OCEANSIDE SMALL CRAFT HARBOR
PRECISE PLAN
AND
FINAL ENVIRONMENTAL IMPACT REPORT
VOLUME I

HARBOR LAND AND WATER USE POLICIES

Prepared by:

City of Oceanside
Planning Department

with assistance from:
EDAW, Incorporated

July, 1979

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VOLUME I

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CHAPTER 1.0

INTRODUCTION

1.0 INTRODUCTION

1.1 Purpose and Scope

This document is intended to serve the dual purpose of providing both an updated Oceanside Small Crafts Harbor Precise Plan and a "focused" Environmental Impact Report in a combined format. The plan has been subdivided into two volumes. Volume I contains the project summary and detailed descriptions of the Short- and Long-Range Plans for the Harbor. Volume II contains various technical and procedural elements which were used both in developing and evaluating the plan.

The Precise Plan was developed under the guidance of a broad-based Citizen's Committee, the Coastal Projects Committee, and was adopted in concept in August 1977, by both the City of Oceanside and the Oceanside Small Crafts Harbor District.

Upon preparation of the draft EIR, the Precise Plan was submitted to the Regional and State Coastal Commission for "preliminary review" under the Local Coastal Program regulations. The Coastal Commission approved the Precise Plan in concept, with several modifications, on February 20, 1979. Following the Coastal Commission hearing, the Oceanside Harbor District Board of Directors held three public hearings to discuss the major policy issues raised in the Precise Plan. The Board then directed staff to prepare a final draft of the Precise Plan/EIR--taking into account the comments from the public, Coastal Commission and Harbor District---for Board approval and eventual inclusion in Oceanside's Local Coastal Program.

This document, therefore, represents the synthesis of comments from numerous citizens, agencies, and decision-making bodies. Over thirty public hearings and meetings were held during the course of plan preparation and approximately 125 copies of the Precise Plan/EIR were disseminated for public review. While there were several significant changes to the plan, the basic intent remained the same:

> To optimally protect and enhance primarily boating and water-dependent activities, and secondarily other public-oriented recreation uses in the Harbor.

Geographically, the Precise Plan focuses on the land and water areas governed by the Oceanside Small Crafts Harbor District. This area is subject to the detailed recommendations contained in the Short- and Long-Range plans for the Harbor. The relationship of the Harbor to the surrounding "Study Area" to the northeast and southeast has also been included to the extent that the impacts are applicable and definable. This Study Area is included for informational purposes only and is not intended to precede plans for the San Luis Rey River and surrounding Redevelopment Areas.

The location and scope of the Precise Plan are covered in greater

detail in Section 3.0.

1.2 Correlation of Harbor Precise Plan, Oceanside General Plan and California Coastal Act

The Harbor Precise Plan/EIR is intended to function both as an implementing mechanism of the Oceanside General Plan and as a certifiable component of the City's Local Coastal Program.

The Land Use Element of the General Plan designates the land and water area governed by the Harbor District as "Harbor" and requires that a specific plan be prepared to implement that designation.

"Specific Plans" are defined in State Planning Law as:

> "All detailed regulations, conditions, programs.... necessary or convenient for the systematic implementation of all elements of the General Plan...., including but not limited to....:
>
> "(a) The location of housing, business, industry, open space,....recreation facilities,....public buildings and grounds,....together with regulations establishing height, bulk and setback limits for such buildings and facilities...."
>
> "(b) The location and extent of existing or proposed streets...."
>
> "(c) Standards for population density and building density...."
>
> "(d) Standards for the conservation, development, and utilization of natural resources...."

The Precise Plan and its Design Guidelines are intended to meet the Specific Plan requirement imposed by the Land Use Element of the General Plan. Since the term "Harbor Precise Plan", which originated with the inception of the plan, has been widely identified and used over the last three years, it seems imprudent to re-title the plan as the "Harbor Specific Plan" at this time. However, since there is not a legal provision for a "Precise Plan" in either the City's regulations or State Planning Law, the Precise Plan should be recognized officially (if not in name) as a Specific Plan.

The Precise Plan has also been prepared to meet all requirements of the Local Coastal Program regulations established by the California Coastal Commission. A detailed comparison of the Precise Plan to Coastal Act policies is provided in Section 3.6.

1.3 Correlation of Precise Plan and EIR Elements

One of the key requirements of a combined EIR and planning document such as this is the need to provide easy reference to specific discussions. The list below corresponds chapter headings to the EIR components required under the California Environmental Quality Act (CEQA):

VOLUME I

Chapter	Title
1	EIR Introduction - Precise Plan Scope, Correlation of Precise Plan and EIR Elements
2	EIR Summary - Precise Plan Summary
3	EIR Project Description - Precise Plan (Short and Long-Range) As Adopted in Concept by City and Harbor District, Coastal Act Compliance Section

VOLUME II

Chapter	Title
4	EIR Environmental Setting - Precise Plan Existing Conditions
5	EIR Environmental Impacts - Precise Plan Implementation
6	EIR Growth-Inducing Impacts - Precise Plan Study Area Effects
7	EIR Unavoidable Adverse Environmental Impacts (EIR Only)
8	EIR Mitigation Measures - Precise Plan Implementation, Supplemental Actions
9	EIR Alternatives - Precise Plan Alternatives
10	EIR Short Term Uses/Long Term Productivity (EIR Only)
11	EIR Irreversible Environmental Changes (EIR Only)
12	EIR Appendices

This EIR represents a "focused" EIR as defined by the CEQA Guidelines and thus deals with only those impacts deemed to be significant, which might result from the implementation of the Harbor Area Precise Plan. While a broad range of subjects are described in the Environmental Setting portion of this document, only those impacts which are potentially significant are discussed in the "Impacts" section. In accordance with CEQA, a list of "Effects Found Not to be Significant" can be found in Section 5.2.

Additionally, since this document covers a number of currently planned and projected actions by both public agencies and private entities within the Oceanside Small Crafts Harbor area, it has been developed as a "Master EIR". Thus, it addresses the impacts of these individual actions within the overall context of the implementation of the Precise Plan, to the extent that they have been defined and projected at this time. This reduces the need for future individual EIR's except in instances where a project creates unforeseen or cumulatively significant new impacts. It is also consistent with City and Coastal Commission policy that planning and environmental issues be addressed in a comprehensive rather than fragmented fashion.

2.0 Precise Plan/EIR Summary

The Precise Plan for the Oceanside Harbor covers two recommended phases of implementation - a Short-Range Plan (present to 1985) and a Long-Range Plan (post-1985). It has been coordinated with the guidelines and policies of the Coastal Commission and the 1976 Coastal Act; the requirements of the State Department of Navigation and Ocean Development; the City's Local Coastal Program; and the City's General and Redevelopment Plans.

2.1 Short-Range Plan

The major features of the Short-Range Plan are illustrated in the accompanying plan drawing (Figure 2-1) and are summarized below. Essentially, the Short-Range Plan represents actions and physical improvements which are necessary and feasible in upgrading both the appearance and utility of the Harbor and enabling it to expand its activities within its current confines to meet increased user demand levels and growth potential. Also, many of these improvements or actions lay the foundation for actions and improvements proposed in the Long-Range Plan.

The major components of the Short-Range Plan are:

- Improvements to both Harbor Drive North and South as well as Pacific Street to accommodate existing and future traffic, including widening improved intersections, new signing, and other flow and capacity improvements.

- Creation of additional parking facilities in critical parking areas including the Beach/Peninsula area, along Harbor Drive North, and improvements to existing parking lots.

- Creation of new lease parcels for restaurant, specialty commercial, yacht sales, and related uses throughout the Harbor.

- Improvements and additions to the public use facilities in the Harbor, including a new fishing/observation dock, additional picnic facilities, expanded launch ramp parking and improved launch facilities, pedestrian areas, and open/green space.

- Implementation of master site development, building, landscaping, and sign guidelines covering both existing and new structures in the Harbor, resulting in a more unified and pleasing visual appearance and better function.

- Enhanced public amenities including additional picnic and open space areas, landscaping, pedestrian improvements, lighting and signs.

- Additional expansion and remodelling of berthing facilities to achieve the maximum potential capacity available within the Harbor, made possible through the elimination of the surge problem by the U. S. Army Corps of Engineers.

2.2 Long-Range Plan

The Long-Range Plan is essentially an extension of many of the basic features begun in the Short-Range Plan, and is illustrated in Figure 2-2. The accompanying aerial perspective sketch (Figure 2-3) suggests the appearance of the Harbor with the majority of the Short- and Long-Range Plan improvements in place. (It is useful to compare this sketch with the same view of the Harbor shown in the 1978 aerial photo of Figure 3-1).

The major components of the Long-Range Plan are:

- Additional improvements to the circulation system to accommodate increased traffic from new uses and expanding existing uses, including a new railroad underpass.

- Additional parking improvements throughout the Harbor, particularly in high use areas.

- Development of new and expanded existing uses on the newly-created development parcels leased during the Short-Range Plan.

- Major development on New Parcel Number 1 linking to adjacent areas and the Harbor.

- Further improvement of the Harbor's appearance through continued implementation of the design guidelines for existing and new site and building construction.

- Improvements to the San Luis Rey River Jetty providing increased flood protection, along with other facilities such as pedestrian paths, etc.

The accompanying perspective sketches illustrate the intended character of a number of the major features of the Short- and Long-Range Plans. (These are illustrative only, and are not intended as precise design drawings for specific improvements.)

Figure 2-4 illustrates the possible new development which might occur along Harbor Drive South, along with the improved San Luis Rey River jetty and the new street connection under the railroad embankment.

Figure 2-5 shows the possible character of the proposed yacht sales complex on the new development parcel on Harbor Drive North. The Jolly Roger restaurant is seen in the background. New landscaping and signs are also shown.

Figure 2-6 portrays the recommended improvements to the landscaped "edge" around the Harbor periphery, showing new "furniture", lighting, landscaping and other features. In the background is the new fishing pier and adjacent picnic area.

Figure 2-7 shows the beach area with a new bike path, picnic shelters, pedestrian paths and the parking screened behind a landscaped berm.

Figure 2-8 is a "boaters-eye-view" from the point just inside the Harbor entry to the South Basin, showing the new fishing pier, new docks, new transient check-in, Coast Guard and Harbor Patrol facilities, and new development in the South Basin.

2.3 Environmental Impact Report

The major environmental impacts related to the Precise Plan can be categorized into two major groups - those associated with construction activities within the Harbor Area and those associated with the operational characteristics of new uses or increased levels of activity of existing uses.

Only those impacts deemed to be significant, and thus requiring mitigation measures, have been addressed in the EIR. Construction-related impacts are expected to occur in both Short- and Long-Range Plan periods, while operational impacts will occur primarily during the Long-Range Plan.

Construction-related impacts and their mitigation measures are expected to include:

- Some disruption of traffic circulation and utility services during the construction of improvements and as a result of construction-related traffic. These impacts will be temporary and can be mitigated by proper coordination of excavations, scheduling work during off-peak and off-season hours, and providing alternate traffic routes where possible.

- Construction within existing leaseholds, new leaseholds and public use areas will create some disruption to their immediate surroundings. These impacts are temporary and can be mitigated by proper phasing and design of interim access in advance of actual construction.

- Dust, noise, and construction debris will result in some temporary inconvenience and discomfort within the Harbor. Mitigation of these impacts can be accomplished through proper timing for use of noisy equipment, and the proper storage and frequent removal of construction debris.

- Construction-related parking, stockpiling areas, and other land-consuming activities would be restricted to vacant or underutilized areas within the Harbor to mitigate impacts on existing parking areas, leasehold uses, and public uses.

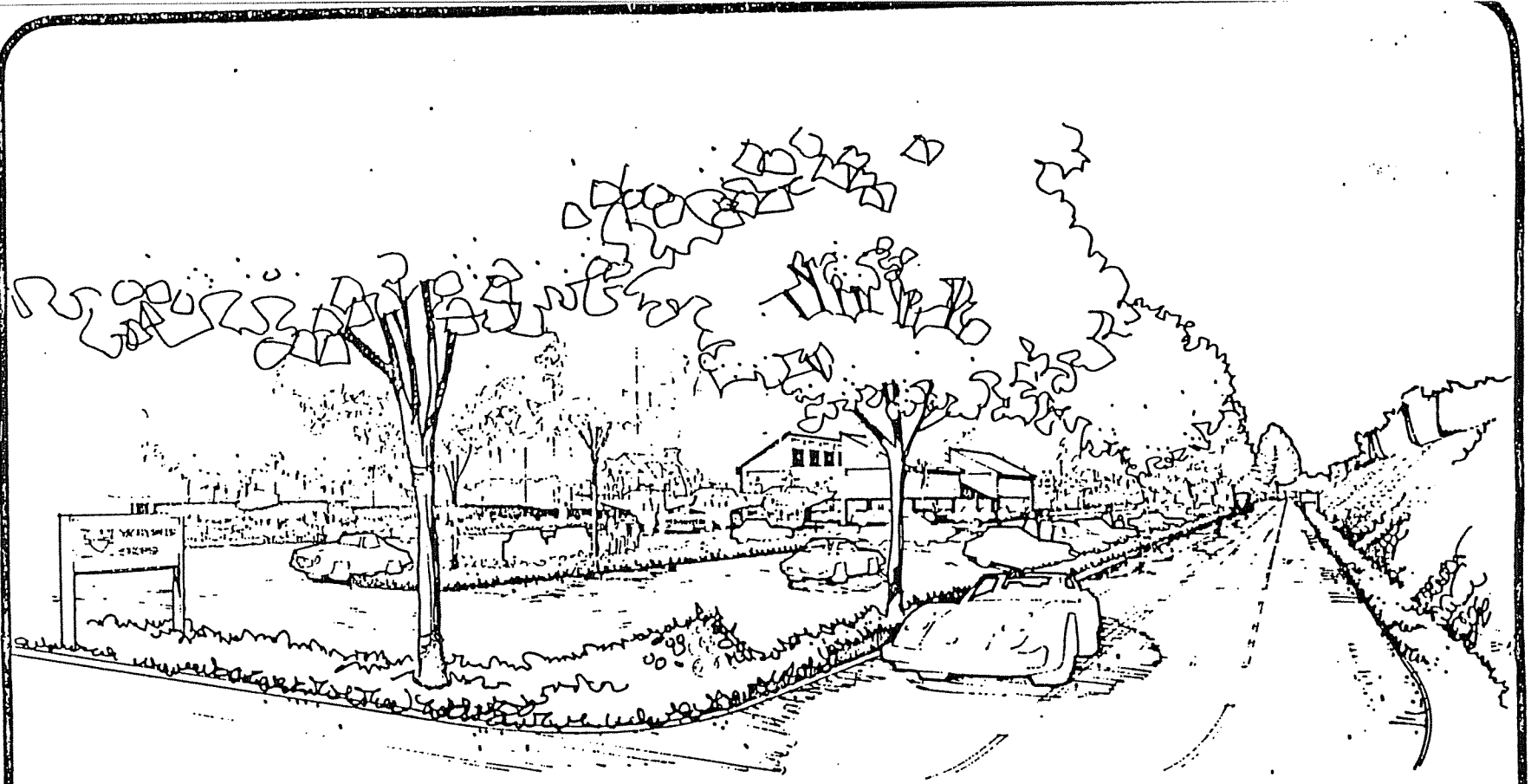
- All landside construction site run-off and windblown debris, as well as in-water activities which might affect water quality in the Harbor, would be carefully monitored to insure minimal impacts. Mitigation measures would include sediment and toxic run-off traps, temporary debris fences, and floating booms or other means to limit the extent of water turbidity.

Operational impacts of both Short-Range and Long-Range Plans and their related mitigation measures are expected to include:

- Increased traffic and alteration of traffic patterns as new facilities are constructed which will both attract and serve increased traffic, with new signs, road widenings, and additional parking as mitigation measures. Additional mitigation would be provided by tram service during peak periods, improved pedestrian and bicycle facilities, extensive signing and other measures clarifying access. Non-auto means of circulation will be encouraged.

- Replacement of some existing parking spaces by other land uses, along with restrictions on the use of some parking areas by gates, payment, or time limits. Mitigation consists of additional parking spaces, and extensive signage designating use.

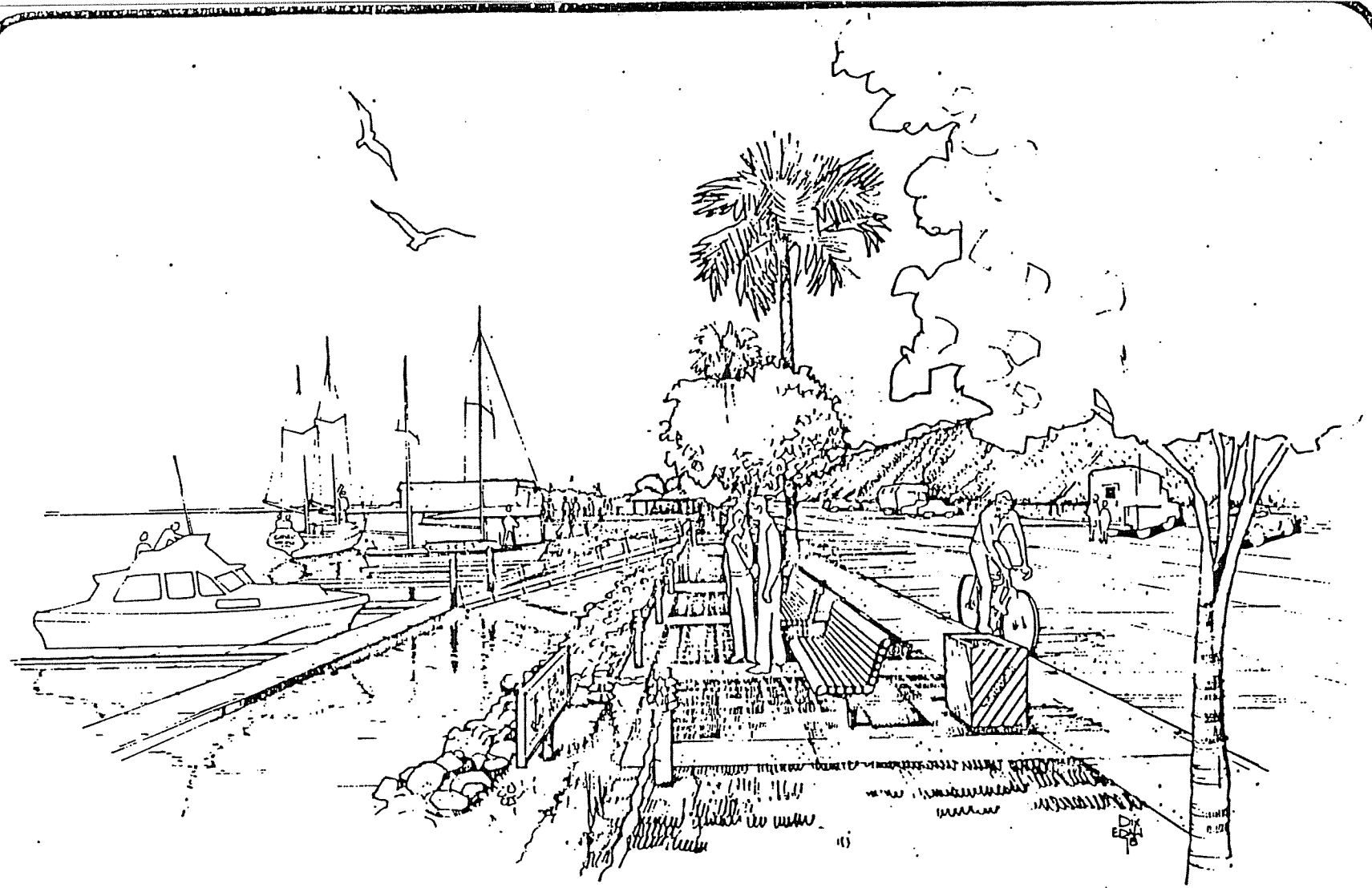
- More intensive use of the Harbor Area by the general public, including visitors not utilizing the boating facilities (picnicking, fishing, beach, etc.) will result in higher demand for public facilities. Mitigation consists of providing sufficient additional facilities (beyond boater needs) to meet these demands, as well as regulating use hours.



