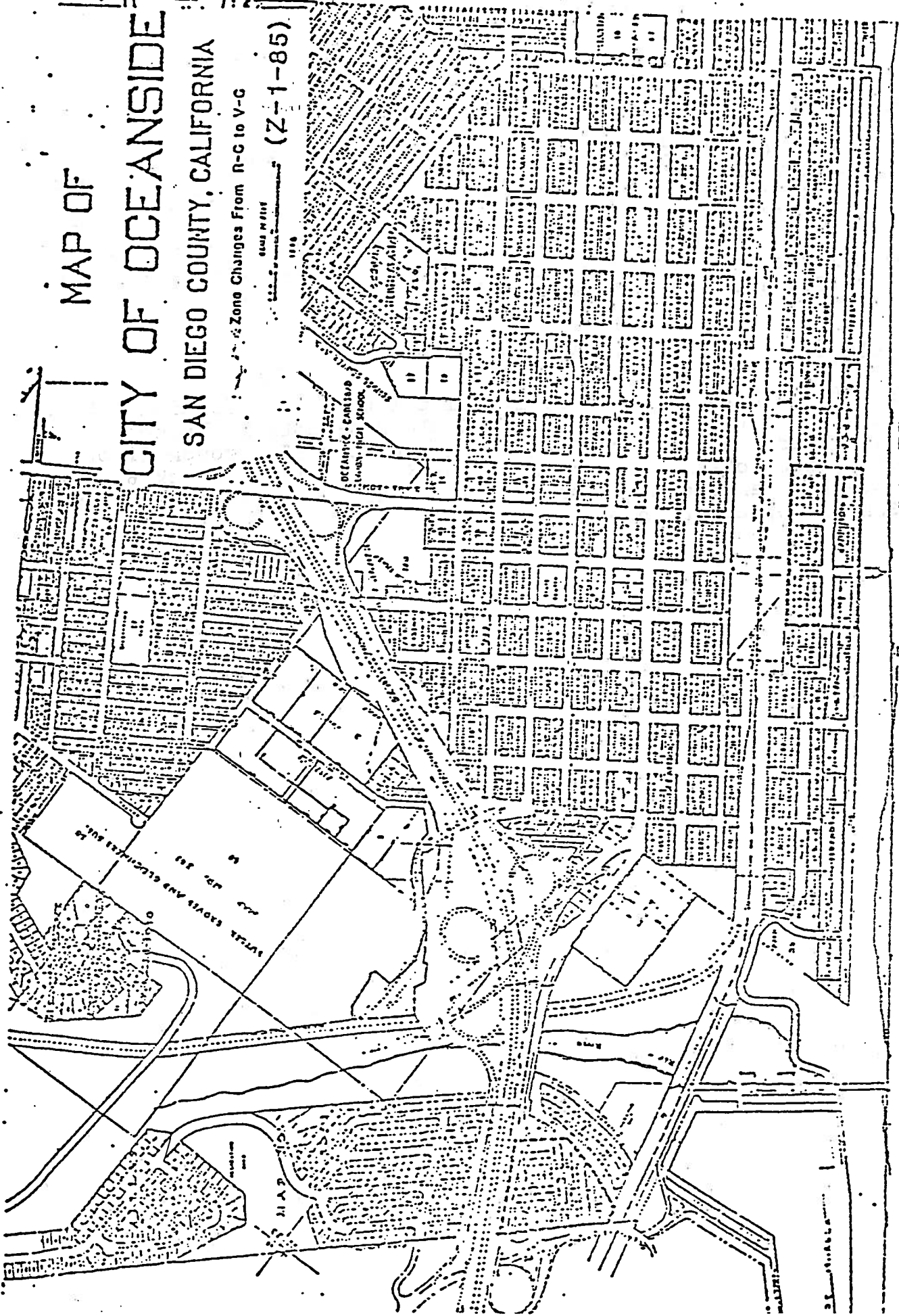
CITY OF OCEANSIDE

SAN DIEGO COUNTY, CALIFORNIA

Zone Changes From R-C to V-G

Scale 1" = 100'

(Z-1-85)



LEGAL DESCRIPTION FOR
COASTAL ZONE CHANGEMyers to Strand/First to Fourth (Pier Area)

Lots 1 through 10 of Block 7; Lot 8 of Block 8; and Lots 1 through 13 of Block 9 of the Strand Tract Map 936; Lots 1 through 12 of Block 16 of the A. J. Myers Addition Map 344 and Oceanside Lockling Refiled Map 310; Lots 1 through 12 of Block 17 and Lots 1 through 12 of Block 18 of the Oceanside Lockling Refiled Map 310; all the above specified Lots, Blocks and Map are within the City of Oceanside, County of San Diego, California.

Carmelo Dr./San Luis Rev Dr. Area

Lots 1 through 20 of Block 1; lots 1 through 7 and Portion Lots 32 and 33 and Lots 34 through 37 of Block 4; Lots 1 through Portion Lots 8 and 9; Portion Lot 34 and Lots 35 through 41 of Block 5; and Lots 1 through 9 and Portion Lot 10 of Block 6 of the North Oceanside Addition, Map 1632, City of Oceanside, County of San Diego, California.