new development parcel on harbor drive north

oceanside small craft harbor

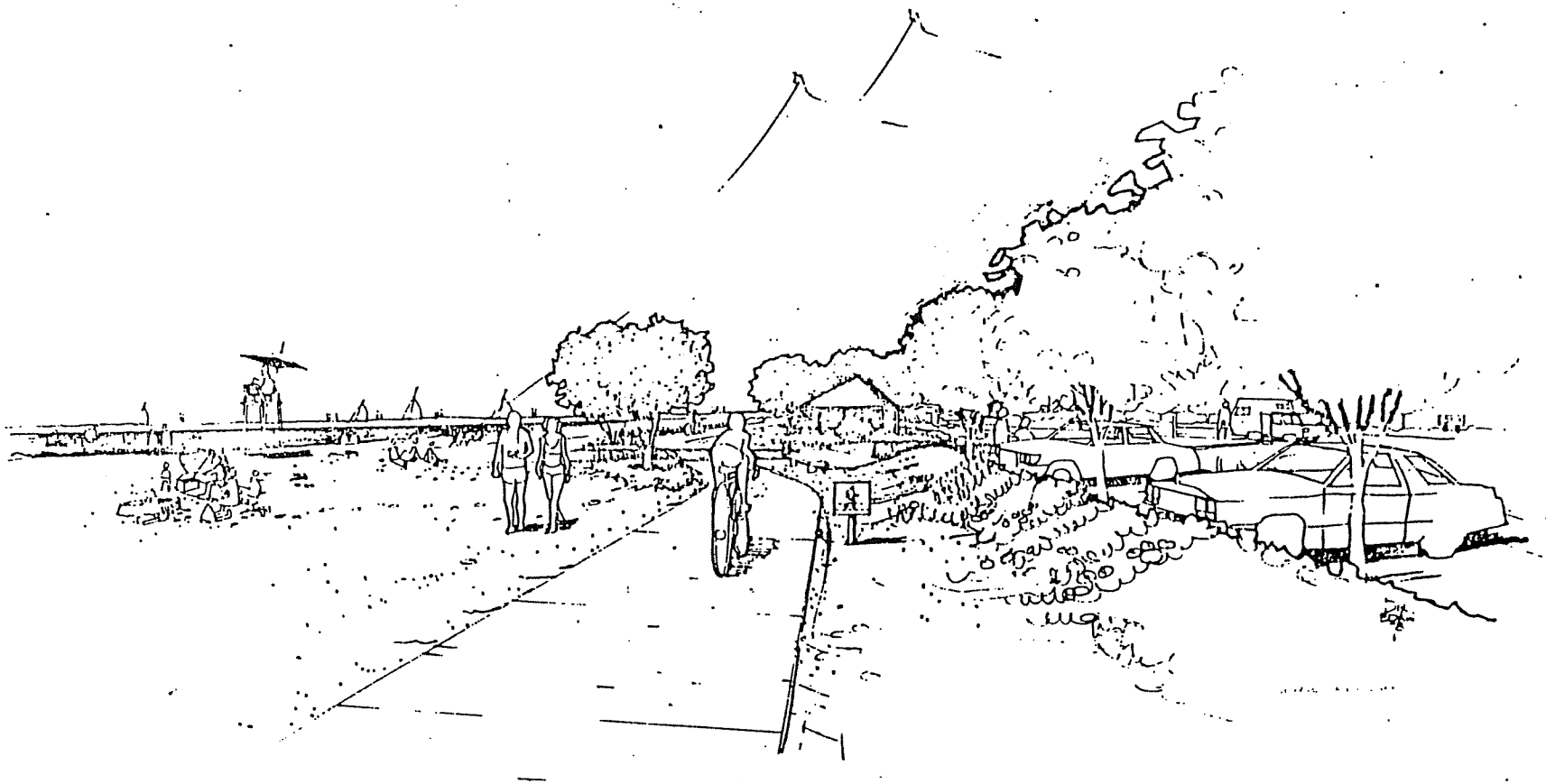
figure 2-5



pedestrian area at harbor edge

oceanside small craft harbor

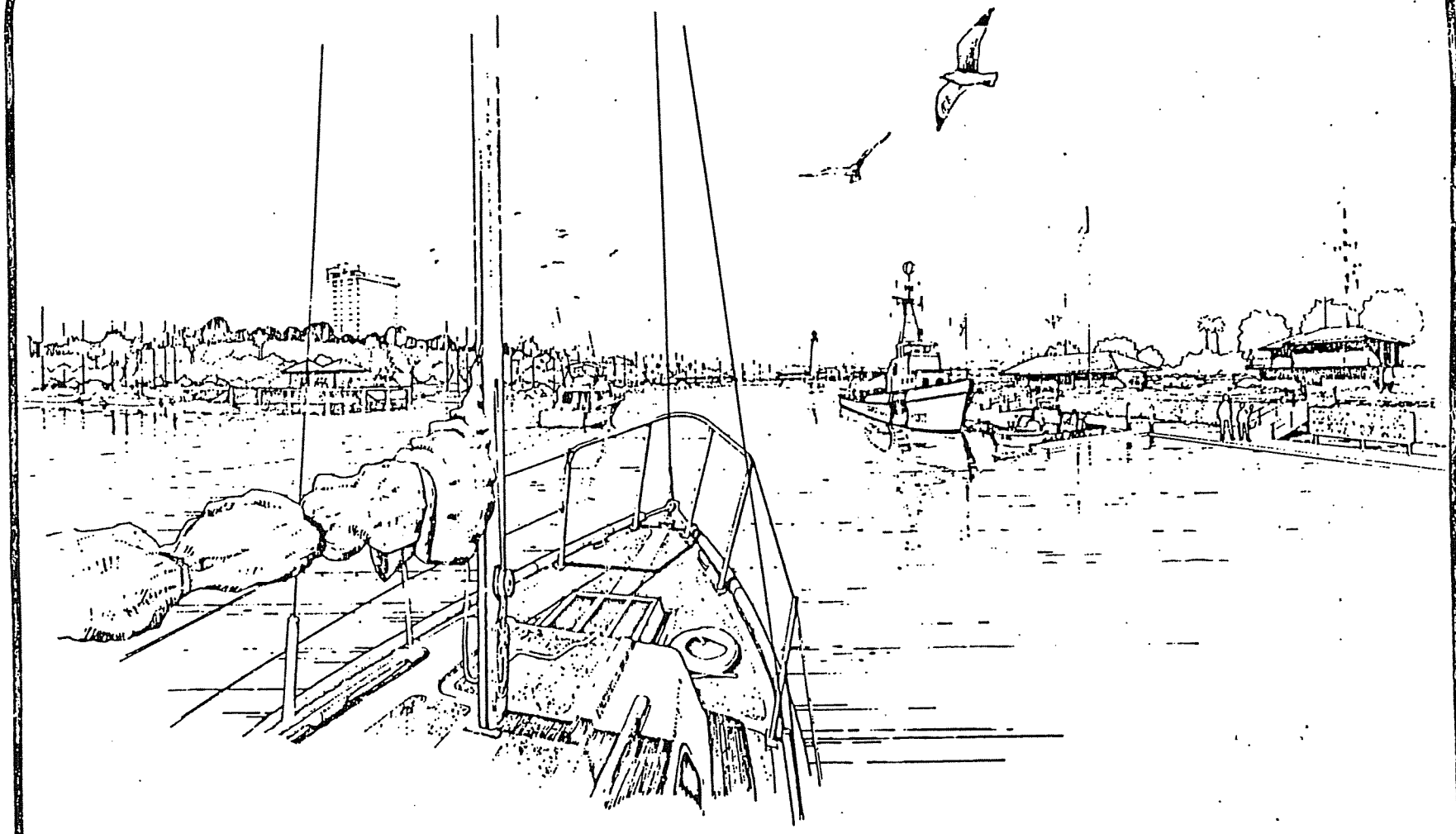
figure 2-6



beach area with bike path and parking

oceanside small craft harbor

figure 2-7



harbor entry area looking toward south basin

oceanside small craft harbor

figure 2-8

- Some reduction of the amount of open-water area within the existing Harbor will result from the expansion of berthing facilities. Mitigation could include the limiting of the use of moorings to transient boats, securing of permission from USMC for use of restricted water area behind breakwater for protected water small boat sailing when military operations are not in process.

- Greater recreational boating use will increase water area congestion, with mitigation efforts focusing on any necessary water traffic control, scheduling, policing, or other activities necessary to alleviate congestion.

- The additional activity associated with the proposed expansion of the Harbor will create impacts on the circulation systems, utilities and general environment of the Harbor. The primary mitigation measures are anticipatory, and have been considered in both the Precise Plan and Expansion Feasibility Report through the coordination of sizing of streets and utilities in both plans, and use of Precise Plan criteria and guidelines in the preliminary expansion plans.

2.4 Harbor Expansion

The Harbor District is currently pursuing plans for expansion of the Harbor by creating a third berthing basin within the "USMC Turning Basin", located off the shoreline between Parcel "J" (Villa Marina) and the Del Mar Boat Basin entry. Negotiations are underway with the Marine Corps and the State Lands Commission for lease of the land and water areas necessary for this expansion.

Because the expansion plans are still in the initial stages, the Harbor Expansion was not included in any detail in the Precise Plan. However, although the Precise Plan is not dependent on any eventual expansion, it has been designed to be compatible with the expansion should it occur. Consideration has been given in the Precise Plan evaluating roadways, utilities and other infrastructure requirements in relation to the needs of the expanded Harbor (to the extent that impacts on those systems can be determined at this time.)

The City contracted in June 1978, with a consultant to prepare a preliminary feasibility report on the Harbor Expansion.[1] The results of that report were used as the basis for the preliminary impact analysis contained in the Precise Plan. The report analyzed various types of basin configurations, berthing facilities and protective works within this area, along with alternative land areas for supportive uses. Two basic constraints on this analysis were that the minimum essential land area necessary should be utilized and that no concessionnaire or lease parcels be permitted in the expansion area.

---

[1] Preliminary Feasibility Report, Expansion of Oceanside Harbor Into the Marine Corps Turning Basin, July 1978, Moffatt and Nichol Engineers.

The recommended concept involves the construction of an inner breakwater protecting a water area containing 600 berths and 70 moorings. Dry storage, parking, service buildings, and a six lane launch ramp are also proposed. This plan would utilize about 21 acres of land and would cost an estimated 8.3 million dollars to construct.

2.5 Coastal Act Compliance

The Precise Plan was initiated in response to a Coastal Commission permit requirement placed on the Chart House Restaurant in 1976. As a result, consistency of the Precise Plan with the Coastal Commission's requirements was a major objective at the outset of the project.

The California Coastal Act was passed after the Precise Plan was already in progress. Because of this, adjustments have been made to the plan in response to changes in both the policies and procedures of the Coastal Commission.

Coastal Commission staff took an active part in both the preparation and review of the Precise Plan. Both the State and Regional Coastal Commissions conducted a "preliminary review" of the draft Precise Plan/EIR in early 1979. The Commission approved the plan in - concept, with several modifications. Those recommended modifications have been included in this document, and include the following special provisions:

- The first priority for limited land and water areas in the Harbor has been given to boating and other Harbor-dependent uses (Coastal Act Sections 30255, 30220, 30224).

- In granting new leaseholds within the Harbor, the Harbor District will, wherever feasible, give preference to those uses serving low and moderate income. (Coastal Act Section 30213)

- The Harbor District will undertake a number of actions to consolidate commercial fishing vessels, improve loading and unloading facilities, and encourage the development of fishing support services (Coastal Act Section 30234).

- The Harbor District will implement a public facilities phasing program for the Harbor to ensure that no development occur in advance of adequate facilities (Coastal Act Sections 30250(a), 30252, and 30254).

- New beach parking to serve the public will be created east of North Pacific Street extended (Coastal Act Section 30252).

- The existing public accessway around the Harbor perimeter will be enhanced (Coastal Act Section 30210).

CHAPTER 3.0

DESCRIPTION OF PROJECT

3.0 Description of Project (Precise Plan, Oceanside Small Craft Harbor)

3.1 Project Location

The Oceanside Small Craft Harbor (OSCH) is located within the City limits of Oceanside in the northwestern portion of San Diego County. The OSCH is bounded on the south by the San Luis Rey River and on the north by the Camp Pendleton Marine Base. The Small Craft Harbor District comprises a 100-acre site - 70 acres are water and 30 acres are land. (See Figure 3-1)

The OSCH functions as both a regional recreational boating center, primarily serving the residents of four Southern California counties (San Diego, Orange, Riverside and San Bernardino), as well as an important transient boat stopover point and harbor of refuge located ideally midway between San Diego and Newport Beach. The presence of a Coast Guard cutter and the Oceanside Harbor Patrol also mean that the Harbor serves as a major patrol, search and rescue base for a large area of Southern California offshore waters.

3.2 Project Objectives

The City of Oceanside described three primary objectives to be met for the development of a Precise Plan for the Harbor. The City's objectives were to:

- Develop standards and plans for the Harbor Area which would provide a basis for local planning and leasing decisions, and facilitate the Coastal Commission's permit review process.
- Produce a document that could become part of the City's Local Coastal Program, which, when completed, would be certified by the State for the local control of coastal development.
- Coordinate Harbor development with the planning and programming of improvements for adjacent properties within the recently established Downtown Redevelopment Project Area which abuts the Harbor District and which is partially included in the Study Area of this plan.

Additionally, there were components which the City and Coastal Commission staff felt should be contained within the Precise Plan to meet these objectives, including:

1. Precise description of the specific types of uses that the Harbor Area could accommodate on all existing or potential leaseable sites on a site-by-site basis. Existing uses should be analyzed in terms of long-range acceptability and potential, compliance with priorities set forth in the Coastal Act, benefit to all segments of Oceanside population, tourist attraction, and economic benefit to the Harbor District.

2. A general description of the existing and potential uses of the Study Area in terms of density and intensity of development.

3. A general review of the types and intensity of uses that could be accommodated within the proposed Harbor expansion currently under study by the Army Corps of Engineers.

4. A detailed analysis of the cumulative impact of existing and proposed development in the project and study areas on the existing vehicular, bicycle and pedestrian circulation systems. This includes recommendations for adequate road sizes and parking capacities to satisfy the needs of existing and future development while assuring public access to the beach and Harbor for recreational purposes.

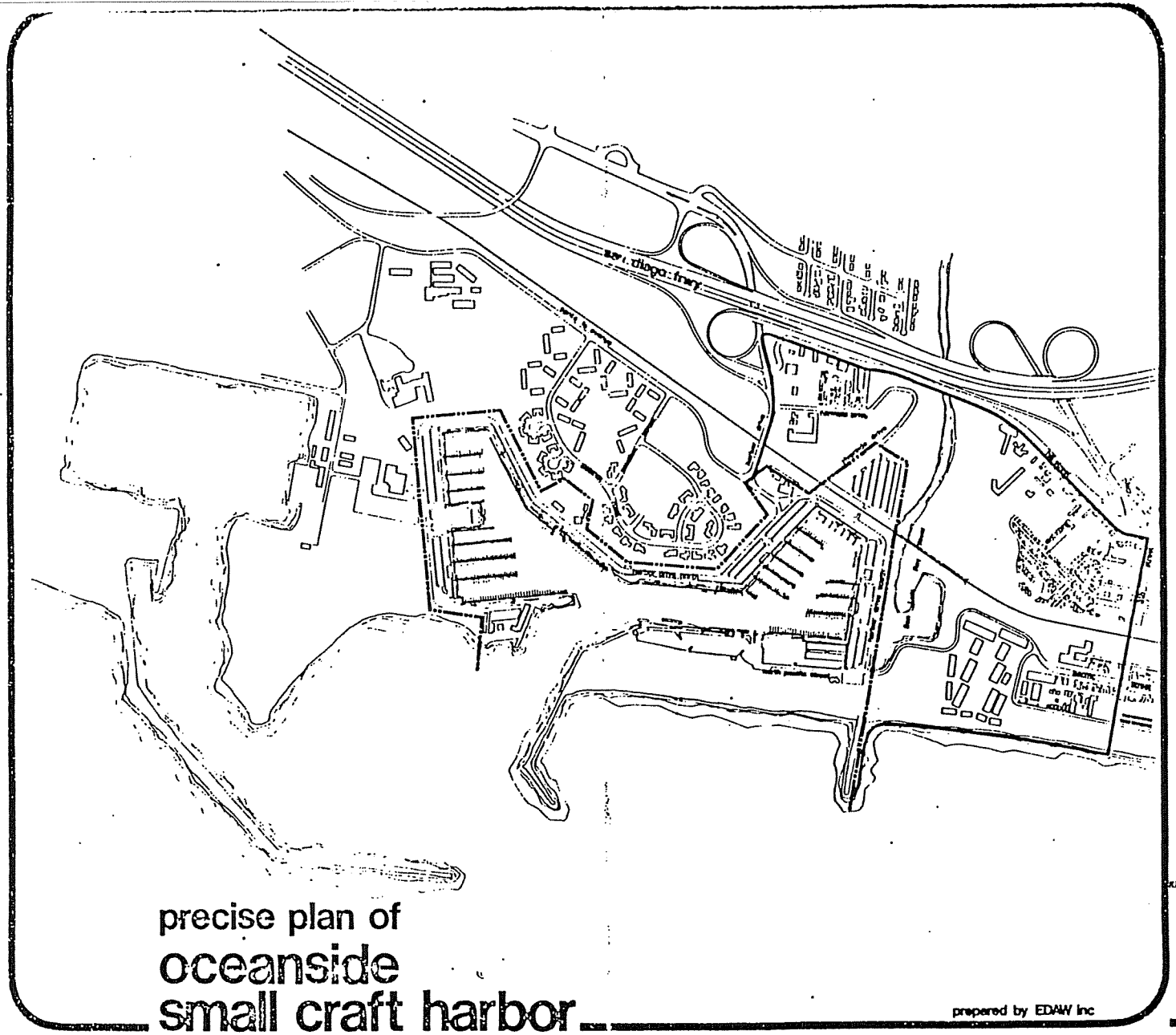
5. A proposal for insuring adequate parking, walkways, and other public facilities to accommodate beach-goers from inside and outside the City of Oceanside.

6. A specific program for phasing the construction of public improvements commensurate with private development in the Project Area.

7. Comprehensive design criteria for all private and public development and improvements within the Project Area.

8. A comparative analysis of the Precise Plan with all pertinent sections of the Coastal Act of California.

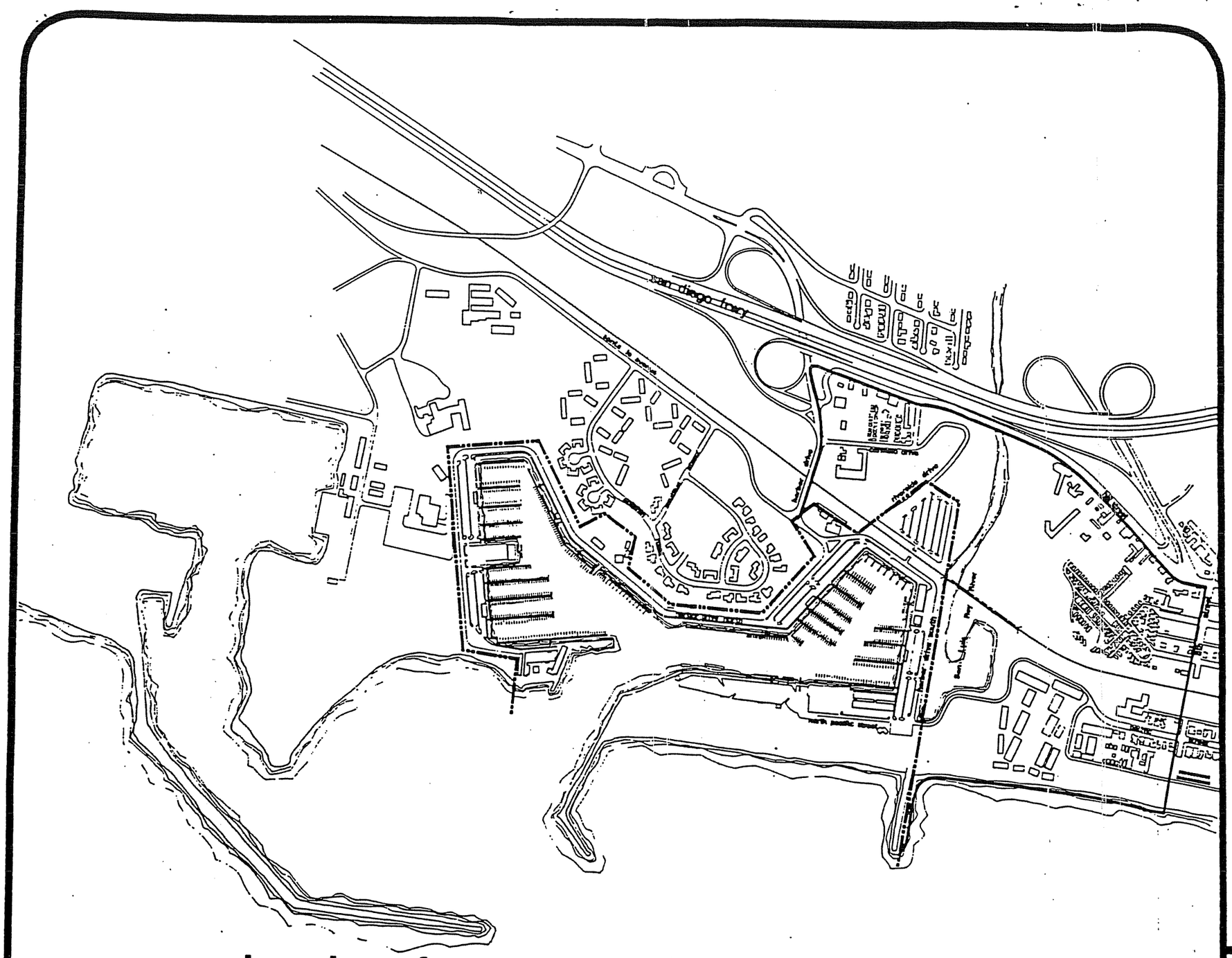
figure 3-1



precise plan of
oceanside small craft harbor

prepared by EDAW inc

figure 3-1



precise plan of
oceanside small craft harbor

prepared by EDAW inc

city of oceanside city of oceanside city of oceanside

To most effectively meet the aforementioned objectives a Short-Range Precise Plan and a Long-Range Precise Plan were developed.