California Coastal Commission
SAN DIEGO COAST DISTRICT
6154 Mission Gorge Road, Suite 220
San Diego, CA 92120
(619) 280-6992

RECEIVED

JUL 5 1985

PLANNING DIVISION
CITY OF OCEANSIDE

TO: CALIFORNIA COASTAL COMMISSION AND INTERESTED PERSONS

FROM: THOMAS A. CRANDALL, SOUTH COAST DISTRICT DIRECTOR and CHUCK DAMM,
ASSISTANT DISTRICT DIRECTOR, SAN DIEGO AREA OFFICE

SUBJECT: STAFF RECOMMENDATION ON THE CITY OF OCEANSIDE LOCAL COASTAL PROGRAM
RESUBMITTAL (For Public Hearing and Commission Action at the
Commission meeting of July 9-12, 1985)

This recommendation was prepared by Milton Phegley, Coastal Planner, San Diego Area Office.

SYNOPSIS

Background

On January 25, 1985, the Commission approved, with suggested modifications the City of Oceanside's Land Use Plan and Implementing Ordinances. The suggested modifications included, among others, ones related to the guaranteed provision of recreation and visitor-serving facilities, assurance of the safety of new shorefront structures, and the provision of an environmentally sensitive routing of the proposed Route 76 Expressway east of Interstate 5. The suggested modifications in the Zoning/Implementation Phase were to result in the ordinances and other implementation measures being consistent with the conditionally certified Land Use Plan policies.

The conditionally certified Land Use Plan and Implementing Ordinances were reviewed by the City of Oceanside City Council and the necessary changes to the City's original documents were made by the City Council in their action on May 8, 1985, with one exception.

The City requested that certification be deferred on an area adjacent to Buena Vista Lagoon. The area was designated by the City for "commercial" use and the Commission's suggested modification designated it as "open space." The City Council's desire is to leave the area uncertified rather than change the designation to the "open space" designation.

6/28/85



Major Issues

The only major issue present in this resubmittal is the City's request to defer certification of the above-mentioned area adjacent to Buena Vista Lagoon.

Key Staff Recommendation

Staff recommends that the City of Oceanside Local Coastal Program be certified as resubmitted by the City, including the deferral of certification on one parcel adjacent to Buena Vista Lagoon. 11

Additional Information

For additional information regarding this Local Coastal Program Resubmittal, contact Milton Phegley at the San Diego office of the Coastal Commission. Correspondence may be sent to the San Diego office.

CITY OF OCEANSIDE LAND USE PLAN :

I. LAND USE PLAN SUMMARY

The Land Use Plan Summary on Page 4 of the Revised Findings on Resubmittal of the City of Oceanside Local Coastal Program (LCP) Land Use Plan and LCP Zoning/Implementation Program (dated March 13, 1985 and adopted by the Commission on March 27, 1985), hereinafter referred to as the LCP Findings, is incorporated herein by reference.

II. STAFF RECOMMENDATION AND FINDINGS ON LAND USE PLAN AS RESUBMITTED

Following a public hearing, staff recommends the Commission adopt the following resolution and findings:

RESOLUTION FOR CERTIFICATION AS RESUBMITTED

MOTION:

I move that the Commission certify the City of Oceanside Land Use Plan as resubmitted.

STAFF RECOMMENDATION:

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

RESOLUTION TO CERTIFY:

The Commission hereby certifies the resubmitted City of Oceanside Land Use Plan and finds for the reasons discussed below that the resubmitted Land Use Plan meets the requirements of and is in conformity with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; that the resubmitted Land Use Plan contains a specific access component as required by Section 30500(a) of the Coastal Act; that the resubmitted Land Use Plan is consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c) of the Coastal Act; and that the certification of the resubmitted Land Use Plan meets the requirements of Section 21080.5(d)(2)(i) of the California Environmental Quality Act, as there are no further feasible measures or feasible alternatives which could substantially lessen significant adverse impacts on the environment.

FINDINGS FOR RECERTIFICATION AS RESUBMITTED

The Commission finds and declares as follows:

1. Conformity of the Resubmitted City of Oceanside Land Use Plan with Chapter 3 Policies of the Coastal Act. The Commission finds, pursuant to Section 30512.2(b) of the Coastal Act, that the provisions of the resubmitted City of Oceanside Land Use Plan are consistent with the policies and requirements of Chapter 3 of the Coastal Act and meet the basic state goals specified in Section 30001.5 of the Coastal Act which state:

Section 30001.5

The Legislature further finds and declares that the basic goals of the state for the coastal zone are to:

(a) Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.

(b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.

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

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

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

2. Conformity of Individual Policy Groups to Chapter 3 of the Coastal Act.

The findings for certification contained on Pages 25 and 26 of the LCP Findings are herein incorporated by reference, except as modified in the following paragraph.

The City has requested that certification be deferred on the private property south of Highway 78 and west of Jefferson Street. This area is commonly referred to as the "Doctor's property" (ref. Exhibit #1 for map of property). This area had originally been designated by the City as "general commercial"; the Commission's suggested modification would have resulted in a land use