The recommended Short-Range Plan is suggested for implementation during approximately the period of mid-1979 through the early 1980's. This plan focuses upon immediate actions which should be accomplished (subject to availability of funds) by the Harbor District and the City in order to meet the most immediate needs, and to capitalize upon current opportunities, as well as lay important groundwork for the Long-Range Plan.

The recommended Long-Range Plan is suggested for implementation in the post-1985 period, with eventual "buildout" of all public and private improvements assumed to occur by the end of the century. To a large extent, the timing of both public and private improvements in the long-term will be a function of available funding (public sector) and market demand (private sector), and cannot be precisely predicted. However, interdependent and sequential activities which must occur in an organized fashion can be identified, and have been noted in these plans.

Both of these plans were also developed to respond to a series of assumptions and criteria which were developed by the City of Oceanside:

1. The Oceanside Small Craft Harbor is primarily a recreation facility for the purpose of boating-oriented and park-oriented passive and active recreation.

2. The scale and intensity of development in the Harbor should be compatible to existing structures (e.g., Villa Marina, Chart House, Cape Cod Village).

3. The design theme should be unified through sign controls, landscape and building material, and improved directional graphics.

4. Given the physical limitations of the site, the most efficient circulation plan should be developed. This would include street and parking improvements where feasible, and also encouragement of bicycle and pedestrian access and tram service to various activity centers.

5. Commercial development should be encouraged in areas that will least impact the boating and recreation activities.

6. To the extent possible, short-range public facility improvements should be built to accommodate both existing and future needs, in order to offset future inflation of costs and to increase current revenue "streams".

7. Recommendations in the Precise Plan should be compatible in design, use, intensity and timing with the Harbor Expansion plans developed to date, but should not be constrained by them. The Precise Plan must allow the Harbor to function physically and economically without the Expansion, yet should be capable of benefitting from and complementing the Expansion should it occur.

8. No critical or essential elements of the Short- and Long-Range plans should be tied to assumed or required actions by "third parties" (USMC, Corps of Engineers, P.U.C., etc.) in order to be implemented.

9. A balance must be maintained between the necessary functional and economic considerations involved in enabling the Harbor to continue to operate and provide facilities and services which are both necessary and attractive at costs which are "reasonable" (to both consumer and defrayment of operating costs). This approach will, by definition and necessity, result in a changing use/activity mix from that of the initial 15 years of operation of the Harbor, (as it has in all other public marinas/small craft harbors in California).

3.3 Short-Range Plan

Uses and activities for the Short-Range Plan are indicated on Figure 3-2. These designations are grouped into the following categories:

- -Lease parcels (areas leased from the Harbor District by private entities);
- -Service buildings (Harbor District buildings containing public restrooms, showers, lockers and some leased areas);
- -Streets and parking lots;
- -Water uses and activities; and,
- -Other uses and activities (for all remaining uses which don't fall in the above categories).

The Short-Range uses and activities are expected to remain the same as current conditions, except where noted in the following discussion. However, during the Short-Range Plan all lease provisions, landscape and design standards would be more stringently enforced. These provisions are discussed in detail in the individual lease documents and proposed Harbor Design Guidelines.

The narrative portions of the Short-Range Plan are contained in the following sections, with lease parcel, service building and parking designations keyed to the accompanying map.

3.3.1 Existing Lease Parcels

Parcel A: Oceanside Marina Towers

The 67-unit, Oceanside Marina Towers condominium complex currently occupying Parcel "A" would remain as the principal use of the parcel during the duration of both the Short-Range and Long-Range Plans. However, the Harbor District or City should indicate their desire for consideration, by the lessee, of multi-use building/parking garage possibilities and suggest that the lessee determine the potential for, and substantiate, any intended approach for realizing any alternative or additional future uses of the structure including: residential, prestige office, resort residential (seasonal), and recreation uses on the garage roof. Additionally, the VHF-FM and other communication antennas required by the Harbor Patrol and Coast Guard should be installed, as per lease, on the roof of the tower, along with other aids to navigation (lights) deemed necessary to locate the Harbor.

Parcel B-C: Chart House Restaurant

The recently opened Chart House Restaurant represents a "given" land use/activity for Lease Parcels "B" and "C" for both the Short and Long-Range Plans. Circulation and parking activities on this limited-parking site would be carefully monitored for possible peak period congestion, overflows or design problems, in order to institute necessary mitigation measures.

Parcel D: Cape Cod Village

Uses on Parcel "D" are a mixture of marine-oriented, specialty and tourist-oriented retail commercial stores and restaurants. During the Short-Range Plan the Harbor District may seek renegotiation of the terms of the current lease (in advance of the expiration date) on both the base rate and percentage of gross, as well as request physical improvements to the existing development. In return, the Harbor District may provide conversion of the parking lot between Parcel "D" and Harbor Drive South to a pedestrian-oriented outdoor dining and seating area providing necessary service access, along with improvements to trash storage, etc. (Precise renegotiation rates would be determined by a specific leasing program study and legal analysis and would be undertaken for all critical parcels.) At a minimum, the District would proceed with a stringent enforcement of lease provisions concerning building and ground conditions/appearance, signs, etc., in order to insure conformance to the Design Guidelines of the Precise Plan.

Parcel E: Marina del Mar

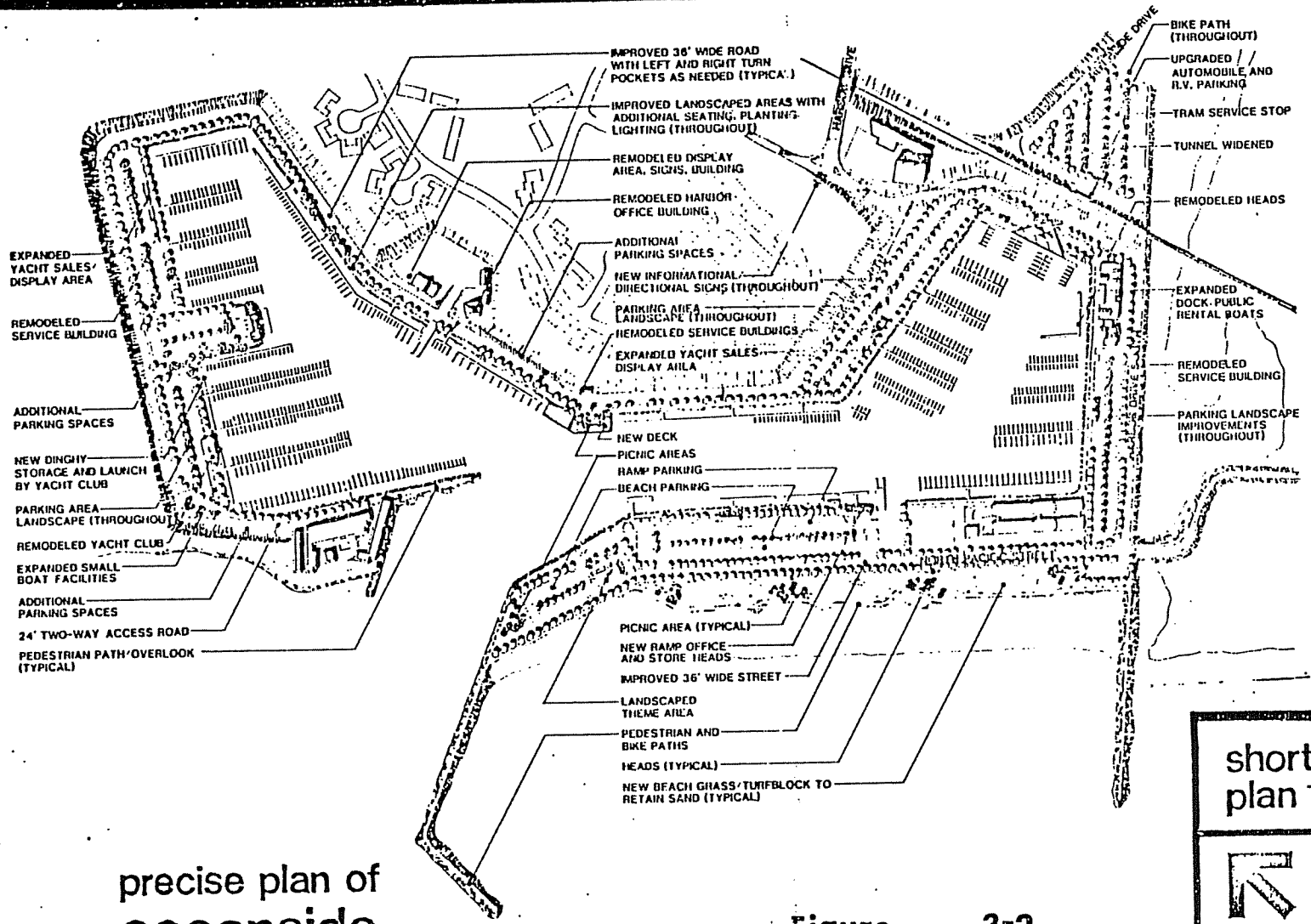
The current 78-unit condominium-tourist complex is considered a planning "given" for both the Short- and Long-Range Plans. Enforcement of parking regulations on residents and visitors, along with improved entrances and a new public pedestrian walk developed along the bulkhead line, would be the recommended actions during the Short-Range Plan.

Parcel F: Current Vacant Parcel

At the time of preparation of this EIR, the Harbor District had terminated the lease for Parcel F as being in default in the absence of any active, current good faith effort to develop the leasehold. (A project application was submitted to the Coastal Commission, but was withdrawn prior to hearing.) Pending the outcome of any possible legal actions, the parcel could be made available for such interim use as beach parking. Ultimately, the parcel should be made available for a new lease which is compatible with the Harbor Master Lease and Coastal Act criteria.

Parcel H: Fuel Dock

The existing fuel dock use is essential to the future operational needs of the Harbor and is considered a planning "given", with minor physical/aesthetic improvements.



precise plan of oceanside small craft harbor

Figure 3-2

short range plan 1979-1985

north scale

Parcel J: Villa Marina

The 59-unit Villa Marina apartment/boatel, while in partial variance with current coastal priorities, represents a use with a lifetime of sufficient length to be considered a planning "given" for the duration of the Short-Range Plan, enforcement of stringent parking regulations on both residents and visitors would be required, with possible supplementing of parking.

Parcel K: Jolly Roger Restaurant

The existing Jolly Roger Restaurant and related parking would not change during the Short-Range Plan. Continuing review of circulation and parking activities should be conducted in order to evaluate possible peak period congestion, overflows or design problems. Any proposed expansion of restaurant uses within this parcel would have to meet parking, site coverage, and land use/activity requirements outlined in the Design Guidelines and Precise Plan.

Parcel L: Service Yard/Oceanside Marine Center

The existing service area would remain in this use. However, all operational characteristics would be periodically reviewed to determine if functional changes in site plan would be desirable. In addition, the Design Guidelines would be stringently enforced on the hardware store and related signs and display areas.

Service Buildings

There are eight service buildings located within the Harbor District which are administered and maintained by the Harbor District. These buildings provide public restrooms, storage lockers and shower facilities services to slip renters, lessees, and under certain conditions to the general public. In addition, portions of five of the service buildings (SB2, SB5, SB6, SB8, SB9) have been leased to private enterprise by the Harbor District. Public and private uses within the eight service buildings would remain essentially the same during the Short-Range Plan. However, the Short-Range Plan would result in a more uniform architectural appearance throughout the Harbor through remodelling, sign controls and other design/landscape measures contained in the Design Guidelines. These actions, as they relate to each service building are:

SB1, SB4, SB7 - Restroom/Locker Facilities:

Use to remain the same with remodelling in accordance with the Design Guidelines.

SB2 - Harbor Surf Gallery:

Retail lease area to remain the same with remodelling, sign, and display controls according to the Design Guidelines.

SB5 - Oceanside Yacht Club:

Public service use areas would be remodelled in accordance with the Guidelines. The Yacht Club would be encouraged to pursue a remodelling program for both the structure and site, intended to expand recreational benefits to a broader range of users in keeping with Coastal Act objectives.

SB6 - Yearly Sailboat Sales, SB 8 - Oceanside Sailboats, SB9 - Baker Yacht Sales:

Existing lease area retail sales activities would remain with remodelling, per the Design Guidelines accompanied by stringent enforcement of sign and display controls. Where desirable and possible, expansion or reogranization of boat sales display areas into parking lots would be accomplished subject to solution of any parking or pedestrian access requirements.

3.3.2 New Parcels

One of the major land use and economic constraints affecting the Harbor has been the limited flexibility in changing, expanding, or adding to the existing lease parcels designated in the original Harbor Development Plan (with the exception of Parcel "F" which is a special case).

This fact, coupled with the large amount of land area devoted exclusively to parking, and expressions of interest by both prospective and existing lessees and developers concerning expansion and new development potentials, resulted in the consideration of an expansion of the existing parcel inventory in the plans.

New Parcel #4

This parcel consists of an existing parking lot (54,000 square feet), and an existing Service Building (#9), and would be offered for possible development with a restaurant use. Such a development would either retain and architecturally/functionally integrate the service building with the new structure, or remove it, and incorporate the restroom functions into a separate access portion of the restaurant structure. Air rights construction, and expansion of an outdoor dining area on a deck over the water would be encouraged to provide parking area and visual interest. The size of the restaurant (seats & bar) would be based upon the Design Guideline recommendations concerning available parking (not including reserved slip spaces), site coverage, and other factors. Integration of pedestrian connections, view orientation, and height limitation would be similar to those inherent in the Chart House design.

It may be feasible and desirable in the future to reverse this proposed use with the Yacht Sales complex proposed for New Parcel #3 (see following discussion). The Parcel #4 location would give greater visibility to the Yacht Sales complex at a more centralized location. The reversal of these uses would also appear to be more favorable from a parking standpoint.

New Parcel #3

This parcel consists of the existing 88,200 square foot Parking Lot #3, and Service Building #6. The provisions of Parcel #4 concerning retention or elimination of the service building would also apply in this case. The intended use would be a yacht sales/brokerage/office complex, grouping all of these functions into a multiple structure "cluster" with outdoor display areas. Additionally, display slips at an existing dock would be made available on a straight slip rental basis, as a sales/charter boat dock related to these uses, with current slip renters being relocated throughout the Harbor in new and existing docks on an "as available" basis. (No changes would occur until relocation spaces were available.) This concentration of similar uses would also enable special events such as boat shows (in and out of water) to take place, expanding into the parking lot (with remote parking/tram use) and into water areas, using rafting techniques. Again, air rights, and over-water decks would be encouraged to enable continued use of the site for parking, etc., as well as retain at-grade eye level views through to the water, and enable the necessary elevated views/access to boats displayed on cradles or trailers. The amount of square footage of these uses, as well as other use areas would be dependent upon the availability of parking. As with all other new parcels, parking spaces for slips would be reserved for these slip renters, apart from general parking use. An alternative use for this area is a new restaurant, which has been discussed under "New Parcel #4". This alternative would be feasible only after all harbor-dependent uses have been provided for, and if all parking and design standards can be met.

New Parcel #1

This parcel consists of existing Parking Lot #1, totalling some 191,200 square feet, and could be considered for possible sub-parcelization into smaller parcels, based upon the divisions into short and long-term parking suggested in the Short-Range Plan, or some similar logical division. (If a single developer or a joint venture indicates that development as a single parcel is possible, and a suitable plan is submitted, sub-parcelization can be eliminated.)

Because of its location separated from the Harbor proper by the railroad embankment, and the need to provide large amounts of remote and long-term parking at this site, as well as the relationship to potential and existing development on slopes and higher elevations to the north, this development can consist of a multiple level air rights complex of parking, pedestrian areas, retail commercial, restaurant and specialty commercial uses, as well as open space.

A major objective of this development would be the provision of pedestrian access linkage between the uses in the area to the north, the Harbor, beach, and to-be-developed river recreation areas and uses. The pedestrian linkage system and activity centers to be linked are outlined in the Precise Plan Design Guidelines. These could include linkages both over and under the railroad embankment and railroad bridge as feasibility would dictate.

The permitted amount of space for the various uses would be based upon an overall assessment of parking which could be provided for these uses, as well as for the remote parking function, as described in detail in the Design Guidelines, and as suggested in any development proposals for this parcel. Any future development of this parcel shall provide parking spaces necessary for the sports fishing facilities located within the harbor. In addition, the development should be compatibly scaled with surrounding structures and allow a buffer adjacent to the San Luis Rey River.

3.3.3 Optional New Parcels

Several additional opportunities for parcels merit further discussions and analysis by the Harbor District in structuring a short-range leasing plan to meet long-range land and water use and revenue objectives. Among these would be:

- An expanded Oceanside Yacht Club lease
- Expanded scope of the sportfishing lease area
- Possible leasing of the launch function, including improvements to be provided by the lessee
- If Harbor Department offices move, possible re-use of the current Parcel "M" on which the existing building is located.

Further examination of the revenue benefit tradeoffs from lease agreements on these activities (versus District Operation) needs to be accomplished, along with an analysis of feasibility under current Department of Interior regulations.

Oceanside Yacht Club

The Oceanside Yacht Club has expressed a desire to expand its facilities and activities to encompass a broader range of boating functions and wider public participation. The conversion of Parking Lot #2 to a lease parcel encompassing an expanded lease for the Oceanside Yacht Club should be considered, and discussed with the Yacht Club, with due regard to the need to resolve the existing parking problems.

Based upon the club's intentions/desires as expressed during the planning process, this expanded lease function might include:

- Card key controlled parking lot access, with both club members and slip renters having keys (gate in use on weekend special events only - open rest of time, controlled from club via speaker system for guest opening).

- A portion of the parking lot devoted to the storage of dinghies, board boats, and small trailerable boats, with access to docks and launching facilities.

- Alternatively, or in addition, the provision of additional docks at the head of each slip access channel for dinghy storage, launching and rigging.

- Possible installation of a small to medium capacity (1-3 ton) swing arm hoist for use in launching dry stored and trailered-in larger dinghies, centerboard boats and small keel boats used in class regattas, instructional programs, and for club sailing. This hoist would be differentiated from the hoist recommended for the public ramp area in its capacity, frequency and type of use, and could be made available for general public use (for small boats only - those for which the 5-ton public hoist would be too large) through a pay-gate system or a coin-actuated mechanism interlock on the unit itself. Thus, when not in use by the club, <u>any</u> launch revenues from this facility would accrue to the Harbor District (over the above lease revenues), from open public use.

- First rights-of-refusal on all slips located in docks F, G, H, and I with a guaranteed payment/minimum number of slips, dinghy spaces, etc., and first right-of-refusal on any new slips constructed on these docks.

Because of District and Coastal Project Committee's expressed desires (and Interior Department requirements), <u>these potentials for an expanded OYC leasehold are questionable at this time. They have been listed here only for information and discussion purposes in the Short-Range Plan.</u>

An alternative would be for the club to implement such modest improvements as dinghy docks (with District approval) and general interior/exterior refurbishment of their existing leasehold, secure "first rights" on the adjacent docks, and first rights of access/refusal to District-operated dry storage and launching facilities for special events and at peak periods.

Optional Parcel "M": The existing Harbor District Offices parcel, could be available for lease under a (long-range) situation in which the functions currently on this parcel were moved to another location (see Long-Range Plan). Possible new uses might include an expansion of the service yard function, including development of a major marine store for the entire Harbor, also serving yard needs.

Optional Parcel "SF": An expanded water and land leasehold for the sportfishing function, which would include reserved on-site and remote parking service/facilities and dock, could be an alternate to the current lease arrangement.

Optional Parcel "LF": If economic benefits could be shown and public costs maintained at reasonable level, placing the launch, launch parking, and possible dry storage functions under a lease-developer operator situation should be considered as an option to the continued public operation of these facilities.

3.3.4 Circulation Improvements

Circulation improvements within the short-range period are oriented primarily toward correcting existing flow problems, clarifying circulation patterns, resolving circulation/parking conflicts, and providing improved directional and information signage within, and leading to, the Harbor. Summarized, they would include:

- A continuous 36-foot wide street with one travel lane in each direction and striped median and turn pockets, as appropriate, would be created around the entire Harbor Drive - Pacific Street periphery of the Harbor. Where necessary, free right turn pockets or additional thru/right turn lanes would be provided on appropriate sides of the street, but in no case would free flow lanes be impeded by these turning movements. Exceptions to this minimum width and configuration would be in locations where no left turn lane was appropriate, or where a continuous turn lane is desirable.

- The existing Y-intersection at the Harbor Drive entry would be striped to clarify the two-way traffic on either side of the entry island as well as by providing directional arrows, two-way traffic designation signs and other aids to clarify the movement pattern.

- The existing tunnel under the railroad embankment should be converted exclusively to pedestrian and bicycle use, with a new underpass being created as an extension of Harbor Drive South parallel with the river jetty, and providing a new entry to the Harbor from Riverside Drive and New Parcel #1. The current thinking is that the new tunnel would be 27 feet wide curb-to-curb with 32 feet clear distance.

- Pacific Street would be widened to 36 feet and extended along the entire beach frontage, with a turnaround at the end, and new entries to revised and expanded parking on the Harbor side. Left and right turn pockets and adequate storage lanes for parking lot entries and exits would be provided, as appropriate.