17. LCP Amendment -

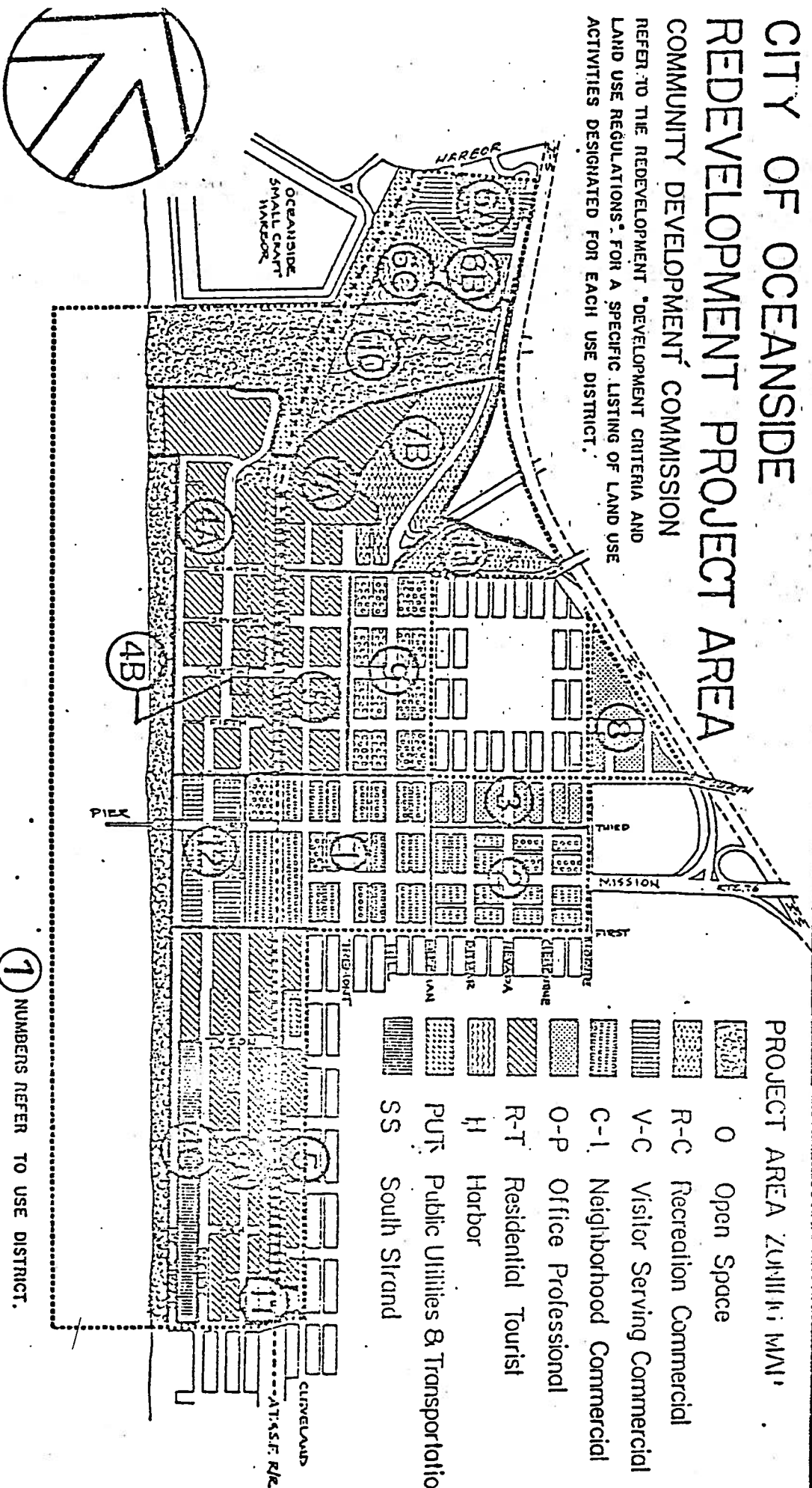
Provide pedestrian access within the Redevelopment Area public right-of-way at Fourth Street in conjunction with adjoining private development.

Document Change - Amend LCP Land Use Plan Access Policy Cla.

REDEVELOPMENT PROJECT AREA

COMMUNITY DEVELOPMENT COMMISSION

REFER TO THE REDEVELOPMENT DEVELOPMENT CRITERIA AND LAND USE REGULATIONS FOR A SPECIFIC LISTING OF LAND USE ACTIVITIES DESIGNATED FOR EACH USE DISTRICT.



designation of open space or wetland buffer; the site is also within the 100-year floodplain of Buena Vista Creek. Coastal Act Sections 30230, 30231, and 30240 would require that such environmentally sensitive areas be preserved and that the intensity of development which would be allowed by a "commercial" designation would not be allowed. The City has requested that certification be deferred rather than return to the Commission for another hearing on the land use designation.

Ordinarily, the deferral of certification (i.e., the creation of a so-called "white hole") is not the preferable alternative. However, in this case, it is clear that portions of the property are environmentally sensitive, that the property is adjacent to Buena Vista Lagoon which is a designated wildlife refuge, and that potential development would be severely constrained; there is little question as to how Coastal Act policies would be applied if there was any future development proposed. Also, the City's certified "Standards for the Identification and Protection of Sensitive Habitat Areas" would specify a minimum buffer of 100 feet adjacent to wetland and environmentally sensitive areas. This buffer area would limit the development potential of the site in such a manner that it is unlikely that a high intensity development would be proposed. Although deferring LCP certification of an individual property ownership is not considered desirable, in this particular instance the Commission would concur with the City's request. The City is concerned with the legal implications of the Commission's open space designation and the Commission is concerned with the possible false expectations for land development that could be created by a general commercial designation as proposed by the City. Since agreement has been reached on all other LCP issues, the Commission finds that to defer certification on the property adjacent to the lagoon would facilitate the City's assuming coastal development issuing responsibility and not create undue confusion for LCP administration. The Commission would retain permit issuing responsibility over the property adjacent to the lagoon..

CITY OF OCEANSIDE LOCAL COASTAL PROGRAM
ZONING/IMPLEMENTATION PROGRAM

I. INTRODUCTION

Contents of the LCP Zoning/Implementation Program

The City's Zoning/Implementation Program consists of the documents enumerated on Page 27 of the LCP Findings and the suggested modifications on Pages 30 and 31 of the LCP Findings (with the exception of suggested modification No. 11).

Review Procedures.