- Any existing excess street width (over 36 feet needed) on Harbor Drive would be utilized for striped parking spaces. (See Parking Section)

- Where widening of Harbor Drive to 36' is required along the AT and SF embankment frontage, this expansion would be accomplished by cuts into the bank, since no room is available on the Parcel B-C side (appropriate slope retentions should be provided).

- Where widening of Harbor Drive along the San Luis Rey River is required, the additional width would be obtained through expansion right up to the new levee rock surface, then into the adjacent parking lot area, with restructuring of the lot layout if required (pedestrians on levee top).

- The Pacific Street crossing of the San Luis Rey River and its intersection with Harbor Drive would be improved to accommodate a free right turn pocket from Pacific Street to Harbor Drive and a left turn lane from Harbor to Pacific toward the river. Appropriate striping and paving should be provided on Pacific Street. Consideration should be given to the analysis of an "interim" raising of the road bed with a multiple culvert installation, to meet flow needs until COE improvements are finalized, eliminating frequent rebuild.

- Improvements to the Riverside Drive entry road to Parking Lot #1 would consist of improved signing, design, pavement width improvement to 24 feet, with two striped travel lanes and reflectorized for night use.

- The Harbor Drive access from Hill Street to the turn-down the hill into the Harbor Area proper would be provided with a left turn option in the far right lane (northern side of road) which now leads only into the Camp Pendleton Gate access road, thus providing two full entry lanes into the Harbor. After the turn, striped lanes and signs should direct the driver into either a clear "left-of-island" or "right-of-island" choice for north or south basins, with the same directional aids applying for traffic exiting the Harbor at this point.

- More extensive, larger, and clearer signs would be placed along Hill Street, the Harbor Drive exit from the freeway and at other major thoroughfare intersections in the City to lead drivers easily and sequentially to the Harbor through both entrances. The availability of remote parking/tram service would be stated at the access streets to the Riverside Drive approach. The clear statement Oceanside Harbor with directional arrows should be made highly visible at all freeway signs and at all exit street intersections approaching the Harbor.

- Development of signs denoting bicycle paths throughout the Harbor should be accomplished in conjunction with the street improvements.

- Development of a continuous clearly marked pedestrian path linkage around the Harbor periphery (with signs denoting the public access route) would be provided along the existing sidewalk system. This would include marking of major pedestrian crossings at the railroad underpasses and at the access to the beach across Pacific Street, with major "zebra" and raised dot or similar surface treatment (including cobble texture) denoting pedestrian use.

3.3.5 Parking Improvements

- Revisions to the number, location and design of entries to all parking lots to provide for reduced numbers of turning movements, "storage reservoirs" for entry and exit, in-lot (rather than lot-street-lot) recirculation, location/use signs, and eventual possibility for gate control would be provided in the plan.

- Detailed site planning of Parking Lot #1 would provide for approximately 300 spaces of long- and short-term use at a nominal cost with two-way tram trip.

- Conversion of Parking Lot #9 for joint uses as a landscaped, lighted outdoor pedestrian area suitable for outdoor restaurant seating, art and craft displays, and other similar uses, along with service truck access as required. The 38 parking spaces in this lot will be replaced by Lot #1 improvements.

- In coordination with the extension of Pacific Street along the beach area, the revision and expansion of the current launch ramp parking areas to accommodate both beach parking as well as the launch ramp function. Should it be deemed feasible, a portion of either or both of these lots could be designated for dry storage of trailered boats. A nomimal pay gate or meter or season permit charge for the beach parking, along with appropriate charges for ramp parking/launch use and for any dry storage use (also on pay gates) would provide additional revenues to offset improvement costs.

  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.

- Pending resolution of the development future of Parcel F, the main portion of the parcel (landward of Pacific Street) could be temporarily laid out for interim use as a beach parking lot (nominal charge), with all revenues going to the Harbor District. Approximately 80-90 spaces could be accommodated on this lot.

- Where the existing street width of Harbor Drive exceeds the 36 feet needed for the "basic design" recommended for this peripheral street, parallel parking spaces would be clearly designated by space striping and curb painting, using time limit short-term controls, as appropriate. Some 225-250 spaces are currently available. By this method, greater use would be made of them.

- Certain portions of all slip-serving lots would be designated for the exclusive use of slip renters, either as a group, or in conjunction with some other use on the lot/parcel desiring controlled access, with possible card key gates, with keys provided to slip renters only. This same concept could be utilized in critical parking areas such as Lots 6 and 7 where pay gates, with Harbor merchant validation, would "screen-out" beach parkers, forcing them to use the lots designated for that purpose. Similarly, Lot #2 could be gated to screen-out Jolly Roger overflow (directed to Lot #3) and visitor/resident parking from Villa Marina, with card keys for slip renters, club members and other designated users only.

- Additional off-street parking in three critical locations would be developed by cutting parking spaces into the existing banks around the edge of the Harbor. One location would be a 20 space, 90 degree angled parking bay cut into the bank adjacent to the Villa Marina access road, just beyond the turn-around, providing Villa Marina visitor parking (and signed for this use).

  A 40 space, 60 degree, parking bay cut into the bank across from Lot #2 and the OYC would provide for special event overflow parking, as well as replacement for any Lot #2 spaces lost to dinghy dry storage or other uses under any expanded yacht club leasehold. A 40 space, 60 degree, parking bay cut into the bank between the existing Harbor District offices and Service Building 8 would serve both the Harbor District's office parking needs and provide additional parking for the proposed fishing/picnic/observation deck/area opposite SB 8.

- Summarizing net changes in parking availability for the Short-Range Plan is difficult since many of the above changes are dependent upon actions within leaseholds (existing and potential) which are currently not quantifiable, and represent <u>reallocation</u> of spaces, rather than actual overall numerical "gains". Generally, bank parking bays will yield an additional 80 spaces; revision/expansion of the launch ramp lot would yield a net gain of 130 spaces; Parcel F and the jetty lot (both optional) would net 150-160 additional spaces in these areas.

- Possible losses of spaces within individual areas would be: Parking Lot # 9 - 38 spaces; circulation improvements, display areas, and other changes removing 30 to 40 spaces throughout the Harbor, all in areas with "excess" or "tradeoff" spaces available.

3.3.6 Other Land Uses and Activities

- Proposed improvements along the beach area in the short-term would include remodelling of the existing parking lot, new signs, small picnic areas, a paved bicycle path connecting to a Harbor bike path system, and additional restroom buildings as appropriate.

- Public Area improvements within the Harbor would focus upon the development of the fishing/observation deck and expansion of picnic facilities across from SB 8 on Harbor Drive, along with provision of additional small picnic facilities on the green areas at the head of the north basin.

- Consistent location of trash storage containers in unobtrusive wooden enclosures, along with small enclosures for individual trash cans throughout the Harbor, would be accomplished so as to remove these items from general view.

- The top of the rip-rap bank along the entire south perimeter of the Harbor would be landscaped (as funds are available), in a manner compatible with the uses located there, and with the general landscape theme of the Harbor, as described in the Design Guidelines.

- The Pacific Street turn-around at the entry channel is recommended for eventual development as a "theme" landscaped area with statue/plaque, etc. related to Oceanside Harbor (Dana Point, MDR, etc.)

- The area beyond the proposed jetty parking lot is recommended for development of a small "overlook" type park at the Harbor entry, featuring picnic areas, seating, etc.

3.3.7 Water Uses and Activities

Improvements Subject to Surge Control

The key element to enabling use of existing underutilized water areas as well as development of facilities in new areas, within the existing Harbor, is the elimination of the current surge and wave reflection problems in the areas adjacent to the Harbor entry, within the Harbor.

The Harbor District and City have requested the Corps of Engineers to expedite their study of wave energy absorption methods, including analysis of the feasibility of an offshore breakwater, jetty extension or other measures.

The current underutilization of existing water areas within the Harbor are being addressed to insure that the economic benefits and safety considerations which were originally included in the Harbor's design can be maintained during the Harbor's growth.

The limited usability of water areas surrounding the entrance channel, the damage to those docks remaining and the continuing maintenance costs incurred by the District and by boat owners due to surge problems, all indicate that the Harbor is currently hampered from achieving full utilization. The elimination (or at least substantial control) of the surge problem would enable the following expansion/improvement efforts to be considered in the existing Harbor:

- Expansion of the present "south" transient and fishing docks (21 slips and several side ties) from 42 to 100 slips of 30 feet to 40 feet in length, while still retaining a 200-foot wide main access channel to the south basin. (Net gain of slips would be from 19 to 79, depending upon configuration.)

- Expansion of the "north" transient docks, incorporating the existing Harbor Department docks, to accommodate 34 boats of 30 feet to 40 feet in size, a net gain of 10 slips.

- Possible location of tie-up dock (for short-term stays only) for small boats, associated with the proposed fishing/observation deck opposite the basin entry, enabling additional public use of water areas in the Harbor, such as is found in public docks in other marinas.

- Possible location of a dock complex accommodating both Coast Guard and Harbor Patrol emergency vessel needs, immediately adjacent to the entry to the basins. Such a location for these boats would eliminate 2 - 5 minutes from emergency response time, eliminate wake disturbance to moored boats from at-speed emergency runs, and increase service to transient boaters. Transients could stop at the dock before entering the Harbor (as in most other Southern California small craft harbors), receive information/assignment, then proceed to their assigned location. Additionally, surveillance of the approaches to the breakwater and of all areas within the Harbor would be greatly facilitated by locating the Harbor Patrol operations at this point.(A Coast Guard helicopter landing pad also possible.)

Other New Water Facilities

Expansion of slips in several areas should be considered independently of the surge control problem including: the public dock at Cape Cod Village (12 slips plus 300 feet of side ties); extension of new slips (and related end ties) onto the ends of Docks C (6 slips), D (10 slips), E (14 slips), F (20 slips), and the Jolly Roger guest dock (12 slips and 200 feet of side tie all for transients only).

While extension of other Docks (G, H. I) redesign of yet others (J) could also yield more slips, the reduction in water area, and excessive dock lengths created would not make this a desirable approach.

All of the recommended slip expansions have been designed in terms of design criteria in excess of DNOD criteria and current practice (2 times slip length of access channel width and 15 feet width for slips of 30 feet length) to insure that they will meet current boat design sizes and operational needs. All access channels to berthing areas are at least 100 feet in width, with the main channel to the south basin having a 200 feet minimum width, both of which are well in excess of DNOD standards and would permit easy tacking of sailboats up to 25 to 30 feet in length.

Considerations should be given to the possible location of approximately 20 "Catalina-style" fore-and-aft mooring systems off the end of docks G, H, and I to handle special event "overflow"/transient visitors (regattas, etc.). These moorings could be rented on a slightly lesser fee schedule than other transient slips, and would provide additional berthing space for larger vessels or those requiring end ties (catamarans, etc.). When not occupied, the presence of the pick-up "wands" would not hamper sailing or boating within this open water area, in

contrast to cans, slips, or floats. These moorings could accommodate boats 30 feet to 100 feet long.

Commercial Fishing Industry

The Harbor currently supports a small but viable commercial fishing industry. Presently only about 2% of the boats berthed in the Harbor--ranging from 16 to 40 feet--are active commercial fishing vessels. To an extent the growth of commercial fishing in the Harbor is constrained by a lack of berthing space and support services. When these deficiencies are resolved it is assumed that a modest growth in the number of commercial fishing vessels would occur -- perhaps to a total of 25 vessels.

As part of the Precise Plan, the Harbor District held several public hearings to listen to the concerns of Oceanside's commercial fishermen. As a result policies have been added to the Precise Plan:

- The District shall work with the commercial fishing industry to locate (possibly near the "new" sportfishing dock or "old" public fishing dock) and seek funds for a loading and unloading platform and hoist for use by commercial fishing vessels.

- The District shall continue to provide needed berthing space to commercial vessels on a transient basis. At such time as new permanent berthing or mooring areas are provided, the District shall consider assigning a portion of that space to active commercial fishing vessels, commensurate with need.

- The District shall encourage the development of facilities which support the commercial fishing industry, such as crushed ice sales, groceries, marine hardware, and eating establishments.

- The District shall undertake consolidation of all commercial fishing vessels presently berthed in the Harbor in order to better meet their operational needs.

- In recognition of the special needs of commercial fishermen, the District shall consider slip subletting by commercial vessels on a case-by-case basis.

Summary of Additional Berthing Possibilities

The net new berthing facilities which could be added to the existing harbor without impeding free water access and could be built without any surge control are:

1. Public dock expansion in the South Basin - 12 slips at 30 feet plus 300 feet of side ties.

2. Extensions to Docks C, D, E, and F - 50 slips at 25 feet and 30 feet, plus end ties totalling 250 feet.

3. Expansion of the Jolly Roger dock - 12 transient slips at 35 feet and 250 feet of side ties, with the concurrence of the Jolly Roger Company.

4. Installation 20 fore and aft moorings off the ends of Docks G, H, and I.

The following additional berthing facilities could be built upon resolution of the surge problem which presently exists:

5. Expansion of the north transient docks for a net gain of 10 slips.

6. Expansion of the south transient docks for a net gain of 19 to 79 slips, depending on whether docks on the west side of the channel are expanded with finger piers.

7. Conversion of the docks on the west side of the access channel to the South Basin for a net gain of 32 to 60 slips, depending on whether docks on the north side are expanded with finger piers.

8. New entry dock with approximately 10 slips for transient check-in Coast Guard and Harbor Patrol.

TOTALS:

New Slips	-	173 to 205 (99 to 131 of which are dependent on surge control)
New Moorings	-	20
New side ties	-	550 feet
New end ties	-	250 feet

Net gain (excluding side and end ties) - 193 to 205 New Berthing Spaces

3.4 Long-Range Plan

The Long-Range Plan represents implementation of many of the lease development opportunities identified in the Short-Range Plan, along with phased development, as funds become available, of public improvements such as further street widenings, additional parking and new slips. As a result, much of the Long-Range Plan comprises the continuation of activities begun in the Short-Range Plan. To avoid duplication, those continuing Short-Range activities are not repeated here, but should be referred to in Section 3.3.

The Long-Range Plan also represents an "optimized" (but not idealized) Oceanside Small Craft Harbor, achieved within existing physical limitations which will enable the Harbor to stand on its own, both functionally and economically, into the 1980's and 1990's.

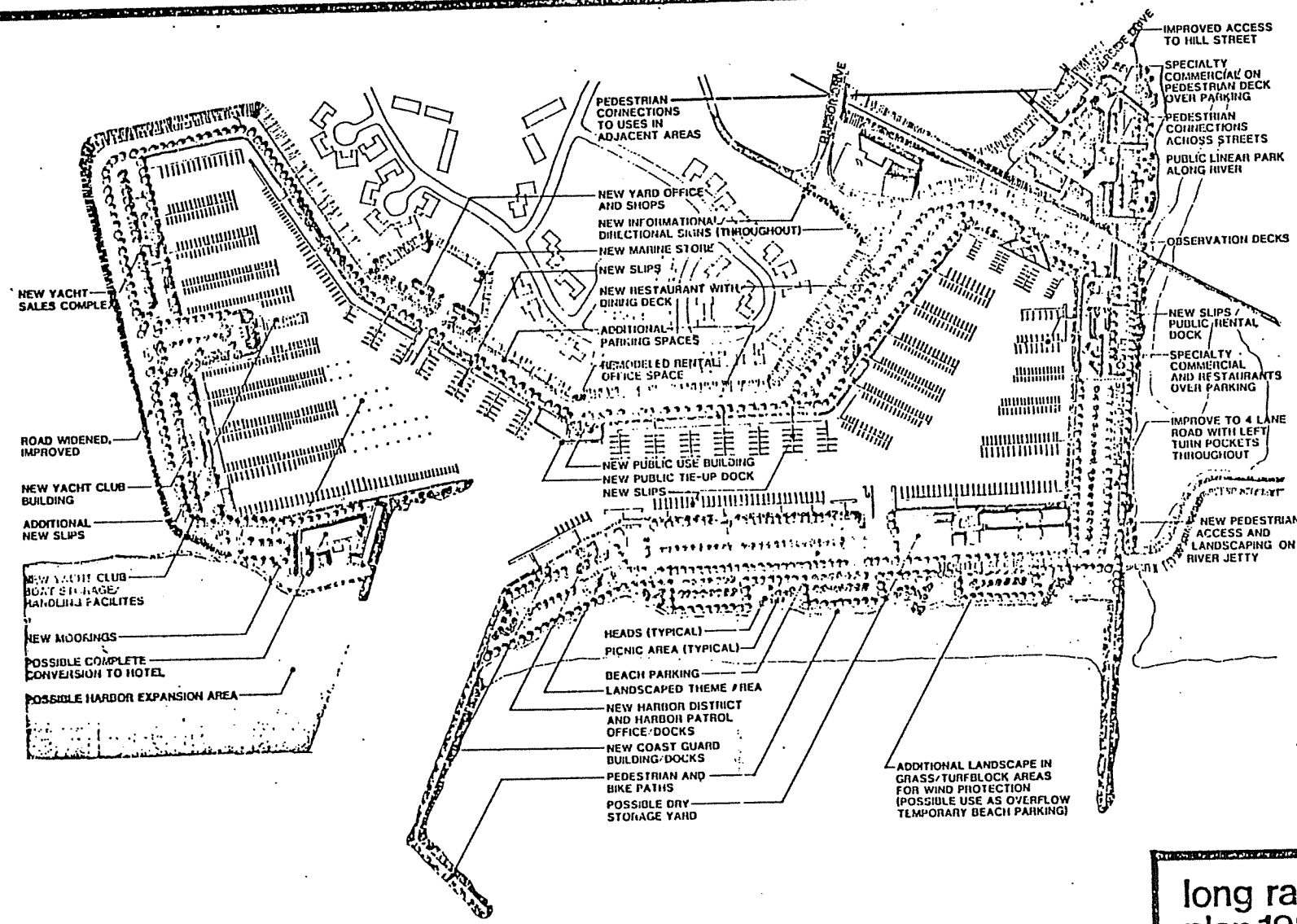
A significant dilemma confronting the implementation of both Short- and Long-Range Plans is the need to enable new income/revenue "streams" to be available during the early 1980's so as to be able to implement later public improvements and to defray increased operating costs. This will mean that some capital expenditures for income-producing elements (such as slips, pay parking, expanded launching facilities, etc.) should ideally occur during the Short-Range Plan implementation period in order to be producing revenues when they are needed. Further analysis of DNOD and other funding possibilities, as well as Corps of Engineers roles in implementing key elements such as surge control measures are under study at this time.

The major elements of the Long-Range Plan are described as follows and illustrated in the accompanying map (Figure 3-3).

3.4.1 Existing Parcels/Leaseholds

For the most part, existing leaseholds are expected to remain "as is" indefinitely into the 1980's due to existing lease commitments, remaining useful life of the structures/uses, and presumptions about continuing economic viability (as well as necessity in some cases) of these uses. Possible exceptions might be:

- Remodelling/Redevelopment of Parcel D (Cape Cod Village).
- Remodelling/Renovation/Conversion of Parcels E and J (Marina del Mar and Villa Marina) to resort hotel use/seasonal accommodations.
- Conversion of Parcel A (Marina Club) structure to multi-use configuration (office, etc.).



long range plan 1985-1990+

north scale

precise plan of oceanside small craft harbor

Figure 3-3

- Completely new Yacht Club Structure on an expanded or new leasehold, along with other site improvements for this function.

- Renovation of Parcel L (Oceanside Marine Center) site and structures.

- Conversion of Parcel M (Harbor District Office) to revenue producing use if Harbor District functions move to new location.

- Creation of a new sportfishing office as an addition to Service Building #1, with adequate berthing and parking reserved for this use.

Additionally, all remaining service buildings (some having presumably been incorporated into "new parcel" uses) would undergo an architectural renovation, to bring all public use structures (Harbor District Offices, Harbor Patrol, Coast Guard, concessionaire structures on leaseholds) into a unified architectural theme for continuity and identity as outlined in the Design Guidelines.

3.4.2 New Parcels

All new parcels would be developed along the lines described in the Short Range Plan, subject to private market forces and the scheduling of the necessary public improvements, as well as the criteria outlined in the Design Guidelines.

3.4.3 Circulation

- Widening, as needed, of Harbor Drive South to four travel lanes plus turn lanes/pockets, to accommodate increased traffic flows.

- Widening of Harbor Drive North to four travel lanes plus turn pockets where needed (possibly requiring elimination of on-street parking), along with such modifications to the turn-around access to Parcel "J" as may be required to provide for any future connection with a possible harbor expansion located in the "turning basin" area.

- Upgrading the Pacific Street crossing of the San Luis Rey River based upon recommendations of the currently ongoing Corps of Engineers study of the River. Their current proposal is to provide an upgraded causeway at the river mouth which would be reliable except in the event of an extreme storm flow. At such time other access improvements are made in the Harbor and study areas (i.e., Riverside Drive extended under the railroad and Eighth Street connected to Hill Street), the Pacific Street crossing could be limited to pedestrian, bicycle, emergency vehicle, and peak period vehicular exit use.

- Further improvement of the Riverside Drive access to the Harbor, in conjunction with the development of uses in adjacent areas to the north of the Harbor as well as the development of Parcel 1.