Pursuant to Section 30513 of the Coastal Act the Commission may only reject the Zoning/Implementation Program if it is found not to conform with or adequately carry out the provisions of the certified LCP Land Use Plan. A majority vote of the Commissioners present is necessary in order to reject the ordinances, or portions thereof, as submitted by the City. If the Commission does not vote to reject the City's Zoning/Implementation Program, as submitted, it is deemed approved.

II. STAFF RECOMMENDATION AND FINDINGS ON THE CITY OF OCEANSIDE LOCAL COASTAL PROGRAM ZONING/IMPLEMENTATION PROGRAM.

RESOLUTION FOR APPROVAL AS RESUBMITTED

MOTION:

I move that the Commission reject the City of Oceanside Zoning and Implementation Program as resubmitted.

STAFF RECOMMENDATION:

Staff recommends a NO vote which would result in the adoption of the following resolution and findings. An affirmative vote of a majority of the Commissioners present is necessary to pass the motion.

RESOLUTION TO CERTIFY

The Commission hereby approves the certification of the City of Oceanside Zoning and Implementation Program on the grounds that the Zoning Ordinance, Zoning District Maps, and other implementing materials do conform with and are adequate to carry out the provisions of the City of Oceanside Land Use Plan, as certified. There are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant impact which the approval of the implementation program will have on the environment.

FINDINGS FOR APPROVAL

The Commission finds and declares as follows:

1. Conformity of the Zoning/Implementation Program with Land Use Plan Policies and Policies of Chapter 3 of the Coastal Act. The Commission finds that the City of Oceanside Zoning/Implementation Program is consistent with all applicable Land Use Plan Policies and policies of Chapter 3 of the Coastal Act. Findings on Page 32 and 33 of the LCP Findings are incorporated herein by reference. The absence of a zoning designation on the parcel adjacent to Buena Vista Lagoon is consistent with the deferral of certification action on the parcel in the City's certified Land Use Plan.

(0649A)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OCEANSIDE ESTABLISHING FEES PERTAINING TO DEMOLITIONS, CONVERSIONS, OR NEW CONSTRUCTION OF RESIDENTIAL UNITS LOCATED IN THE COASTAL ZONE WITHIN THE CORPORATE BOUNDARIES OF THE CITY OF OCEANSIDE

WHEREAS, Gov. Code §65590 requires local governments to perform certain tasks in regard to the provision of low and moderate income housing in or near the coastal zone; and

WHEREAS, Gov. Code §65590(j) authorizes local governments to impose fees upon persons subject to the provisions of this section to offset administrative costs incurred in order to comply with the requirements of this section; and

WHEREAS, the City Council of the City of Oceanside has adopted the "City of Oceanside Housing Plan" which delineates the City's policies on low and moderate income housing in the coastal zone; and

WHEREAS, the City Council of the City of Oceanside proposes to adopt a "Coastal Inclusionary Housing Ordinance".

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Oceanside that the following fees are hereby established:

I. NEW DEVELOPMENTS IN THE COASTAL ZONE

	FEES
A. Housing Division analysis to determine if the project is exempt	\$ -0-
B. Issuance of Compliance Permit:	
for exempt projects	\$ 10/project
for non-exempt projects	\$ 25/project

.
.
.

1 C. For non-exempt projects: \$150/project

2 If required low/moderate income
3 units are proposed for an offsite
4 location; feasibility analysis by
5 Housing Division

6 II. CONDOMINIUM CONVERSIONS OR DEMOLITIONS IN THE COASTAL
7 ZONE

8 A. Housing Division analysis to determine \$ -0-
9 if the project is exempt

10 B. Issuance of Compliance Permit
11 for exempt projects \$ 10/project
12 for non-exempt projects \$ 25/project

13 C. For non-exempt projects larger than \$150/project
14 10 units:

15 If required low/moderate income
16 replacement units are proposed for
17 an offsite location; feasibility
18 analysis by Housing Division

19 D. For non-exempt projects \$ 50/unit

20 Housing Division's determination of
21 number of low/moderate income re-
22 placement units required (i.e. in-
23 come and asset verifications for
24 tenants).

25 / . .

26

27

28

1 III. COPIES OF THE "CITY OF OCEANSIDE HOUSING \$ 10/copy
2 PLAN"

3 PASSED AND ADOPTED by the City Council of the City of Oceanside,
4 California this 10th day of November, 1982, by the
5 following vote:

6 AYES: BAGLEY, BISHOP, GILBERT, MARIONCELLI & MACDONALD;

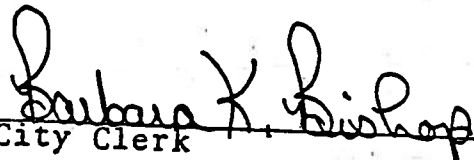
7 NAYS: NONE;

8 ABSENT: NONE;

9 ABSTAIN: NONE.

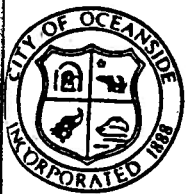
10
11 
12 Mayor of the City of Oceanside

13 ATTEST:

14 
15 City Clerk

16
17 APPROVED AS TO FORM & LEGALITY:

18 
19 City Attorney



CITY OF OCEANSIDE

RICHARD V. GOODMAN
CHIEF OF HOUSING

COMMUNITY DEVELOPMENT COMMISSION
HOUSING DIVISION

APPLICATION FOR COASTAL AFFORDABLE HOUSING COMPLIANCE PERMIT

SECTION I. APPLICANT

1. _____
(NAME)

(NUMBER) (STREET)

(CITY) (ZIP) (DAYTIME PHONE NUMBER)

2. Name of applicant's representative, if any.

(NAME)

(NUMBER) (STREET)

(CITY) (ZIP) (DAYTIME PHONE NUMBER)

3. Who should receive written material relevant to the application?

Applicant

Representative

Both

For office use only:

Applicant Number _____

Comments _____

Received _____ Filed _____

Fee _____ Date paid _____

Application for Coastal Affordable
Housing Compliance Permit

- 2 -

SECTION II. PROPOSED DEVELOPMENT

Please answer ALL questions. Where questions do not apply to your project indicate "Not Applicable" or "N.A."