- If necessary, expansion of Pacific Street (on the peninsula) to four lanes plus turn lanes to offset any anticipated congestion resulting from full development of the highly active public use potentials in this area.

3.4.4 Parking

- If needed, temporary overflow parking of approximately 240-300 spaces could be created to meet peak demand periods. Such temporary parking could be created by use of either "Marsden Matting" (a functionally adequate, but unattractive solution) or "turf block" (which could fulfill other use potentials, such as picnicking or active recreation.) The jetty lot, if not developed during the Short-Range Plan, could be developed in this phase.

- Addition of approximately 100-150 new spaces cut into the existing banks adjacent to proposed slip expansions along the northern perimeter of the central channel and north basin, replacing on-street spaces.

- Addition of approximately 600 new parking spaces (in addition to the 300-350 surface spaces to remain) in the parking structure proposed as the "base" of the pedestrian deck-oriented retail commercial and other uses on new Parcel 1. These spaces would not be in a monolithic single parking structure, but grouped in a series of "cells" of parking around the inner periphery of this parcel to minimize visual impact and congestion.

3.4.5 Water Facilities Expansion

Subject to the availability of funds and the solution of surge problems, the improvements described in the Short-Range Plan would be accomplished in a phased sequence starting with those expansions <u>not</u> subject to surge control limitations:

- Moorings
- Docks C, D, E, and F Expansions
- Jolly Roger Guest Dock Expansion
- Parcel D Public Dock Expansion

These expansions, totalling some 94 additional berthing facilities, plus additional side and end ties would, in the aggregate, expand Harbor capacity by approximately 10% over current operating levels.

The next phase of expansion would be those docks requiring solution to the surge control problem; primarily, the conversion of the original transient docks and the addition of the new Coast Guard/Harbor Patrol Docks at the relocated facilities for these uses.

One option which would add an additional 60 slips would be the conversion and supplementation of the side tie docks along the south channel edge (except for the Coast Guard) to a slip configuration consisting of five finger piers of 12 slips each, averaging 30 feet in slip length. This would enable a total of 123 new berthing spaces to be added to the current inventory, or a 20% plus expansion of Harbor berthing capacity over present levels.

3.5 Precise Plan Implementation

A number of future actions are proposed to implement the Precise Plan. These include:

- Adoption of guidelines for New Leasehold Priorities, based on the Coastal Act priorities for Harbor-dependent or low and moderate income serving uses.
- Creation of a Phasing Program would ensure that adequate public facilities are available to serve new development.
- In conjunction with the Phasing Program, development of a Funding Strategy for Precise Plan improvements.
- Adoption of Design Guidelines which would contain development standards for all public and private projects in the Harbor.
- Creation of Procedures for Submittal and Review of Development/Improvement Proposals as a mechanism for ensuring compliance with Short- and Long-Range Plan policies, the Design Guidelines and all applicable mitigation measures contained in the Precise Plan EIR.

The following sections address the scope and intent of these future implementing actions.

3.5.1 New Leasehold Priorities

The Coastal Act requires that first priority for new uses in the Harbor should be for Harbor-dependent uses and, where feasible, uses which serve low and moderate income users. These requirements are generally consistent with existing development in the Harbor and the Short- and Long-Range Plan proposals for new uses.

In developing the Precise Plan first priority was given to Harbor-dependent uses, with the extent of those uses constrained primarily by the limited available water area for boating facilities. Also implicit in the Precise Plan is recognition of the Harbor as a recreational and open space resource for the non-boating public (including persons of modest means.) All uses proposed in the Precise Plan are, therefore, either for boating and Harbor-dependent facilities or recreation and visitor-serving facilities.

In order to regulate the mix between Harbor-dependent and recreational uses, while still retaining the District's flexibility to respond to changing market and economic conditions, it is suggested that these requirements be implemented as part of the District's leasehold/permit approval process. Specifically, the District shall give priority to Harbor-dependent uses, followed by harbor support uses, and finally harbor related uses. Harbor-dependent uses are any development or use which requires a site on or adjacent to the harbor in order to function at all (e.g., boat berthing and launching, sportfishing, swimming, and boat sales/rentals). Harbor support uses directly support or service Harbor-dependent uses (e.g., marine hardware sales, boat repair, eating establishments, and other limited commercial uses catering directly to boaters and beach-goers.) Harbor related uses are complementary to the harbor and provide a recreation and visitor-serving function, but are not directly Harbor-dependent or supportive (e.g., gift shops, fish markets, and specialty retail uses).

Because of the limited capacity of the Harbor for boating facilities, and variable market constraints, the District may not always be able to grant leaseholds to Harbor-dependent uses. Therefore, in granting approval or renewal of a lesser priority use, the District will find that a higher priority use is not feasible due to specific demand or market conditions.

Regarding low and moderate cost recreation and visitor facilities, the "free" amenities already in the Harbor appear to best meet this need. These include the pedestrian corridor around the Harbor, the beach picnic areas, and the public fishing platform. In addition, many of the present commercial facilities in the Harbor cater to persons of low or moderate income.

There may be some potential for expanding low cost visitor facilities by allowing new permits for outdoor arts and crafts displays and food and beverage services from pushcarts. The District shall encourage these uses, provided that suitable design and locational controls can be applied.

Again, the encouragement of new and preservation of existing low and moderate cost facilities is best applied at the time of leasehold approval or renewal. Where feasible, first priority shall be given to those uses which serve low and moderate income users.

3.5.2 Precise Plan Phasing and Funding Strategy

One of the greatest determinants for the timing of the Precise Plan implementation will be the availability of revenues to finance proposed improvements. Generally, private leaseholds will be developed entirely at the developer's expense, with possible additional contributions for needed offsite improvements (e.g., streets, utilities, and parking). Public improvements not provided at developer expense can be funded by a number of methods. These include new leasehold and slip renter revenues, grant funds, and low interest loans.

This section is not an exhaustive list of all potential revenue sources, but does indicate monies which may be available to finance Precise Plan improvements. As a future implementing measure, the Harbor District shall adopt a phasing program which will specify the financial responsibility for various Precise Plan improvements, the sequence of those improvements, possible funding sources, and order-of-magnitude costs. In any event, public improvements necessitated by non-harbor dependent facilities will not be subsidized either directly or indirectly by slip renters or other harbor dependent uses. In addition, the phasing program will ensure that adequate public facilities are available concurrent with need.

The following table lists revenue sources which may be available to finance Precise Plan implementation:

Source		Types of Revenues
New Parcels:	1	Escalating Base + % of Revenues and Parking
	3	Escalating Base + % of Revenues and Slips
	4	Escalating Base + % of Revenues and Guest Dock
Expanded Existing Uses:		
Sportfishing		Escalating Base + % of Revenues and Slips
Launching		Parking and Ramp/Hoist/Crane Revenues and Store (Also possible limited dry storage revenue)
Beach/Special Parking		Gate/Meter Revenues
(Optional) Yacht Club		Slips, Parking, Storage, etc.
(Optional) Parcel M		Escalating Base + % of Revenues
Parcel F		Escalating Base + % of Revenues
New Slips/Moorings		Regular Full-Time Slip Revenues
		Transient Slip Revenues
		Commercial Slip Revenues
		Guest Dock/End Tie Special Revenues
		Transient Mooring Revenues

Parking	Season Permits for Beach, Other Special Parking Annual Permit Parking for Slips Validations, Gate Revenues at Retail Parking Long-Term and RV Parking (Remote)
Concessionaires	Beach/Peninsula Public Spaces Bike Rental Public Boat Rentals Other

3.5.3 Design Guidelines

The Design Guidelines are an important implementation device for both the Short- and Long-Range Plans, and provide criteria, examples, and general procedures for the following aspects by both public and private Harbor development:

- Landscaping, lighting, pedestrian and bike paths, public areas, street and area "furniture", and fixtures.
- The public signing system for access, information, and warning, as well as signs on individual parcels for both use designation and information.
- Rehabilitation/maintenance guidelines for existing structures.
- Architectural and site design guidelines for developments on new parcels, as well as redevelopment on existing parcels.
- Recommended guidelines for dock maintenance, replacement, and new docks, as well as other water facilities (using Cal Boating criteria).

The draft Design Guidelines, are a separate document which may be consulted at City offices. These guidelines will be adopted as an implementation measure for the Precise Plan.

3.5.4 Procedures for Submittal and Review of Development/Improvement Proposals

Public and private (leasehold) developments and improvements in the Harbor Area are subject to the following plans and regulations:

- The Harbor Precise Plan and Master Environmental Impact Report.
- The Harbor Master Lease, as well as individual parcel leases.
- The Harbor Precise Plan Design Guidelines (to be adopted upon certification of the Precise Plan).

- The Harbor Precise Plan Phasing Program (also to be adopted upon Plan certification), and

- Other applicable City,County, Coastal Commission, and Harbor District regulations, codes and permit procedures.

Specific procedures for the submittal and review of new development applications are proposed as a means for, wherever possible, streamlining the permit process, consolidating overlapping requirements, and creating understandable guidelines for potential developers. These procedures should also assist applicants in incorporating all Precise Plan requirements into their plans prior to application submittal, thus eliminating costly delays and redesign.

The Procedures for Submittal and Review of Development/Improvement Proposals should be developed concurrent with the Harbor Design Guidelines and Phasing Program and shall contain the following:

1. An informational package containing a Precise Plan/EIR Summary, Design Guidelines and pertinent lease documents.

2. An environmental assessment form, and summary of "master" environmental mitigation measures.

3. An application form, preferably using existing City format, for consistency purposes.

4. A checklist of necessary application materials, including engineering, architectural and landscaping plans, a project narrative, financial plans, and other supplemental information on project design, economics or technical feasibility.

5. Procedures for project review and public hearings.

3.6 Coastal Act Consistency

The Harbor Precise Plan was initiated as a result of a Coastal Permit requirement placed on the Chart House restaurant in 1976. In approving that permit, the Regional Commission passed the following resolution:

> "That in approving application for the Chart House Restaurant, the San Diego Coast Regional Commission directs the staff to notify the City of Oceanside that future developments in the Oceanside Harbor area may not be approved in the absence of a precise development plan for the Harbor area. Further, such a precise development plan should be submitted to the San Diego Regional Commission for their approval prior to the Commission acting upon any future major developments in the Harbor area".

Thus, the Precise Plan began under the auspices of the old 1972 Coastal Initiative. During the time the Harbor Precise Plan was being prepared, the Coastal Initiative was replaced by the California Coastal Act of 1976. As a result, the Precise Plan was reevaluated in light of the Coastal Act Policies, and this final draft has been designed to become a certifiable component of the City's Local Coastal Program (LCP).

Because of this unique history surrounding the preparation of the Precise Plan, the City and Coastal Commission staffs decided that it would be appropriate to submit the draft Harbor Precise Plan to both the Regional and State Coastal Commission for "preliminary review", as provided in the Coastal Commission's LCP guidelines. The preliminary review of the Precise Plan was conducted by the Regional Commission on January 12, 1979, and by the State Commission February 20, 1979. The Oceanside Harbor District agreed to all additions and modifications suggested by both Commissions, and directed their incorporation into this document.

This section is intended to outline the relationship and conformance of the Precise Plan to Coastal Act policies.

3.6.1 Coastal Act Policies

The following Coastal Act policies apply to the Harbor Area:

> "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 of low and moderate income 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 (c) of Section 65302 of the Government Code.
>
> 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.

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 fo the commercial fishing industry.

Section 30250 (a) - New 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.

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 non-automobile 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 on-site recreational facilities to serve the new development."

3.6.2 Precise Plan/Coastal Act Policy Comparison

The points of conformance of the Precise Plan to Coastal Act policies are listed below, and are separated by general policy categories.

Access

Circulation improvements for auto, bicycle and pedestrian to and along the shoreline of both ocean beach and Harbor edge are a major improvement category of the Precise Plan. Related parking improvements and supplemental transit are also described, with emphasis on diminishing the impacts of parked autos. Beach improvements, as well as a pedestrian/fishing accessway on the Harbor jetty, are proposed, as are improvements and expansion of launching facilities, dry boat storage, boat charter/rental, and sportfishing activities. The majority of these shoreline-oriented activities are located on the peninsula between the Harbor and beach, with shared access providing a concentration of public use activities in the most efficient and appropriate location/layout. The pedestrian walk/open space system proposed for the inner periphery of the Harbor would provide a continuous access, new passive recreation corridor around the entire Harbor, accented by various tourist commercial uses and restroom facilities, as well as picnic areas, grassy lawns, seating, etc. This system is intended to function for both day and evening use; with appropriate lighting, etc.

The recommendations of the Precise Plan, as stated above, are specifically directed toward optimizing the public's right of access to the sea, by whatever means (car, boat, food, etc.), and provides continuous public access linkages (street, pedestrian paths, etc.) and an appropriate mix of public open space with existing and proposed private leaseholds (which are themselves oriented to public markets).

Recreation and Visitor Serving Facilities

The Harbor Area already serves a significant function in this respect, but the Precise Plan suggests the refinement of this activity through the creation of new lease parcels to accommodate new and expanded existing commercial uses of interest to Harbor and beach visitors. Additionally, the improvement of public facilities serving the beach and expansion of public facilities in the Harbor are major recommendations in both the short and long-range versions of the Precise Plan.

Also, the Plan contains explicit policies for encouraging the preservation of existing and development of new low and moderate cost visitor facilities.

Water and Marine Resources and Environmentally Sensitive Habitats

The San Luis Rey River is part of the Harbor "Study Area" and as such, is included in the Precise Plan for informational and planning purposes only. Detailed plans for the San Luis Rey River area are being developed as a separate component of the Local Coastal Program.

The Study Area plan suggests the use of the San Luis Rey River as a wildlife preserve/conservation area consonant with its flood control function, in keeping with Coastal Act policies, studies by the Corps of Engineers, and others. Means of preserving this would include: Providing controlled pedestrian observation points for viewing wildlife areas along the proposed improved river jetties; prohibiting the use of motor vehicles or any type of water craft in any portion of the river bed; designing any pedestrian and other crossings of the river mouth so as to create the least visual impact and physical disturbance; insuring that no toxic runoffs are discharged into the area; shielding lights and noise from the area through proper orientation/planting and the jetty wall; etc.

The Plan also suggests drainage and construction measures for preventing adverse impacts on marine organisms within the Harbor itself.

Commercial Fishing and Recreational Boating

The Precise Plan contains a number of policies which will protect opportunities for commercial fishermen. These policies are related to allocation of berthing space, development of support services, consolidation of commercial vessels and creation of a loading/unloading area.

A great number of recreational boating improvements are proposed. Use of water areas for boating use is to be maximized. Launching, public fishing, and other water area uses are to be upgraded.

New Development and Public Works

Appropriate land uses were considered by the Precise Plan to be those which maximized public use opportunities on both a no cost and modest cost basis and which also met the basic requirements for being Harbor and beach-serving "tourist commercial", as well as serving local residents and Harbor users. The intensity of use is determined by the existing very limited land area, parking requirements (Coastal Commission Guidelines used), and circulation limitations, requiring a lot-site coverage, limited height and adequate parking. Landscaping and design themes and development standards have been described in detail, both in the Precise Plan, and a companion Design Guidelines handbook, and procedures and policies for submission and review of development proposals have been outlined in an information document available to developers, designers and others. Transportation alternatives to the automobile which have been recommended in the Precise Plan include: Encouragement of pedestrian activity by pedestrian access improvements between remote parking and major activity areas; bicycle lane designations and storage/rental facilities; provision of moped and motorcycle parking areas to encourage their use; tram service between Parking Lot #1 and high activity locations during peak periods with parking/access prohibitions for automobiles; encouraging use of pool cars/vans for special events such as weekend regattas, connecting Yacht Club with other key locations.

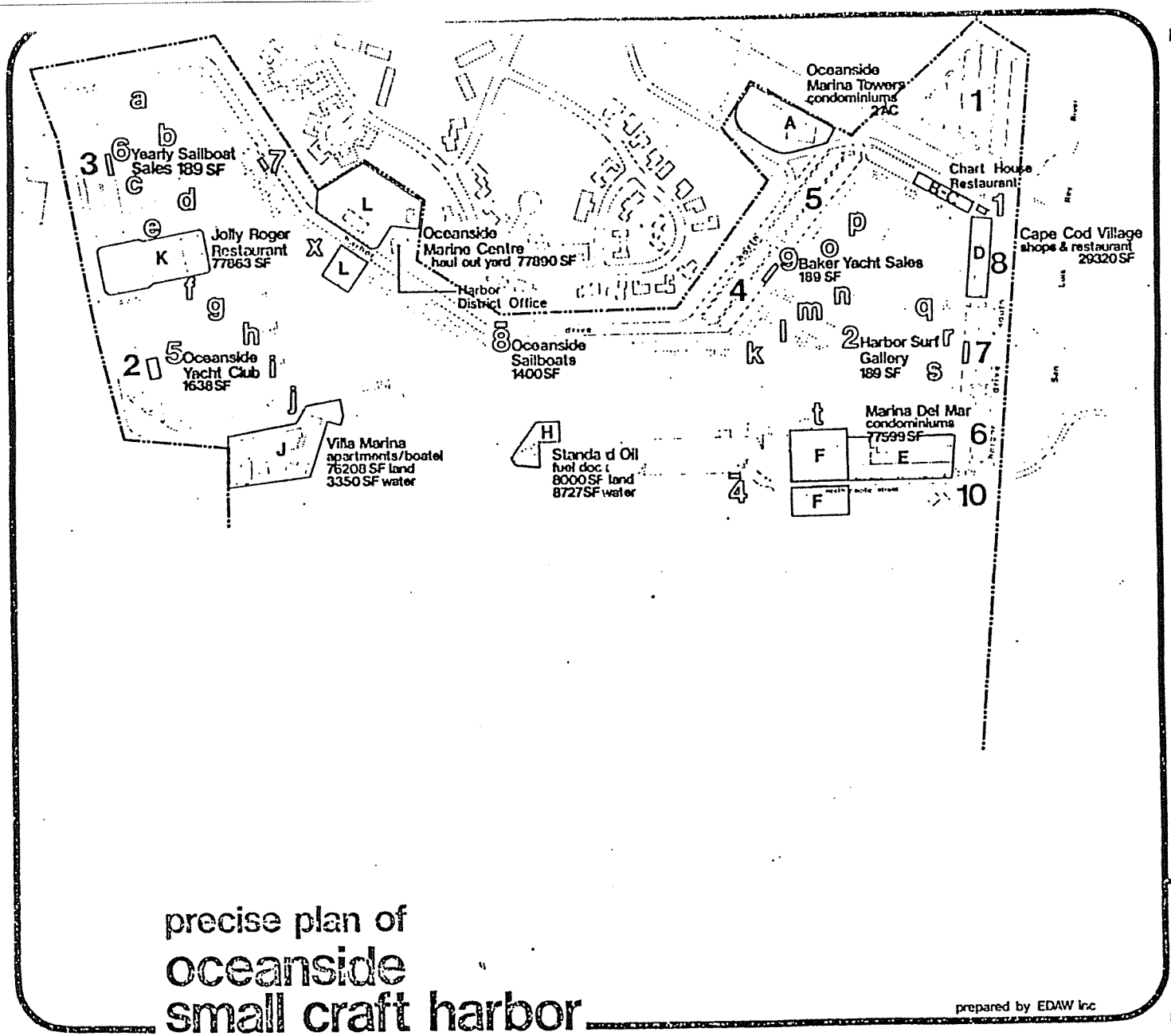
The type, location and intensity of development proposed in the Precise Plan have been based upon the recognized existing and potential limitations imposed on such development by the constraints of limited land area for activities and land uses and their required parking. Additionally, the ability of the existing and proposed circulation systems to accommodate this growth has been analyzed and improvements recommended based upon the constraints of this system. (All congestion potential cannot be overcome, but can be substantially alleviated.) The proposed new development is focused on providing the optimum (not maximum) expansion enhancement of both public and commercial water-oriented recreation opportunities for the general public, organized recreation groups seeking to expand their activities and public recreation programs.

Visual Resources

View corridors and significant views have been identified in the Precise Plan and Design Guidelines and the recommendations of both documents provide specific guidelines for the design and placement of buildings, signs and landscaping to preserve and enhance these views and view corridors. These include views/corridors to the ocean from the area surrounding the Harbor, from within the Harbor and to the Harbor itself.

Coastal Dependent Uses

The Precise Plan makes a distinction between those uses which are harbor dependent, and those which are supportive or related to the harbor use. In accordance with Coastal Act policies, priority is given to those uses which are harbor dependent.



reference map

lease parcel → D

service building → 2

parking lot → 3

dock/slips → 9

docks/slips
parking lot
lease parcels
&
service
buildings

north

scale

precise plan of
oceanside small craft harbor

prepared by EDAW Inc

reference map
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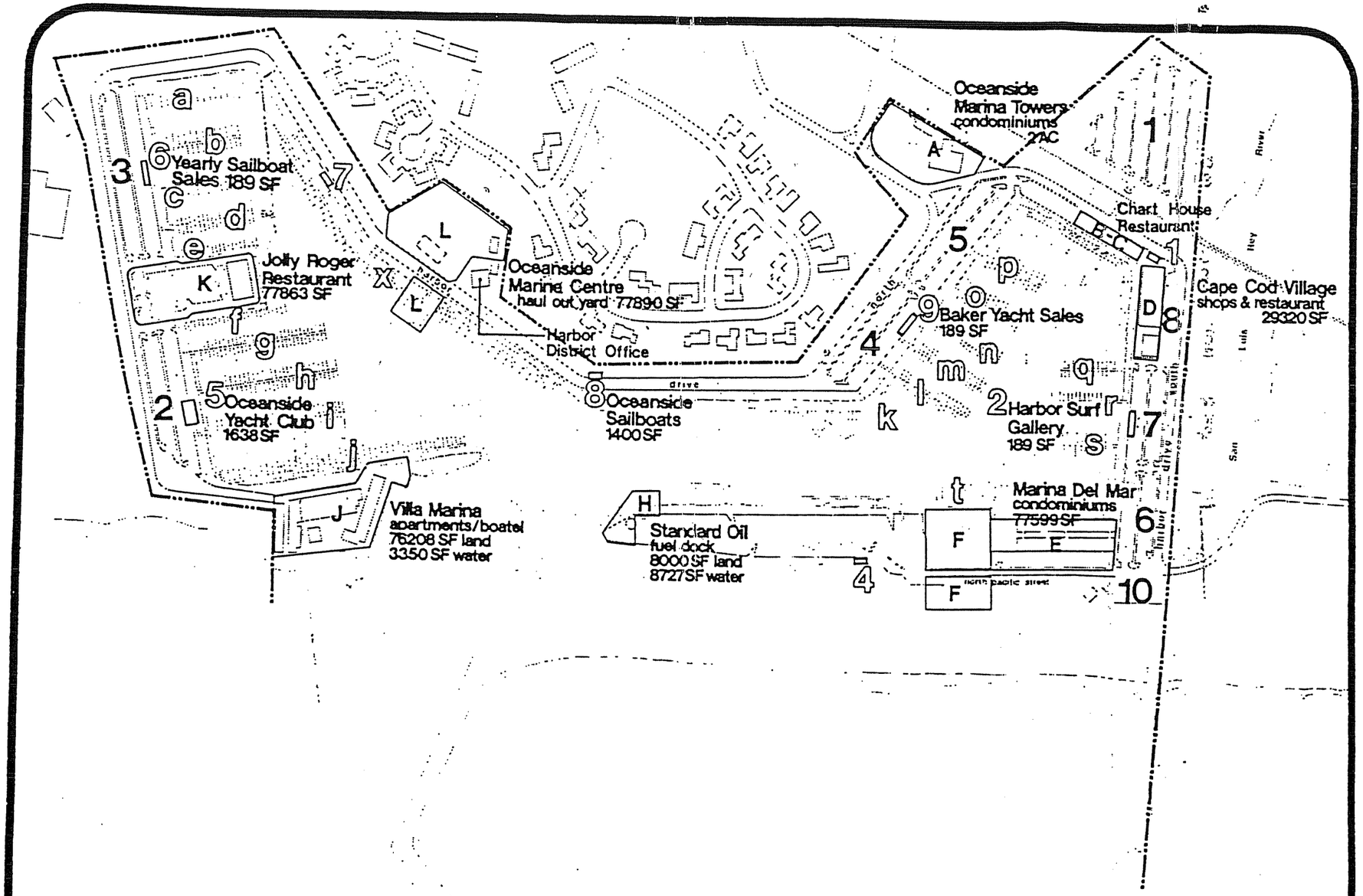

precise plan of

oceanside small craft harbor

reference map

lease parcel → D

service building → 2

parking lot → 3

dock/slips → ⓔ

docks/slips parking lot lease parcels & service buildings

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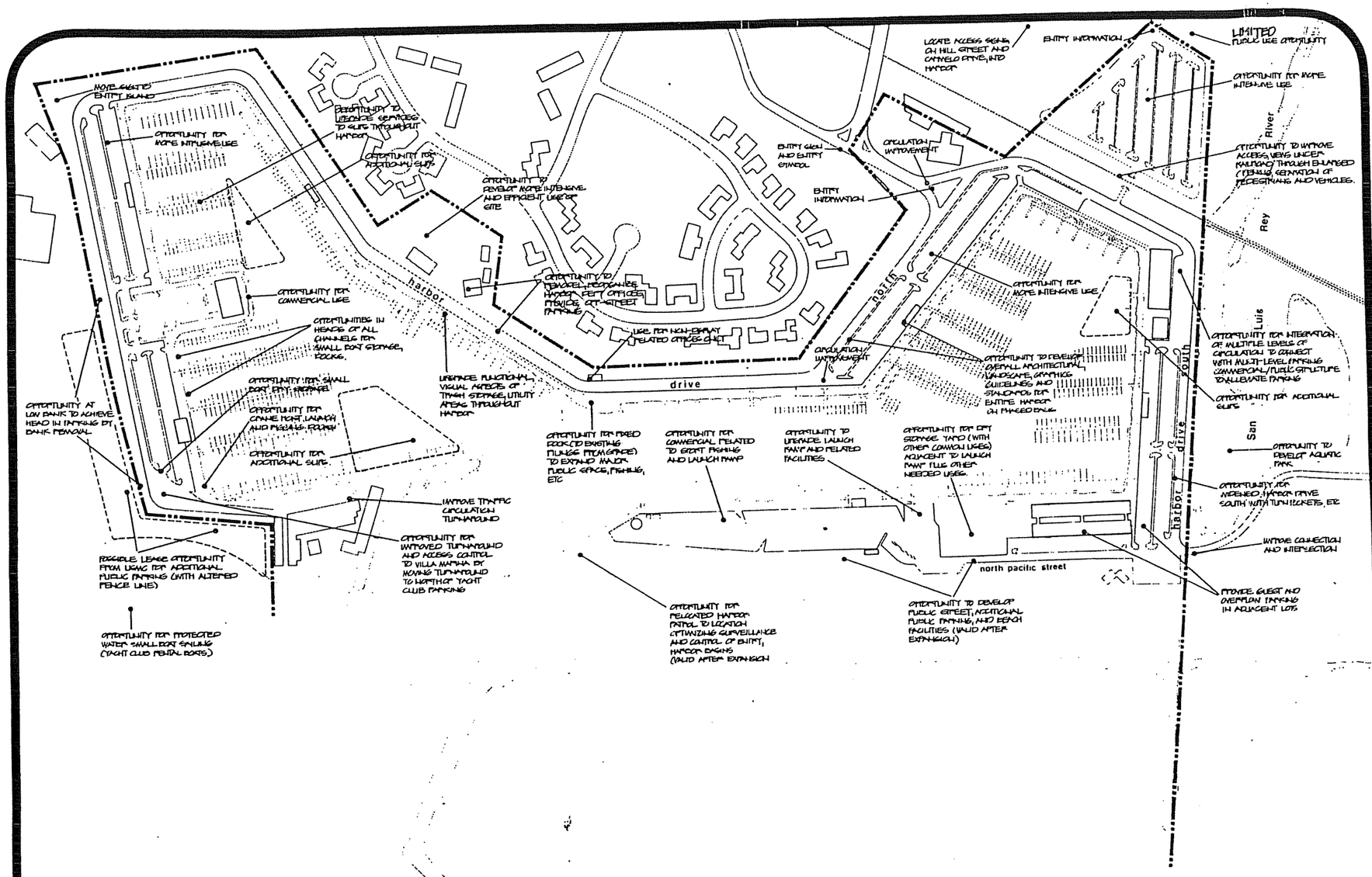
north

figure 4-2



precise plan of oceanside small craft harbor

prepared by EDAW inc

opportunities

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4.0 Environmental Setting

4.0 ENVIRONMENTAL SETTING

4.1 INTRODUCTION

This section of the Environmental Impact Report describes the environmental setting for only those significant elements relevant to the OSCH Precise Plan.

This chapter has been organized according to the individual environmental factor descriptions within the framework of the socio-cultural environment or the physical-biological environment.

The Socio-Cultural Environmental refers to those areas of concern related to human activities and requirements such as the jurisdictional framework, land use, circulation, infrastructure availability, views, etc.

The Physical-Biological Environment section relates to the basic natural environment and its resource systems such as air quality, hydrology, biota, soils, etc. It should be noted, however, that within the Harbor Area itself, past and current development activities have transformed the area into an essentially "urban use" environment which must be considered as the baseline, or context within which these natural resource systems apply.

4.2 SOCIO-CULTURAL SETTING

4.2.1 Jurisdictional Framework

The jurisdictional framework of the Study Area is a complex of federal, state and local agencies with varying responsibilities of regulation and the provision of day-to-day services for the area.

The following is an overview of the significant jurisdictions and their powers and responsibilities which effect the OSCH.

Federal

U.S. Corps of Engineers

"The United States Army Corps of Engineers and the State of California entered into an agreement on September 12, 1946, for a continuing study of beach erosion problems along the entire shore of California."[1] Based on reports

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1 Letter from the Secretary of the Army, San Diego, County, Calif., Appendix IV, Phase 2, Beach Erosion Control Study, August 31, 1960.

by the Corps of Engineers it was concluded that Beach erosion at Oceanside had been caused by the construction of the Del Mar Boat Basin by the United States and that federal funds should be expended to restore the beach to its existing condition prior to Harbor construction.

Consequently, all maintenance dredging of the Del Mar Boat Basin (Camp Pendleton Harbor) and Oceanside Harbor is done by the Corps, as well as all beach replenishment. The Corps is also studying solutions to the surge and shoaling problems which affect Oceanside Harbor.

U.S. Marine Corps

"Del Mar Boat Basin, part of the existing Harbor complex, was constructed in 1942 by the Department of the Navy by dredging and building two short jetties. The boat basin is immediately up-coast from the City of Oceanside, between the Santa Margarita and San Luis Rey Rivers, and lies entirely within the Camp Joseph H. Pendleton Marine Corps Base. It was designed to serve landing craft as large as landing ship tanks and for training operators of amphibious vehicles and small landing craft. The construction of Del Mar Boat Basin was a wartime measure; consequently, no consideration was given to the likely effects on the littoral drift or the possible adverse effects on the downcoast beaches."[1]

Littoral drift was affected and plans to correct the problem or change the condition of the Harbor and its related facilities (whether by the Corps of Engineers of the OSCH District) must be approved by all appropriate personnel at Camp Pendleton, as at present.

The Marine Corps has entered into negotiations with the City for lease of the area known as the Marine Corps Turning Basin for harbor expansion purposes. Because those negotiations are still in the initial stage, the Precise Plan has been designed to be independent of (but compatible with in the event it should occur) any harbor expansion.

State

California Coastal Commission

With the passage of The Coastal Act by the California Legislature in 1976, a restructuring of the Coastal Commission

1 Position Paper on Beach Erosion Control Study, Oceanside Beach Beach, California. U. S. Army Corps of Engineers, Los Angeles, 1974.

and the six regional commissions was accomplished. Major features of the new legislation include: termination of the regional commissions no later than January 1, 1981; requirement of cities and counties within the coastal zone to prepare a Local Coastal Program (LCP); termination of permit authority of the commission or regional commission, with prescribed exceptions, over any area covered by an approved Local Coastal Plan; and redefinition of the boundaries of the Coastal Zone.

As the OSCH is within the jurisdictional boundaries of the Coastal Commission, the Local Coastal Program (now being developed by the City of Oceanside) must be approved by the CCC. This Precise Plan developed for the OSCH will be included as part of the Local Coastal Program.

Local

City of Oceanside

Since the OSCH is located within the boundaries of the City of Oceanside, all planning and development activities for the Harbor must be approved by the appropriate City Departments (Planning, Engineering, Sewer and Water, Building, Redevelopment Agency, etc.). The Planning Department is coordinating the Harbor expansion plans with the U.S. Marine Corps, the Corps of Engineers and the Coastal Commission, as well as developing the Local Coastal Program (which includes the Harbor Area).

Special Districts

Special districts are created under provision of various statutes for the purpose of providing special services to people within specific areas which will benefit from such services. The most significant special district within the Study Area is the Oceanside Harbor District.

Oceanside Harbor District

The Oceanside Harbor District is responsibile for coordination and regulation of all activities occurring within the Harbor Area boundaries, and performs a full-time administrative function.

The staff administers the leases, slip and guest dock rentals, and maintenance activities of the Harbor.

Because of the unique location of the OSCH midway within a 60-mile stretch of the Southern California coastline with no other Harbor or protected areas for small craft, the Oceanside Harbor Patrol performs a unique role in providing an extended (15-mile rather than 3-mile) radius of search and rescue operations, supplementing the coverage provided by the Coast Guard.

The eight-man patrol (Captain, Sergeant and six patrolmen) provides a 24-hour enforcement detail which is a specifically trained and designated enforcement organization created to assist and protect the public in a special use area (marina activities and related special problems) including patrol of both water and shore areas within the Harbor.

The Harbor Patrol will, when called upon, give help and assistance to law enforcement agencies upon approval of that request by Harbor officials. They may aid in crowd control, traffic control, or with any other law enforcement problems.

4.2.2 Land Uses

The Harbor Area comprises a total area of approximately 100 acres of which 70 acres are water and 30 acres are land. At the time the initial feasibility study for the Harbor was prepared in 1959, uses in the Harbor were to be limited to slips, Coast Guard facilities, administration facilities, sportfishing dock, limited commercial establishments oriented towards servicing and repair of boats, launch facilities for trailered boats, parking, and basic public facilities such as restrooms, walkways, and lockers. This suggested pattern of uses was characteristic of that recommended for all Southern California public marinas and small craft harbors which were planned and developed during that period.

As the Harbor neared completion of its construction in 1962, an "interim" master plan was prepared for land and water uses with the principal purpose of soliciting bids for concessionaire leases within the Harbor District. The lease parcels, both land and water, have been developed for various public and private uses, though not necessarily following the concept of the original 1959 plan, during the ensuing years (with the exception of Parcel "F").

Approval by the Coastal Commission, of construction of the Chart House Restaurant (in 1976) contained a condition requiring preparation and approval of a new precise plan for the Harbor Area prior to any further permit approval. In essence, this decision "froze" land and water use conditions to their status as described in the following discussion pending preparation of the Precise Plan (with some exceptions concerning projects already approved and underway). Preparation of the Precise Plan identified the constraints/problems and the opportunities associated with the Harbor. These are discussed as part of land and water uses and were also summarized in the first chapter of the EIR. This discussion of land and water uses concludes with a description of existing and proposed uses within the Study Area (vicinity) as they related to the Harbor Area.

The 30 acres of land area within the Harbor were initially planned (per the 1962 interim master plan) for 17 land use area designations, of which 14 were intended as lease parcels and 3 were for public activities (Harbor District Headquarters, launching ramp, public parking lots). The total area covered by these 17 designated use areas/parcels was 788,414 square feet, or approximately 18.1 acres, of which 361,189 square feet, or 8.3 acres, was included in the public uses described above.

These parcels, their primary uses, and specifically excluded related uses as intended in 1963 are described in the accompanying table from the Specifications for OSCH (1963). The building height restrictions from this initial planning document provided the primary planning and design standards and controls for all development which was to take place within the Harbor. (Planning and design were also governed by the City Zoning Ordinance and Building Codes.)

As Harbor development has evolved during the ensuring fourteen years, these fourteen (14) intended lease parcels have become 10 lease parcels (land and water), Parcels A through L, as shown on the accompanying figure 4-3E. Five of the eight service buildings erected by the Harbor District (containing restrooms, lockers, service storage, etc.) have been constructed, or subsequently added to, in order to provide revenue-producing lease space. These fourteen parcels and service buildings represent the primary revenue producing leaseholds/land uses for the Harbor Area. Land uses for these parcels, service buildings and the remaining land area within the Harbor Area are described in the following paragraphs and charts, both in terms of their originally intended use (1963 plan) and their present uses.

TABLE 4-1
RECOMMENDED LEASEABLE AREAS, 1963

Parcel	Land Area Approx. (Sq. Ft.)	Water Area Approx. (Sq. Ft.	Related Uses Specifically Excluded	Primary Use
A	42,045	--	A,B,C,D,F,	1st Class restaurant and/or apartment hotel or motel and related uses.
A-1	15,647 (Non-Opr R.R.R./W)			
B B-1, and C	13,539	42,501	A,C,E	Sportfishing landing and office short order restaurant and related use.
D	28,044	--	A,B,C,E	Retail service stores and uses related to sportfishing area. The landing furnished by District.
E	53,535	--	A,B,C,D	Specialty shops, yacht club, apartment hotel or boatel and uses related thereto.
F	43,605	15,215	A,B,C,D	Any uses related to "E" above.
**G	155,381	--	(Operated by District)	Boat launching and parking area for cars and trailers. Launching ramp operated by District. (Not for Lease.)

TABLE 4-1 (Cont'd)

Parcel	Land Area Approx. (Sq. Ft.)	Water Area Approx. (Sq. Ft.)	Related Uses Specifically Excluded	Primary Use
H	8,000	8,727	B,C,D,E,F	Marine service station service float, plans and specifications furnished by District.
J	76,208	7,351	A,B,C,D	Motel, hotel, restaurant and uses related thereto.
K	63,688	--	A,B,C,D	Specialty shops, apartment hotel or boatel, restaurant and uses related thereto.
L	77,890	--	A,C,D,E	Boat repair and uses related thereto
M	20,380	--	--	HARBOR HEADQUARTERS (Not for Lease)
N	5,024	9,220	A,B,C,D	Any commercial use related to Harbor activity.
P	--	6,000	--	Water area for slips or docks in conjunction with Area J

TABLE 4-1 (Cont'd)

Parcel	Land Area Approx. (Sq. Ft.)	Water Area Approx. (Sq. Ft.)	*Related Uses Specifically Excluded	Primary Use
**Q	185,428	--	(Operated By District)	Public Parking

* Related Uses Specifically Excluded Code:

A - Fuel Sales

B - Boat or Vehicle Repair other than minor servicing or owner maintenance

C - Live Bait Sales

D - Sportfishing Activities

E - Residential Use

F - Charter Boat

** G & Q - Not considered Lease Parcels. Referred to on map as areas.

TABLE 4-1 (Cont'd)

BUILDING HEIGHT RESTRICTIONS

SYMBOL	HEIGHT
1	1-Story Only
2	2-Story or 25'
3	3-Story or 35'
	(Street and Curb Level)
U	Unlimited, governed by Oceanside Building and Zoning Ordinances

AREA	
A	U
B, B1, C	1
D	3
E	U
F	U
G	L
H	I
J	U
K	U
L	3
N	3

Source: OSCH Specifications, 1963

The present uses of these parcels described above are:

Residential

Parcel A: Oceanside Marina Condominums. A 17-story, 67-unit condominium tower located on approximately 2 acres adjacent to the Harbor entrance via Harbor Drive. The building was constructed in 1973-1974. As the only high-rise structure in Oceanside, it serves as a landmark in the area. However, only recently has it become an economically viable land use

Parcel E: Marina del Mar Condominiums. A 78-unit condominium complex constructed in 1965 on a 1.8 acre lease parcel. This use is considered "non-conforming" in terms of current coastal priorities; however, its current economic life suggests continuance of this use. Limited guest parking is an important constraint affecting the functional operation of this use.

Parcel J: Villa Marina Apartments/Boatel. A 59-unit structure at the channel entrance to the Harbor. Originally intended as a boatel, the majority of residents are now permanent, although transient accommodations are maintained. Located on a 1.75 acre site, the use has significant access, parking and site design problems. The use is partially in variance with coastal priorities; however, as with Parcel "E" it possesses a continuing viable economic/physical lifetime, and the possibility that it might eventually be converted/expanded to a resort hotel use, ~~(Figure 4-3).~~

Commercial: Restaurants

Parcel B,B1,C: The Chart House Restaurant. Located on a 13,539 sq. ft. parcel at the head of the Harbor's south basin, the Chart House has a gross floor area of 9,224 sq. ft. The restaurant has recently begun operation. Due to the restrictive size of the parcel, adequate parking may represent a continuing problem especially at hours of peak demand for both the restaurant and adjacent slips, as well as the Cape Cod Village uses on the adjacent parcel.

Parcel D: Cape Cod Village. A mixed retail commercial-restaurant complex with 15,400 sq. ft. of gross floor area devoted to restaurants (5 different restaurants). Construction originally began in 1963-64. While providing a good return, the structures lack cohesive site development, appearance and advertising controls, and adequate parking. Pedestrian circulation within the parcel is also unattractive and confusing, and under consideration for improvement by the lessees.

Parcel K: Jolly Roger Restaurant. The restaurant is located on a 1.8 acre lot which contains both the structure and related parking. Constructed in 1973, the restaurant has 9,210 sq. ft. of gross floor area, and represents a "successful" land use with some parking problems at peak operating hours,

Commercial: Retail

Parcel D: Cape Cod Village. Retail commercial uses (other than restaurants) in Cape Cod Village total 5,650 sq. ft. divided among seven different stores. Total parcel area is 29,320 sq. ft. and includes the five restaurants previously mentioned and related parking. Retail uses reflect the same problems as mentioned for the restaurant uses, in terms of appearances, etc.