1. Project Location. Include street address, city, and/or county. If there is no street address, include other description such as nearest cross streets.

(NUMBER)

(STREET)

(CITY)

(COUNTY)

Assessor's Parcel Number _____

2. Does the owner, or applicant, have any ownership interest in any adjoining or contiguous properties?

Yes

No

3. Lot area (within property lines) _____ sq.ft. or acres.

4. Present use of property.

- a) Are there existing structures on the property? Yes * No
If yes, describe (including number of residential units, number of bedrooms per unit, approximate square feet per unit, monthly rental/lease rates for each unit, and number of structures):

- b) Will any existing residential units be demolished or removed?

Yes

No

If yes, describe the type of structure to be demolished or removed, including the relocation site, if applicable.

Application for Coastal
Affordable Housing Compliance
Permit

- 3 -

5. Describe the proposed development and indicate whether the project involves conversion, demolition, and/or new development.

Conversion

Demolition & New
Development

Demolition

New Development

Conversion & New
Development

- a) If proposed use is residential, state:

1) Number of units _____ (Does this include all phases? Yes No)

2) If there are future phases, describe: _____

- 3) Number of units of each type:

Studio _____

3 Bedrooms _____

1 Bedroom _____

4 Bedrooms _____

2 Bedrooms _____

- 4) Type of ownership proposed:

rental

time share

other

condominium

single family

stock cooperative

home ownership

- b) If land division, number of lots to be created and size _____

- c) If project is a condominium conversion, has the project previously been approved by the City of Oceanside for conversion?

Yes No If yes, give details _____

6. a) Estimated total development cost including structures, land, financing, overhead, fees, etc. \$ _____

Application for Coastal
Affordable Housing Compliance
Permit

- 4 -

7. In case of demolitions, has the existing structure been declared a public nuisance? Yes No

SECTION III. ADDITIONAL ATTACHEMENTS

The following items must be submitted with this form as part of the application:

1. Proof of the applicant's legal interest in the property. (A copy of any of the following will be acceptable: current tax bill, recorded deed, signed Offer to Purchase along with a receipt of deposit, signed final escrow document, or current policy of title insurance. Preliminary title reports will not be accepted.)
2. For new developments, Assessor's parcel map(s) showing the applicant's property and all other properties within 100 feet (excluding roads) of the property lines of the project size. (Available from the County Assessor.)
3. A vicinity or location map (copy of Thomas Bros. or other road map or USGS quad map) with the project site clearly marked.

SECTION IV. NOTICE TO APPLICANTS

Under certain circumstances, additional material may be required to issuance of a Coastal Affordable Housing Compliance Permit.

SECTION V. AUTHORIZATION OF AGENT

I hereby authorize _____
to act as my representative and to bind me in all matters concerning
this application.

Signature of Applicant(s)

Application for Coastal Affordable
Housing Compliance Permit

- 5 -

SECTION VI. CERTIFICATION

1. I hereby certify, under penalty of perjury, that I have read this completed application and that, to the best of my knowledge, the information in this application and all attached appendices and exhibits is complete and correct. I understand that any misstatement or omission of the requested information or of any information subsequently requested shall be grounds for denying the permit, for suspending or revoking a permit issued on the basis of these or subsequent representations, or for seeking of such further relief as may seem proper to the Commission.
2. I hereby authorize representatives of the Oceanside Community Development Commission to conduct site inspections on my property. Unless arranged otherwise, these site inspections shall take place between the hours of 8:00 a.m. and 5:00 p.m.

Signature of Authorized Agent or Applicant(s)

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY
OF OCEANSIDE AMENDING CHAPTER 19A OF THE
OCEANSIDE CITY CODE, ORDINANCE NO. 83-11, MORE
COMMONLY KNOWN AS THE SEAWALL ORDINANCE

WHEREAS, the provisions of the California Coastal Act (Public
Resources Code §30000 et seq.) require the City to adopt a Local
Coastal Program (LCP) which meets the requirements of, and imple-
ments the provisions and policies of, the California Coastal Act
at the local level; and

WHEREAS, the City of Oceanside has, as an integral part of
its Local Coastal Program, adopted a Land Use Plan and a Local
Coastal Program Implementation Work program in order to develop
the various land use plans, zoning ordinances, and other related
ordinances and policies necessary for the Local Coastal Program of
the City of Oceanside, in order to implement the provisions and
policies of Chapter 3 of the California Coastal Act; and

WHEREAS, pursuant to California Coastal Commission require-
ments, the City approved certain amendments and additions to the
City's previously adopted LCP Land Use Plan, Zoning Ordinances,
and other ordinances, to implement the City's Local Coastal Pro-
gram; and

WHEREAS, on January 25, 1985, the California Coastal Com-
mission formally approved the City's LCP but also required
additional amendments and additions to the City's LCP and the
correction of inconsistencies between the LCP and the City's
Zoning, Redevelopment documents, and other ordinances, which
amendments and additions are necessary to implement the Coastal
Commission's approval so that the LCP may be certified; and