Parcel L: Oceanside Marine Center. Constructed in 1963 the marine center/haul-out yard is one of the original uses. As the only facility of its type in the Harbor, it provides important sales, repair and other supportive functions to Harbor operations. The total parcel area is 1.8 acres with 1,033 sq. ft. of sales space. The land which is somewhat inefficently used presents an unattractive appearance and has limited security capability. The sales structure also reflects the lack of original development period archiectural controls common throughout the marina. A more intensive use of this parcel for the same uses would be possible and may be desirable, within Service Building #2.

SB 2: Harbor Surf Gallery. The gallery has 189 sq. ft. of gross floor area. The building was built in 1962-63 as part of the original Harbor development. It is located along Harbor Drive South in an area where parking lots are currently inadequate to meet peak demand for all uses in the area.

SB6: Yearly Sailboat Sales. This use consists of 189 sq.ft. of retail sales space within SB 6, plus a display slab for boats. The display slab is of inadequate size for proper display of boats. The parking lot is normally underutilized.

SB 8: Oceanside Sailboats. This sailboat sales use encompasses 590 sq. ft. of retail space on top of SB 8, plus display area located on the inland side of Harbor Drive. The service building was constructed in 1971; however, the site lacks adequate parking and display area and at times presents traffic hazard at its location.

SB 9: Baker Yacht Sales. Baker Yacht Sales consists of 189 sq. ft. of sales space within SB 9 which was built in 1962-63. As with other yacht sales operations in service buildings, the problem associated with this use is adequate display area for boats on the site.

Institutional

Harbor District and Service Buildings: The Harbor District administration and Harbor Patrol offices are located in a single structure on the inland side of Harbor Drive North adjacent to the Marine Center. The building has a gross floor area of approximately 2,000 sq. ft. It is limited in its efficiency for Harbor Patrol functions because visual policing of both the basins of the Harbor approaches is restricted. Additionally, the building's interior space and site location are not the most efficient for current and future Harbor needs. Parking is inadequate for both employees and visitors.

Service Buildings: Eight service buildings owned and maintained by the District are located throughout the Harbor Area in association with parking lots, and serving various groupings of slips. In each building are basic public services such as restrooms, lockers and storage. Some expanded use of these buildings may be required for Harbor uses.

Oceanside Yacht Club: The Oceanside Yacht Club is constructed on air right above SB 5 at the end of Harbor Drive North. It has an approximate total area of 4,000 sq. ft. The club provides facilities for both public and private assemblies, including yacht club functions, as well as those of other groups. A major constraint affecting it is a lack of adequate peak period parking. The Oceanside Yacht Club is considering a number of improvements to their facilities and immediate area which could enable the club to expand significantly its current level of activities and its ability to provide a broader range of organized boating activities to a larger segment of the public. (These improvements were discussed as part of the Project Description.)

Open Space

Recreation: The principal open space/recreation areas within the Harbor District are the linear grass strips between the sidewalks and the rip-rap slopes around the basins (primarily adjacent to Harbor Drive North), and the slightly wider grass area across from Service Building 7(originally Parcel "M") of approximately 5,000 sqaure feet. This latter area has been provided with picnic facilities. The usable open space in OSCH is estimated at approximately 1/2 acre.

Other areas associated with OSCH provide an open space/ recreational function including: the adjacent beach (approximately 20 acres) and San Luis Rey River. Due to their frequent, but largely "informal", use for both active and passive open space/recreation, the south jetty of the Harbor entrance and the open area to the north of the fuel dock, as well as the flood control levee forming the northern boundary of the San Luis Rey River, are also included in this category.

Landscaping: The "non-usable" open space areas within the OSCH consist of the landscaped steep banks surrounding the Camp Pendleton periphery of the Harbor District boundary; landscaped areas associated with traffic circulation, including the separator areas at the Harbor Drive entrance, Harbor Drive North turn-around at OYC, and miscellaneous small parking separator landscape areas. None of these areas are currently capable of either active or possible public use and are thus not counted in the areas of potential open space use for planning purposes, although would constitute "decorative" open space.

Streets: Access to the Harbor District is provided by three streets: Harbor Drive, the main entrance; Monterey Drive/Riverside Drive, providing access through Parking Lot #1; and Pacific Street, providing access adjacent to the beach. Upon entering the Harbor Area, Harbor Drive splits into two branches, Harbor Drive North and Harbor Drive South, which facilitate circulation within the District. They have a current length of approximately 5,000 feet and 3,000 feet respectively. North Pacific Street, with a current length of 850 feet facilitates circulation in the beach and launch ramp areas of the OSCH, receiving traffic from both Pacific Street and Harbor Drive South. Circulation problems and design considerations are discussed in the Circulation Section of this Chapter.

Parking: Within the Harbor Area there are 10 parking lots (including the Launch Ramp Parking) administered by the Harbor District. They are intended to provide parking for slip users, customers of the various uses and the institutional uses. There are approximately 1,600 parking lot spaces throughout the Harbor (not including Lease Parcels A, E, J, and L), covering a total area of approximately 8.3 acres. In addition, there are approximately 225 street parking spaces for a total of 1,825 spaces. Discussion of intensity of use, problems and opportunities is contained in the Circulation Section of this Chapter.

Vacant Land

Parcel F: The only vacant but intended for development, land within the Harbor Area is Lease Parcel F. The parcel has a total area of 1.57 acres and is located on the peninsula between the South Basin of the Harbor and the Pacific Ocean.

A project proposing the development of a restaurant on the seaward portion of the parcel and apartments was submitted to the Coastal Commission in 1974, but later withdrawn by the applicant. The Harbor District has terminated the current lease. The District anticipates making the parcel available for new lease and development of uses which are compatible with coastal zone priorities and Harbor needs.

4.2.3 Water Uses

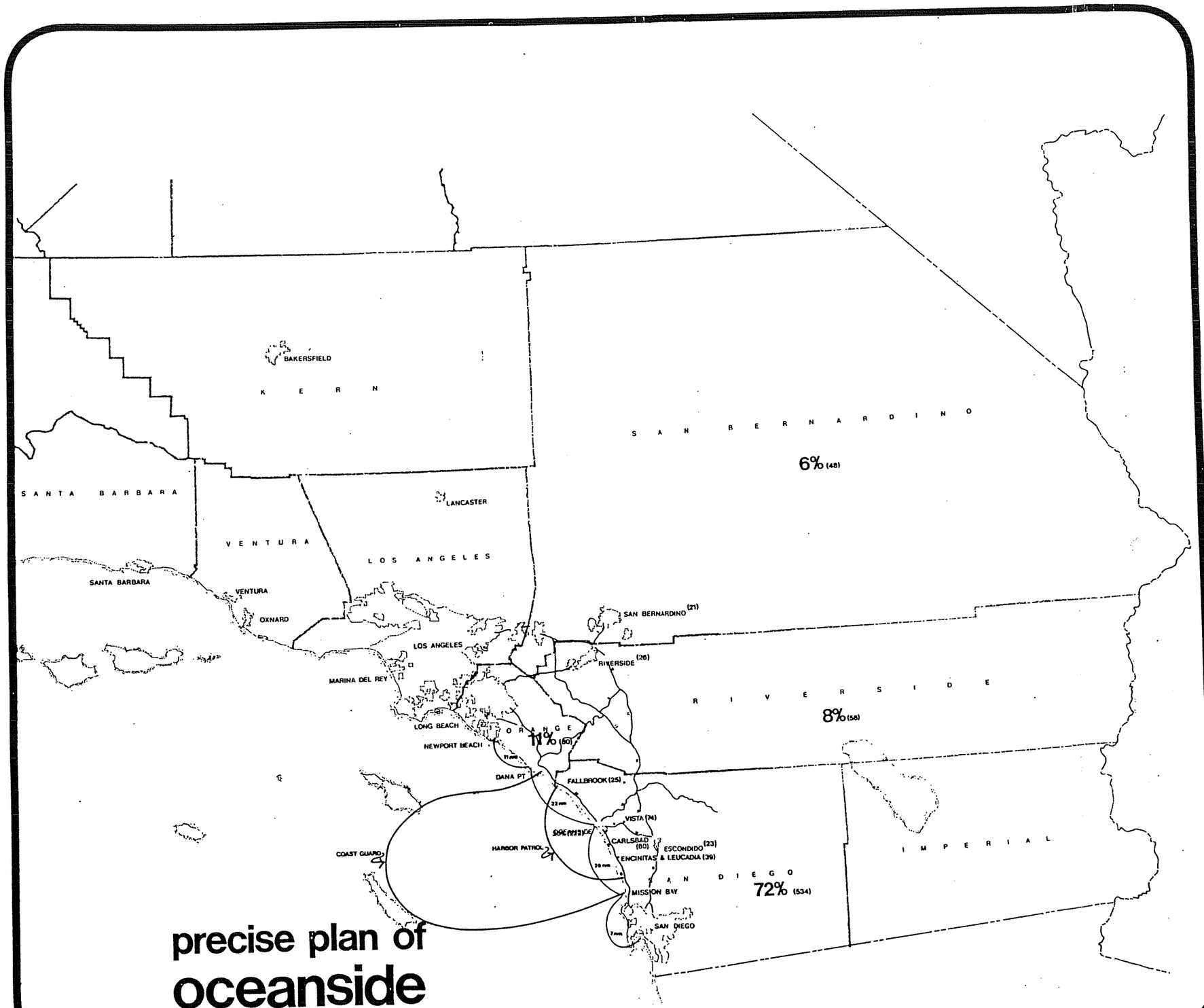
The OSCH functions as both a regional recreational boating center primarily serving the residents of four Southern California counties (San Diego, Orange, Riverside and San Bernardino) as well as an important transient boat stopover point and harbor of refuge located ideally midway between San Diego and Newport Beach. The presence of a Coast Guard cutter and the Oceanside Harbor Patrol with the latter's unique extended radius of operations, also mean that the Harbor serves as a major patrol, search and rescue base for a large area of Southern California offshore waters. (The accompanying map illustrates the regional characteristics of the OSCH-Figure 4-4).

Berthing and Launching Facilities

The Harbor, completed in 1963, shares its entrance with the access to the USMC Del Mar Boat Basin, behind a long angular jetty and breakwater, and with a 1500 foot marked entrance channel leading to two large mooring basins. These basins and the connecting water area, comprising approximately 70 acres, have been developed with 704 slips, ranging in length from 25 feet to 51 feet for the use of small craft home-ported in Oceanside. Additionally, 78 end ties (2436 linear feet), and 22 transient slips result in a total of 804 slips. (An additional 400 feet of transient dock is also available.)

Facilities for launching and storage of trailerable boats are limited to a 5-lane concrete launching ramp with related car-trailer parking of approximately 130 spaces, and racks for dinghy storage located on, or at heads of, a number of the docks. Launching and haul-out of boats undergoing repair or service is accomplished with a 12-ton capacity, 42-foot limit,

figure 4-4



precise plan of
oceanside small craft harbor

prepared by EDAW inc

percent of slip occupants by county (1977) → 6%

number of slip occupants by county (1977) → (80)

distance between harbors (in nautical miles) → 28nm

regional service area: osch

north

scale 0 4 8 16 miles

oceanside, city of oceanside, city of oceanside

mobile overhead straddle-type hoist at the repair yard, but no in-and-out recreational use crane hoist launching is available at this facility or elsewhere in the Harbor. No dry storage for boats over 8 feet in length is available.

Current (June, 1978) occupancy of the slips is 100% with a 238-person waiting list (payment of ten dollars is required as a good faith demonstration of a desire to obtain a slip). This represents a substantial increase over the past several years with only 50 persons on the waiting list in December, 1976, when occupancy was 99.4%.

Based upon market demand studies performed in June, 1978 by Williams-Kubelbeck and Associates for a separate study on Harbor expansion potential, it was projected that a continued high level of demand would be present for slips in the OSCH for the forseeable future, exceeding existing and expandable supply of slips.

Other Water/Water Oriented Uses

In addition to the above described berthing and launching facilities OSCH has a fuel dock (Parcel H), a bait dock and a dock for use by the Coast Guard Cutter assigned to the Harbor. The fuel dock near the end of the peninsula is a use compatible with the Harbor operation and coastal zone priorities. It is being considered for remodeling/expansion to achieve greater conformity with architectural style within the Harbor Area and achieve greater economic/physical efficiency. The nearby bait dock is being considered for relocation or consolidation with more compatible uses. The Coast Guard dock is an essential function which must remain in the Harbor (although not necessarily at this location).

4.2.4 Circulation/Parking

Circulation

The major access routes to the Harbor Area can be seen on the accompanying illustration, which shows the importance of Hill Street and Harbor Drive, Carmelo and Monterey Drives, Riverside Drive, Pacific Street and the San Diego Freeway. Also significant in terms of potential access within the Study Area is 8th Street.

Within the Harbor itself, the only circulation is provided by the two portions of Harbor Drive, Harbor Drive North and Harbor Drive South, along with the short section of North Pacific Street which is located on the peninsula between the beach and the south basin of the Harbor. While having varied right-of-way and pavement widths, sometimes including on-street parallel parking as on portions of Harbor Drive North, these streets basically provide only one travel lane in each direction, with no median or

turn pockets. All of the above streets end in dead ends with an adequate turn-around (for autos only) provided.

Entries/exits for this internal circulation system currently exist only at the "main" Harbor Drive entry, and the secondary entry provided by the recently rebuilt ford-type Pacific Street connection across the San Luis Rey River at its mouth. This latter connection consists of a paved road on a sand berm with drainage culverts beneath and has been subject to wash-out during extreme runoff conditions of the San Luis Rey River. Thus, without improvement, it cannot be considered as a permanent access-egress point to the Harbor, although its presence as a link in the existing shoreline bicycle-pedestrian systems is valuable, and its use as an additional exit point for peak traffic from the beach and other peninsula uses is important.

Another "egress" point from Harbor Drive South, which however cannot be considered as significant, is offered by the one-way vehicular tunnel under the railroad embankment, which connects to Parking Lot #1, thence to the Riverside Drive access to Hill Street and Carmelo Drive. This route cannot, however, be utilized for two-way traffic due to its existing one lane width and difficult sight lines for traffic entering Harbor Drive South from Lot #1.

Thus, most traffic has, and will, (without permanent improvements to the Pacific Street connection across the river) continue to enter and exit the Harbor through the Harbor Drive entry.

"Off-peak season" traffic counts taken by the City Traffic Engineer in January, 1977 at "peak hours" (4 - 6 in the afternoon) indicated that the major routes and intersections to, and within the Harbor, were operating at well below their design capacity, ranging from a low of 7% to a high of 50% of capacity. (See accompanying Table 4-3)

Additionally, accident reports for the Harbor Area during 1977 indicate approach turns and side swiping represent a major problem, as noted in Table 4-2. While this information is useful for an off-peak use baseline comparison, the critical concerns related to congestion, decreased levels of service, accidents and other circulation problems in the Harbor occur during the peak season, peak hour conditions typified by a summer weekend, during the 2 - 3 pm period.

In order to properly determine these peak season baseline conditions, a joint City of Oceanside/EIR Traffic Consultant study was undertaken during the Memorial Day Weekend, May 27-28, 1978, using mechanical counters as well as field observations. The results of this study are described on the following pages and the implications of these findings in the Impacts and Mitigation Measures Sections.

figure 4-5

circulation: access routes

north

scale 0 100 200 400

OCEANSIDE SMALL CRAFT HARBOR

PRECISE PLAN

and

FINAL ENVIRONMENTAL IMPACT REPORT

VOLUME II

TECHNICAL INFORMATION

PD:LCP.0601

Prepared by:

City of Oceanside

Planning Department

with assistance from:

EDAW, Inc.

July, 1979

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OCEANSIDE SMALL CRAFT HARBOR

PRECISE PLAN

VOLUME II

INTRODUCTION

Volume I of the Harbor Precise Plan contains the substantive land use and policy elements of the Precise Plan. It contains the Precise Plan/EIR Summary, a detailed description of the short- and long-range plans for the Harbor, a list of actions needed to implement the Precise Plan, and a Coastal Act compliance analysis.

Volume II of the Precise Plan contains the background information and describes the process which was used to develop the Precise Plan. These technical components of the Precise Plan include:

1. A description of existing conditions (both opportunities and constraints) in the Harbor which serves as the planning baseline information for the Precise Plan.

2. The Environmental Setting section, which both meets the requirements of CEQA and serves as the environmental baseline information for the Precise Plan.

3. As required by CEQA, the various sections on environmental impacts and mitigations, which were used in both developing and evaluating the Precise Plan.

4. An alternatives section which described the plan evaluation process employed by the citizens committee which developed the Precise Plan.

5. The list of agencies which reviewed the Precise Plan EIR, their comments, and the City's response to the comments.

BACKGROUND FOR PLANNING/IMPACTS DEFINITION

The process utilized in the development of the Precise Plan commenced with a thorough analysis of the Harbor Area and its surroundings in order to establish a "baseline" definition of those aspects of the area which appeared to be functioning well, those which were functioning less efficiently and areas where improvements/potentials could be achieved. This analysis focused on "constraints and problems" and "opportunities" which were developed from several sources:

- Interviews with local officials, City staff, Harbor District Staff, harbor lessees, organized boating groups, individual boaters/slip tenants and local and regional tourists and harbor users.

- Interviews with other interested agencies, as well as review of studies and references cited by these sources (U.S. Army Corps of Engineers, State and Regional Coastal Commissions, San Diego County CPC and other agencies, State Department of Navigation and Ocean Development, others).

- Field observations by the Precise Plan consulting firm staff in OSCH and other harbors and marinas coupled with experience on similar projects, and resource files.

On the accompanying illustrations the constraints, problems and opportunities defined in the Precise Plan's initial study phases have been noted within the Harbor Area. Some, which are consistent throughout are indicated in only one location, however.

Constraints/Problems

A "constraint" is defined as a factor totally preventing, or inhibiting the range of possible solutions, while a "problem" is an indication of conflict, inefficiency, or other negative factors which can be resolved.

Constraints and problems can be considered as addressing several categorical problems:

- Physical limitations on the expansion or modification of existing land and water areas and facilities.

- Conflicts and inefficiencies in the functional layout, design and operations of circulation and parking (including pedestrian and circulation).

- Conflicts and inefficiencies in the functional layout, design and operations of berthing, storage and launching facilities, as well as water area circulation.

- Conflicts and inefficiencies in the functional layout, design and operation of land uses and individual parcel activities.

- Lack of continuity, clarity and efficiency in signing, landscape design, architectural expression, urban design detailing and other aesthetic and visually dominant features of the Harbor.

- Impacts of uses and activities located outside of the Harbor Area upon it, and vice versa (Study Area, etc.).

Summarized, the major constraints and problems are: (See illustration for detailed comments)

- Lack of ability to easily or significantly expand existing land and water areas within the existing limits of the Harbor District due to topography, Camp Pendelton and San Luis Rey River.
- Limited entry routes and possible undersized internal circulation with significant and increasing congestion at peak periods in high activity areas.

- Inefficiently-utilized parking facilities, with significant and unnecessary shortage/control problems in high activity areas, yet vacancies in other locations.

- Inefficient or inadequate site designs for several leaseholds, presenting functional conflicts with adjacent areas, circulation and loss of needed space.

- A major continuously vacant parcel (Parcel F) in a key location.

- Minimal amounts of useable public open space for non-boaters within the Harbor and a lack of proper linkage with adjacent open space and recreational areas.

- Lack of dry storage facilities, adequate hoist/launch facilities and adequate protected water areas available for dinghy/rental boat sailing.

- Lack of consistent signing, landscape and architectural treatments creating confusion, visual unattractiveness and loss of guidance to developers/staff for physical design and parcel maintenance questions.

- Continuing problems of Harbor entrance safety, surge damage, continuing dredging and beach erosion due to breakwater/jetty design problems.

- Lack of properly located signs for access, location of facilities and activities for visitors on both freeway and surface streets, and lack of simple orientation/information within the Harbor located at key visual/functional points.

- Underutilization of numerous land areas within the harbor, coupled with lower-than-appropriate rates of revenue on several potential high intensity, high-economic parcels, along with lack of new parcels.

- Major barrier to effective use of largest single land area of Harbor (Parking Lot 1) created by limited access and physical mass of railroad embankment.

Opportunities

"Opportunities" represents both the known potentials for the solutions to identified problems and constraints as well as newly-identified (but untested as to feasibility) possibilities for improvement of functional/physical/economic efficiencies.

These opportunities can be categorized into the same areas as the constraints and problems, but are expressed in positive terms ("Opportunity to create additional parking to alleviate peak period overloads of existing parking lot #6").

Major opportunities include:

- Short-range achievement of improvements to internal circulation and parking problems appear to be possible through a combination of minor redesigns of critical areas, and minor expansions within existing boundaries of the Harbor. Additional improvements can be provided by construction already proposed and possible use of multi-use structures where appropriate.

- Underutilized parcels and parking areas can be made available for development using air rights and other techniques, while preserving and enhancing views and parking.

- More efficient site designs for several existing parcels can be accomplished, providing more useable space and better appearance, as well as better functional operation of the uses themselves.

- Several projects currently underway or proposed by the Harbor District or various lessees will improve a number of existing problem situations and enable greater economic returns, as well as provide greater public use.

- A number of opportunities to significantly expand useable public open space within the harbor appear to be capable of immediate implementation at relatively low cost thus providing increased public activity potentials.

- Additional berthing could, if needed, be developed within existing water areas to provide an increase over existing numbers of berthing spaces within the existing Harbor Area (if surge can be eliminated).