WHEREAS, the Oceanside Planning Commission, after holding duly noticed public hearings on February 18, 1985, and April 1, 1985, has, by the adoption of Resolution Nos. 85-P12 and 85-P26, recommended approval of the proposed revisions to Chapter 19A of the Oceanside City Code (Ordinance No. 83-11), more commonly known as the Seawall Ordinance, which such proposed revisions are attached hereto and incorporated herein by reference thereto; and

WHEREAS, on April 10, 1985, the City Council held a duly noticed public hearing on the above-described changes as set forth in Exhibit "A", and heard and considered all persons supporting or opposing these proposed amendments to the City's Seawall Ordinance; and

WHEREAS, based upon such evidence and testimony and staff reports, the City Council finds that the approval and adoption of the above-described zoning amendments are necessary to ensure that the City of Oceanside Local Coastal Program implements the provisions and policies of the California Coastal Act.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Oceanside as follows:

1. The City Council hereby approves and adopts the additions and amendments to the City's Seawall Ordinance, as set forth in Exhibit "A", attached hereto and incorporated herein by reference thereto.

2. The adoption and approval of the above-described ordinance revisions is exempt from environmental review under the California Environmental Quality Act.

3. The City Manager is hereby directed to submit the above to the California Coastal Commission in accordance with the

1 California Coastal Act.

2 4. This ordinance shall be codified.

3 5. The City Clerk of the City of Oceanside is hereby
4 directed to publish this ordinance once within fifteen (15) days
5 after its passage in the Blade Tribune, a newspaper of general
6 circulation published in the City of Oceanside.

7 6. This ordinance shall take effect and be in force on the
8 thirtieth (30th) day from and after its final passage.

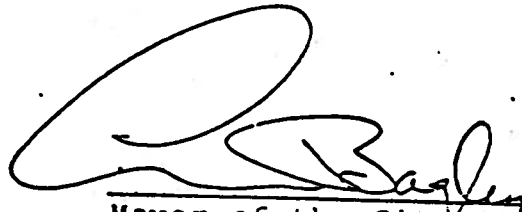
9 PASSED, ADOPTED AND ORDERED PUBLISHED by the City Council of
10 the City of Oceanside, California, this 8th day of May,
11 1985, by the following vote:

12 AYES: BAGLEY, GILBERT, MACDONALD, MARIONCELLI, WILLIAMSON

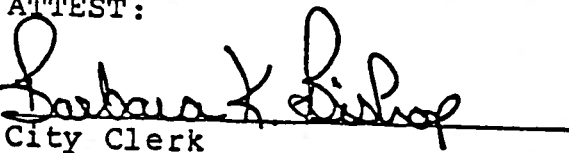
13 NAYS: NONE

14 ABSENT: NONE

15 ABSTAIN: NONE

16 
17 Mayor of the City of Oceanside

18 ATTEST:

19 
20 City Clerk

21 APPROVED AS TO FORM:

22 
23 City Attorney

ORDINANCE AMENDMENTS TO IMPLEMENT LOCAL COASTAL PROGRAM

1. Seawall Ordinance -

Amend Section 19A.21 of the Seawall Ordinance to read:

"Sec. 19A.21. Repair and maintenance activities that require a permit.

(a) A Coastal Development Permit shall be required for any methods of repair or maintenance of a seawall, of the following or other shoreline work:

- (1) Repair or maintenance involving substantial alterations of the foundation of the protective work including pilings and other surface or subsurface structures;
- (2) The placement, whether temporary or permanent, of rip-rap, artificial berms of sand or other beach materials, or any other forms of solid materials, on a beach or in coastal waters, streams, wetlands, estuaries and lakes or on a shoreline protective work except for agricultural dikes within enclosed bays or estuaries;
- (3) The replacement of 20 percent or more of the materials of an existing structure with materials of a different kind; or
- (4) The presence, whether temporary or permanent, of mechanized construction equipment or construction materials on any sand area or bluff or within 20 feet of coastal waters or streams.

(b) Ongoing routine repair and maintenance activities by public agencies and public utilities (such as railroads) involving shoreline works protecting transportation facilities shall be exempt from this Chapter."

1 AN ORDINANCE OF THE CITY OF OCEANSIDE AMENDING THE
2 OCEANSIDE CITY CODE BY THE ADDITION OF CHAPTER
3 19.B. ESTABLISHING REGULATIONS FOR THE CONSTRUCTION
4 OF SEAWALLS, REVETMENTS, OR OTHER SHORELINE RELATED
5 STRUCTURAL DEVICES.

6 The City Council of the City of Oceanside DOES ORDAIN as
7 follows:

8 SECTION 1. The Oceanside City Code is hereby amended by the
9 addition of Chapter 19.B., which shall read as follows:

10 "CHAPTER 19B

11 OCEANSIDE BEACHES - CONSTRUCTION OF SEAWALLS,
12 REVETMENTS, OR OTHER SHORELINE RELATED STRUCTURAL
13 DEVICES

14 ARTICLE I

15 DECLARATION OF PURPOSE

16 Section 19.B.1. INTENT AND PURPOSE. To establish a set of
17 standards implementing policies set forth in the City's Local
18 Coastal Plan and regulating the design and use of seawalls,
19 revetments, breakwaters, groins, cliff retaining walls, and other
20 such construction, that will prevent:

- 21 (a) Obstruction of coastal access;
- 22 (b) Adverse impacts to shoreline and transport or supply;
- 23 (c) Unstable structures or structures that fail to afford
24 protection to the property or uses it was designed to
25 protect for the proposed life of the project;
- 26 (d) Erosion or instability of adjacent property;
- 27 (e) Alteration of natural landforms or adverse effects to
28 the scenic qualities of the coast.

Section 19.B.2. NAME OF ORDINANCE. This ordinance shall be
known as the "Seawall Ordinance".

ARTICLE II

DEFINITIONS

Section 19.B.3. BEACH: The zone of unconsolidated material that extends landward from the low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation. The seaward limit of a beach, unless otherwise specified, is the mean low water line.

Section 19.B.4. BLUFF: An escarpment or steep face of rock, sediment, or soil resulting from erosion, faulting, folding or excavation of land mass, with a vertical relief, which can be planed, curbed, or steplike in section, of 10 feet or more and whose face is or may be subject to erosion by wave action.

Section 19.B.5. BREAKWATER: A structure built offshore and/or connected to the shore in deep water to protect a shore area, harbor, vessel mooring area or yacht basin from wave damage. The breakwater may be built above or submerged in deep water offshore of a beach to attenuate waves and protect the shore.

Section 19.B.6. CLIFF BULKHEAD WALL: A structure constructed at the base or toe of a cliff or bluff and extended upward to the inland area to support a vertical or nearly vertical earth bank and prevent the sliding of the cliff or bluff and to also protect the toe of the cliff or bluff from wave-induced erosion.

Section 19.B.7. EMERGENCY: A sudden unexpected occurrence demanding immediate action to prevent or mitigate loss or damage to life, health, property or essential public services.

Section 19.B.8. GROIN: A shore protection structure or

1 system of structures usually built normal (or perpendicular) to
2 shore to retain sand or retard erosion of the shore.

3 Section 19.B.9. REVTMENT/RIP-RAP: An armoring of a beach
4 face or bluff with stone or concrete randomly placed by layering,
5 facing, or mounding to protect against erosion, scouring, or
6 sloughing of a structure or embankment by wave action..

7 Section 19.B.10. SEAWALL: A structure separating land and
8 water areas, primarily designed to prevent erosion of the
9 shoreline and damage to upland properties due to wave action.

10 Section 19.B.11. OTHER SHORELINE STRUCTURES: Any other
11 structures that interact with coastal zone processes to redirect
12 longshore and tidal currents and cause or stabilize erosion or
13 deposition of sediments.

14 ARTICLE III

15 PERMITS

16 Section 19.B.12. PERMIT REQUIRED: No person shall
17 construct any seawalls, shoreline structures or similar devices
18 as defined in Article II without first obtaining a valid Coastal
19 Development Permit to do so as hereinafter provided. Such permit
20 shall remain in effect for a period not to exceed two years.

21 Section 19.B.13. APPLICATION FOR COASTAL DEVELOPMENT
22 PERMIT: Application for the construction in the Coastal Zone of
23 any structures defined in Article II of this ordinance shall be
24 made to the Planning Commission in accordance with such
25 procedures as may be adopted by the City Council. The Planning
26 Commission shall hold a public hearing and shall approve,
27 conditionally approve, or deny the Coastal Development Permit.
28 The Planning Commission shall announce its decision by resolution

1 which clearly states the facts and reasons for the decisions
2 rendered and any conditions or limitations imposed.

3 Section 19.B.14. APPLICATION REVIEW PROCEDURE:

4 (a) An application shall be denied if it:

5 (1) fails to comply with any provisions of this
6 ordinance;

7 (2) conflicts with the intent and purpose of this
8 ordinance; or

9 (3) conflicts with the City's certified Local Coastal
10 Plan.

11 Section 19.B.15. APPEAL PROCEDURE: Anyone so desiring may
12 appeal the decision of the Planning Commission to the City
13 Council in writing within twenty (20) days after adoption of the
14 decision resolution. The City Council within the same twenty
15 (20) days may also initiate such an appeal.

16 Section 19.B.16. FILING FEES: Filing fees shall be paid to
17 the City Planning Department at the time of application for the
18 Coastal Development Permit, in accordance with the fee schedule
19 adopted by resolution of the City Council.

20 Section 19.B.17. OTHER PERMITS REQUIRED:

21 (a) An applicant shall obtain a U. S. Army Corps of
22 Engineers permit under Section 10 of the Rivers and
23 Harbor Act of 1899 for structures and/or work within
24 the navigable waters of the United States if the work
25 or structure is on or seaward of the mean high water
26 line and/or under Section 404 of the Clean Water Act
27 for fills within the nation's waters if the fill is on
28 or seaward of the high tide line.

- 1 (b) All applicants for shoreline structures to be
2 constructed on private property must obtain a building
3 permit pursuant to Chapter 6 of the Municipal Code.
- 4 (c) All applicants for shoreline structures to be
5 constructed within the public right-of-way must obtain
6 a valid grading permit pursuant to Ordinance 81-20.
- 7 (d) An applicant shall show evidence of having obtained all
8 necessary federal and/or state permits for construction
9 of seawalls or other shoreline structures at the time
10 of building or grading permit application.

11 ARTICLE IV

12 APPLICABLE STANDARDS

13 Section 19.B.18. SEAWALLS AND OTHER SUCH STRUCTURES

14 ALLOWED: Shoreline structures as defined in Article II shall be
15 allowed when required to serve coastal dependent uses or to
16 protect proposed or existing structures in danger from erosion,
17 and when designed to eliminate or mitigate adverse impacts on
18 local shoreline sand supply and other coastal resources, and
19 where the construction is in conformance with the City's Local
20 Coastal Plan.

21 Section 19.B.19. ACCESS AND RECREATION: The proposed
22 project shall not interfere with the public's right of access to
23 the sea where acquired through use or legislative authorization,
24 including, but not limited to, the use of dry sand and rocky
25 coastal beaches to the first line of terrestrial vegetation.

26 Every Coastal Development Permit issued for any development
27 between the nearest public road and the sea or the shoreline of
28 any body of water located within the coastal zone shall include a

1 specific finding that such development is in conformance with the
2 public access and recreational policies of the City's Local
3 Coastal Plan.

4 Section 19.B.20. DEDICATION REQUIREMENTS: The applicant
5 must offer to dedicate to the City by easement or fee simple
6 title all land seaward of the toe of a seawall or similar
7 structure for lateral access to the public.

8 ARTICLE V

9 REPAIR AND MAINTENANCE

10 Section 19.B.21. REPAIR AND MAINTENANCE ACTIVITIES THAT
11 REQUIRE A PERMIT:

12 (a) A Coastal Development Permit shall be required for any
13 methods of repair or maintenance of a seawall, of the
14 following or other shoreline work:

15 (1) Repair or maintenance involving substantial
16 alteration (not like and kind in materials or
17 configuration) of the protective work including
18 surface or subsurface structures.

19 (2) The replacement of 50% or more of the materials of
20 an existing shoreline structure under one
21 ownership.

22 (b) Ongoing routine repair and maintenance activities by
23 public agencies and public utilities (such as
24 railroads) involving shoreline works protecting
25 transportation facilities shall be exempt from this
26 Ordinance.

1 ARTICLE VI

2 EMERGENCY WORK

3 Section 19.B.22. ALLOWABLE EMERGENCY WORK: In the event of
4 an emergency as defined in Article II of this Ordinance, the City
5 Engineer may issue an emergency permit for the following types of
6 remedial, protective or preventative work:

7 (a) Revetments or rip-rap, as defined in Article II of this
8 Ordinance;

9 (b) Sand bags;

10 (c) Earthen berms.

11 Section 19.B.23 APPLICATIONS FOR EMERGENCY WORK:

12 Applications for work necessitated by an emergency as defined in
13 Article II of this Ordinance shall be made to the City Engineer
14 by letter if time allows, or by telephone or in person if time
15 does not allow. The person or firm making application during an
16 emergency shall give the following information:

17 (a) The nature of the emergency;

18 (b) The cause of the emergency insofar as this can be
19 established;

20 (c) The location of the emergency;

21 (d) The remedial, protective or preventative work required
22 to deal with the emergency; and

23 (e) The circumstances during the emergency that appeared to
24 justify the course(s) of action taken, including the
25 probable consequences of failing to take action.

26 Section 19.B.24. VERIFICATION AND GRANTING OF EMERGENCY
27 PERMIT: The City Engineer shall verify the facts, including the
28 existence and nature of the emergency insofar as time allows, and

1 shall issue the permit for the duration of the emergency if the
2 following findings are made:

3 (a) An emergency exists which requires the proposed work to
4 be undertaken before a permit could be issued pursuant
5 to the routine administrative procedures established
6 hereunder;

7 (b) The work proposed would be consistent with the
8 requirements of the City's Local Coastal Plan.

9 Section 19.B.25. CESSATION OF EMERGENCY: Upon cessation of
10 the emergency, the permittee for emergency work as defined in
11 Section 600 of this Article shall, within fifteen (15) days,
12 either remove the emergency work or file an application for a
13 Coastal Development Permit pursuant to Article III. Failure to
14 remove any emergency work or to obtain a valid Coastal
15 Development Permit and building or grading permit for said work
16 will place the permittee in violation of this Ordinance.

17 ARTICLE VII

18 PENALTIES -- CONSTITUTIONALITY

19 Section 19.B.26. PENALTIES FOR VIOLATIONS: Any person,
20 firm, or corporation violating any of the provisions of this
21 Ordinance shall be deemed guilty of a misdemeanor, and upon
22 conviction thereof shall pay a fine of not more than \$300.00, or
23 by imprisonment in the County Jail for a period of not more than
24 ninety (90) days, or both. Each such person, firm or corporation
25 shall be deemed guilty of a separate offense for every day during
26 any portion of which violations of this Ordinance, including any
27 physical condition created in violation of this Ordinance, is
28 permitted, continued or committed, by such person, firm, or

(e) MULTIPURPOSE RECREATIONAL TRAILS

Definition: A multipurpose recreational trail for hikers, joggers and bicyclists should be developed in lieu of the paved bikepath and adjacent to the pedestrian walkway. Such trails should be developed in areas where construction of a paved bikepath would be exceedingly difficult, costly, or have significant adverse environmental effects and/or it is not possible to obtain an adequate easement for a hiking/biking trail due to constraints imposed by existing topography, railroad right-of-way and the extent of existing development.

Specifications: Recreational trails should be no less than 6 feet in width. This type of trail may not be paved, but the ground surface shall be compacted and smoothly graded as environmental and geological conditions permit. As such, these facilities should not be primarily signed as bikeways. Rather, they should be designated as recreational trails (or similar designation) along with regulatory signing restricting motorized vehicles.

STANDARD NO. 15: SUPPORT FACILITIES

Definition: Those facilities that provide ease of public use and maintenance of coastal accessways. Such facilities include signs, benches, trash receptacles, picnic tables and shelters, parking areas, bike racks, public telephones, restrooms and showers.

Specifications: The following minimum support facilities shall be provided where funds allow:

- (a) SIGNS: Signs for each vertical accessway at the nearest public road and at the point of entry. Upland trails should be signed at every trail intersection and marked every mile if necessary to maintain the continuity of the trail in difficult terrain and wherever warranted to alert trail users about their responsibility to respect privacy and avoid trespass;
- (b) BENCHES: Benches or seating areas should be provided at the top of a stairway and where stairways are lengthy, on the landing where there is a view, along upland trails, and at vista points;