- Existing vacant and underutilized land areas throughout the Harbor could be readily developed as dry storage facilities serving a wide variety of boating types.

Additionally, existing dry storage and launch-rigging areas on docks for dinghies could be substantially improved with modest physical changes to existing docks, including more dinghy storage racks.

- Substantial improvements to the facilities, services and activities of organized boating, primarily those offered at OYC, could be accomplished through a program of improvements under consideration by OYC. Additionally, facilities serving institutional and public agency boating needs could be provided/improved in the Harbor with modest effort, including a sailing center offering instruction and boat rental for the general public.

- Substantial improvements in public direction and information signage, as well as identification/entry signage for the entire Harbor, can be accomplished through upgrading of some existing sign systems, provision of new signs and use of more readable typographic styles, symbols and diagrams. Additionally, improvements in signing systems on leaseholds can be accomplished through development of a simple, yet flexible, sign control program which will enable both business name information and modest advertising to be displayed consistently on all parcels.

- An opportunity to substantially benefit and assist existing Harbor Patrol operations, as well as locating their operations central to any expansion program, is provided by the vacant land to the north of the existing fuel dock, which could house relocated patrol offices.

- Using much of the existing landscape as a base, a unified, low maintenance master landscape program could be designed for the harbor which would both improve the individual leasehold appearances and provide a unifying and modifying visual element for the many large open parking areas, and diverse architectural styles.

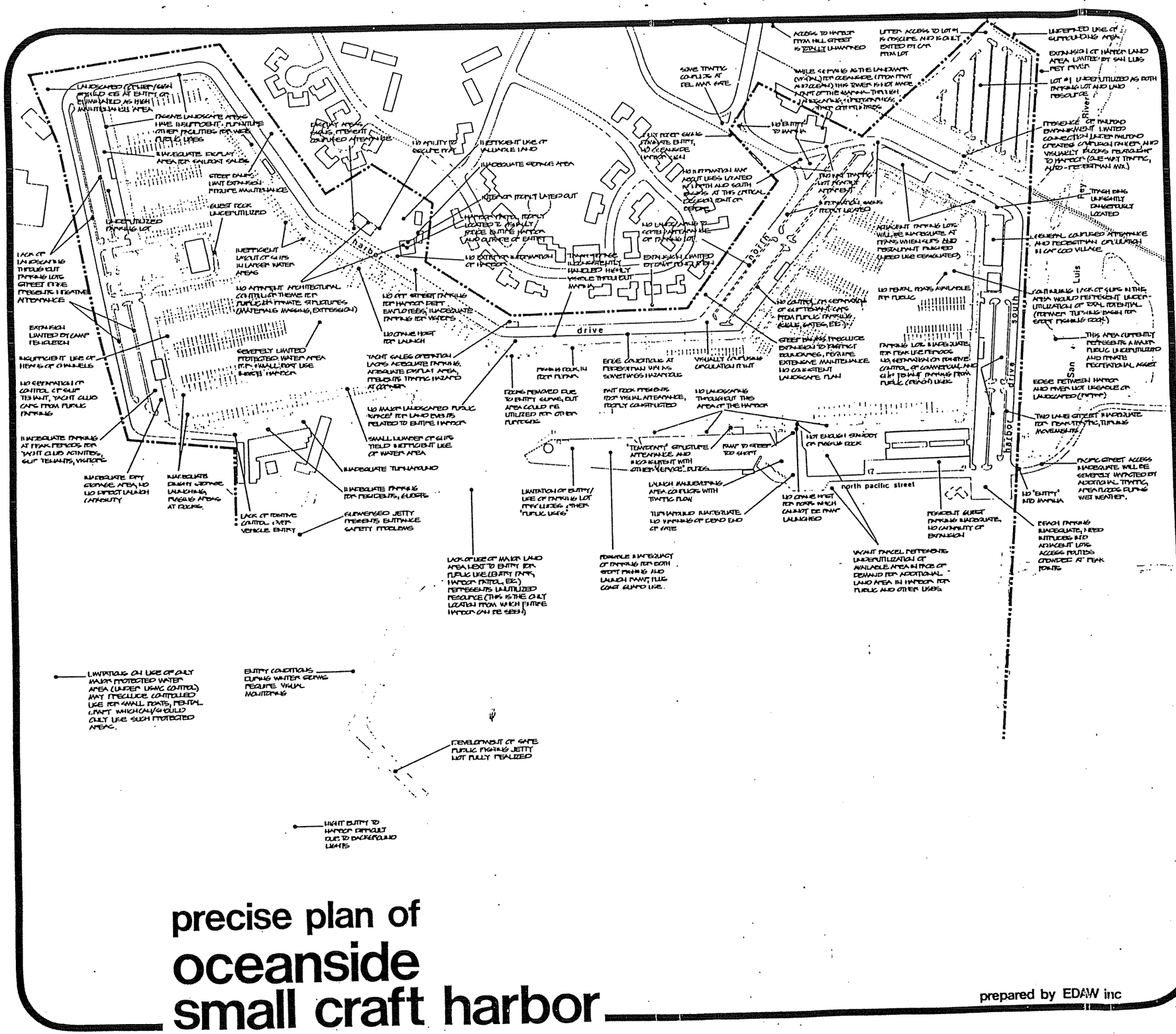
- Using similar materials and similar basic massing and site treatment concepts as the unifying elements (rather than an architectural "style" - there are currently 11 different styles among the 18 major buildings in the Harbor), a more cohesive visual appearance to the Harbor's structures (existing and potential) can be accomplished and maintained. Such a design control system would apply to refurbishment/renovation of existing structures, both public and leasehold, based upon

recommended improvements specific to each structure, as well as to the materials, massing, orientation, site and architectural design of any future structures.

- In light of current planning activities for the San Luis Rey River by the Corps of Engineers and the concurrent Redevelopment Area and Harbor Area planning efforts, an immediate and highly timely opportunity to develop a definitive plan for the limited recreational/natural area use of the San Luis Rey River appears to be present.

- Significant improvements in circulation and parking, as well as public recreational facilities (picnic shelters, heads, etc.) for the beach area and access to the launch ramp/sportfishing areas can be accomplished in the near term through modest investment, with such improvements remaining totally functional in any of the proposed harbor expansion plans.

figure 4-1



precise plan of
oceanside
small craft harbor

prepared by EDAW inc

constraints & problems

north

scale 0 50 100 200

TABLE 4-2

OCEANSIDE HARBOR AND VICINITY
ACCIDENT REPORTS - 1977
Location, Number and Type

LOCATION	NUMBER OF ACCIDENTS	TYPE OF ACCIDENT
Pacific Street Between Ninth and Harbor Dr. South	11	Approach Turns Rear End
Harbor Dr. South Between Pacific and Harbor Dr. North	13	Approach Turns Vehicles Backing Up Sideswiping Parked Vehicles Rear End
Hill Street and Harbor Dr.	7	Approach Turns Rear End Overtaking Turn Overtaking Sideswipe
Pacific Street and Ninth Street	4	Approach Turns Overtaking Turns Vehicle Backing Up
Harbor Dr. South and Harbor Dr. North	3	Head On Rear End
Pacific and Harbor Dr. South	4	Visibility Obstructed Violated Right-of-Way Vechile Backing Up
Harbor Dr. North	4	Sideswiping Parked Vehicle Overtaking Sideswipe

Source: City of Oceanside, Traffic Engineering Section, January, 1978.

TABLE 4-3
Peak Hour Traffic Volumes
and Volume/Capacity Ratios
Oceanside Small Craft Harbor

LOCATION	CAPACITY	PEAK HOUR VOLUME	V/C
Harbor Drive W/B at Hill Street	2,000	530	0.26
Harbor Dr. W/B at Santa Fe Avenue	600	300	0.50
Santa Fe Ave. S/B at Harbor Drive	950	250	0.26
Pacific St. N/B at Harbor Drive South	700	110	0.16
Pacific St. N/B at Harbor Dr. South	600	50	0.08
Harbor Dr. South W/B at Pacific St.	650	110	0.07

Source: Harbor Area Traffic Study, City of Oceanside, January 1977.

The 1977 traffic counts and accident reports shown in the preceding tables are a good picture of off-season traffic flows in the Oceanside Harbor area. They give little indication, however, of what the traffic volumes and conditions are in the critical summer season.

In order to better understand the summer season traffic, Federhart and Associates, Traffic Consultants, and the City of Oceanside Traffic Engineering Staff, collaborated on a number of 24-hour machine traffic counts, and peak hour manual turning movement counts over the Memorial Day Weekend, May 27-28, 1978.

This weekend proved to be very unusual in Southern California since record temperatures were set, and record crowds were recorded at beaches all over Southern California. Additionally in Oceanside, the special Pacific Panorama activities were conducted on this weekend and were heavily attended. In all, the traffic data gathered that weekend is thought to be almost representative of summer season weekdays and summer season holidays - the heaviest use times in the Oceanside Harbor.

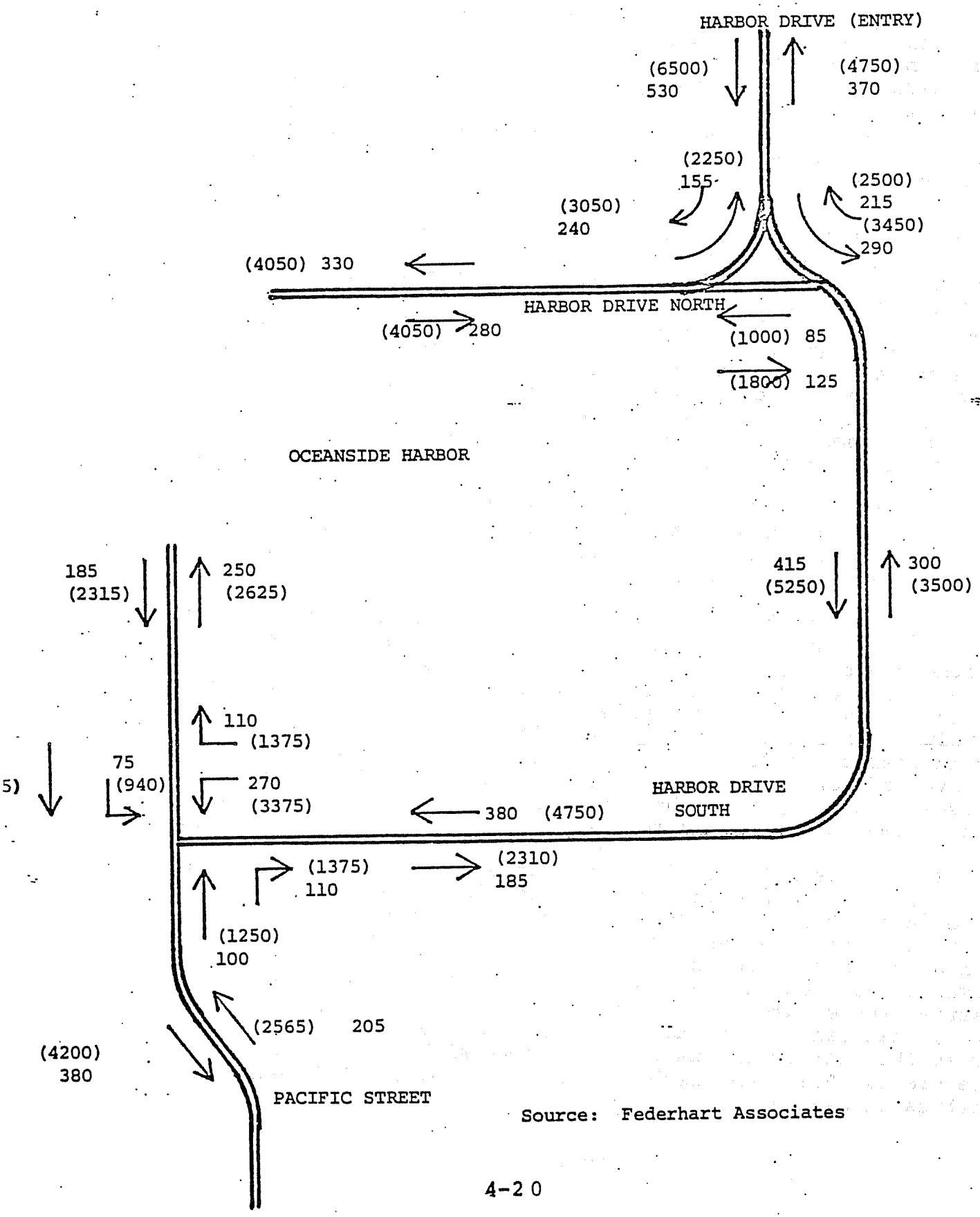
Based on the Memorial Weekend counts, Figure 4-6 is a diagram of the estimated summer holiday volumes in the Oceanside Harbor. As can be seen, over 8,000 vehicles use Harbor Drive North, about 8,800 use Harbor Drive South, south of the Y, and almost 5000 vehicles use Pacific Street north of Harbor Drive. It is interesting to also note that Harbor Drive South, south of the Y is unbalanced, e.g., 1,750 more vehicles daily travel southbound than northbound. No doubt much of this is due to the often observed "cruising" and "through" vehicles, which come into the Harbor at the north but go out of the area southbound, at Pacific Street, without an in-harbor destination.

Using the volumes of Figure 4-6 and machine counts from other days, the traffic consultant made estimates of the Oceanside Harbor summer weekday volumes to go with those of Figure 4-6. Figure 4-7 shows these volumes.

All of the volumes shown on Figures 4-6 and 4-7 are today traveling on streets that are essentially one lane in each direction and without marked turning lanes. The volumes of Figure 4-6 indicate that soon there will have to be turning lanes provided in the Harbor Area. At Harbor and Pacific, for instance, the peak hour volumes of Figure 4-6 show that if a signal was installed, it would operate at 78% of Level of Service "C" capacity (a high level of service in urban areas). However, if two lanes were available on each of the approaches at Pacific and Harbor, then the same volumes would require only a 44% level of operation.

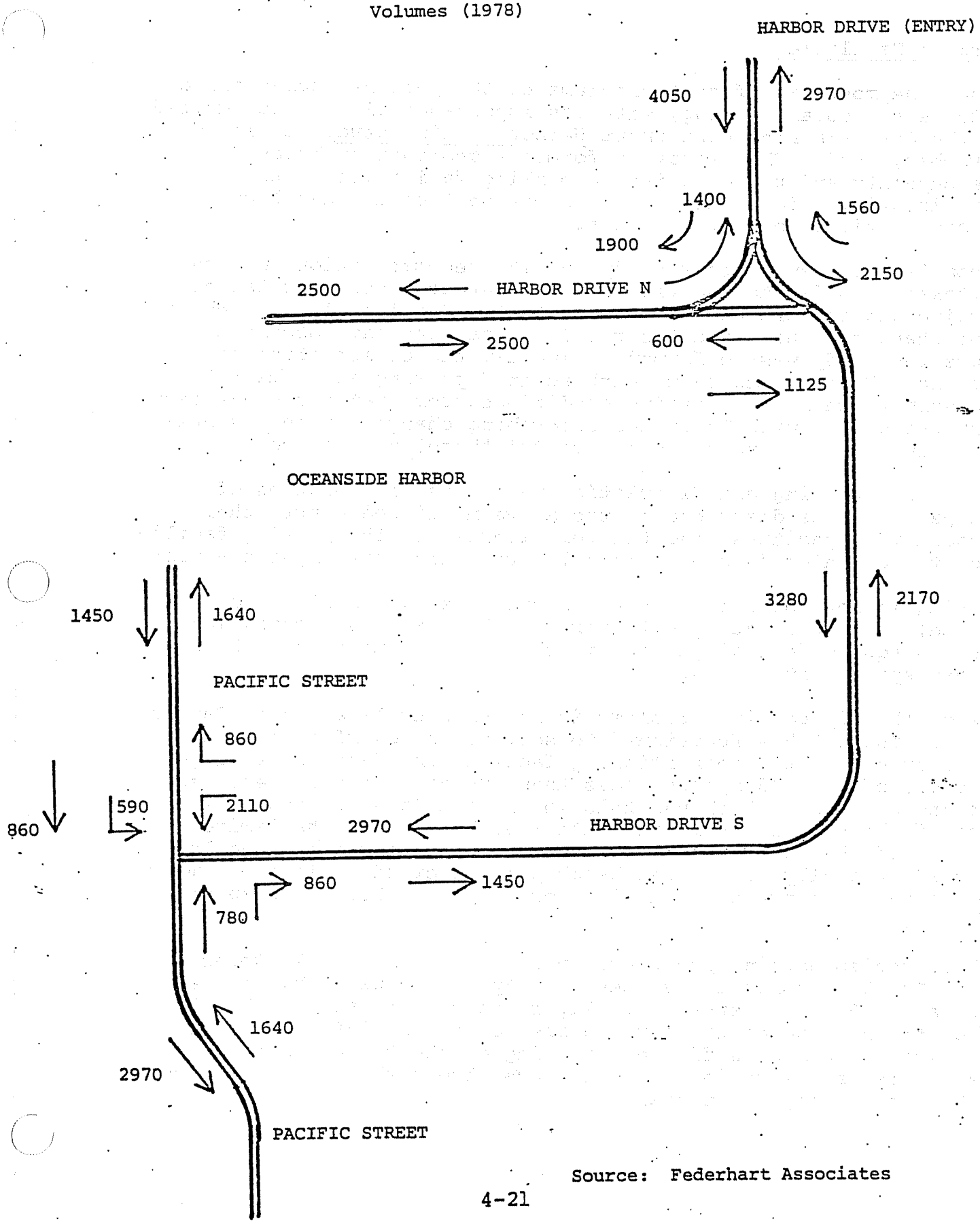
At the Y, if this intersection were converted to a T intersection, had two lanes on each approach, and was signalized, it would operate at about 50% of Level of Service "C" with the peak hour volumes of Figure 4-6 instead of the 90% figure with only the existing one lane approaches. The above clearly shows how close to Level of Service "C" capacity, the existing holiday volumes and street system are in the Harbor Area. It also clearly shows, however, what can be done to alleviate the problems that will occur in the near future as traffic grows with the implementation of the Precise Plan, and with increased use of coastal recreation facilities in general.

Figure 4 - 6
Existing Summer Holiday Volumes
1978



Source: Federhart Associates

Figure 4 - 7
Estimated Existing Summer Weekday
Volumes (1978)



Source: Federhart Associates

Parking Facilities

Among the most significant problems of the current operations of OSCH is vehicular parking, with its importance already recognized in the City Planning Department Harbor Parking Study developed in November, 1975. This study performed a thorough analysis of the capacity and use of existing parking facilities in the Harbor, identified deficiencies and opportunities and developed recommendations for improvements.

A complete review of this study and its recommendations was undertaken in order to analyze the use characteristics of Harbor parking and compare with the consultant's field analysis. While some changes in uses and their related parking have occurred since the study was performed (primarily the construction of the Chart House Restaurant, with related parking adjustments), the summary chart of existing conditions from that study has been reproduced here with footnotes describing changes since its preparation, since it represents a useful "baseline" document.

The Public Parking and Circulation Map shows the location of the parking lots described in the above mentioned chart, their respective capacities, and the relationship of the parking facilities to vehicular (and pedestrian) circulation serving the Harbor.

Parking in lots occupies 185,428 square feet (plus 225 street spaced) or approximately 4.26 acres. There is also approximately 150,000 square feet of parking in the launch ramp area. The off street spaces total 1600.

One of the key parking problems is the underutilization of Parking Lot 1. The lot has functioned to service the overflow parking requirements of the sportsfishing facility and Cape Cod Village. However, of the 395 spaces, less than 100 are actually required for the overflow. Although this lot is the largest single land area of the Harbor, it is underutilized because of the limited access and physical barrier of the AT & ST embankment. The lot does additionally, serve the beach parking overflow in the summer months and some overflow parking for the Chart House restaurant, as well.

Other problem parking areas are in lots 2 and the Jolly Roger lot. Lot 2 contains 146 spaces; twenty are required by the Yacht Club and 110 are reserved for slip renters. The area is highly congested because of the large number of slips (246), Yacht Club activities, lack of sufficient parking at the Village Marina apartments (a 1.1 ration), and the overflow parking requirements of the Jolly Roger Restaurant.

Table 4-4

Summary of Existing Parking

arking Lot	Location	# of Slips	Total Parking	Reserved Parking	Parking Req. by Ordn.	Excess Spaces ***	Comments
1	East of railroad	0	395	0	65	345	Generally used only for overflow parking. Recreational vehicle pk. has been proposed. Could be more fully utilized for employee parking.
2	Yacht Club area Docks F-J	246	146	110	20	16	Highly congested lot because of Villa Marina overflow and Yacht Club.
3	Yearly Boat Sales Docks A-E	141	199	95	2	102	No parking problems here. Should flip-flop one way system to accommodate overflow from Jolly Rogers.
4	Docks K-M	86	129	48	0	81	Excess parking exists.
5	Docks O-P	91	154	48	71	35	Excess parking.
6	NE corner of Pacific & Harbor Dr. Docks Q-R	58	99	33	0	64	Congested in summer months. Too many spaces reserved for slips.
7	West of Cape Cod Village Docks S-T	64	106	45	61	0	Congested from patrons of Cape Cod Village and beach crowd.
8	Cape Cod Village	0	38	0	72	-34	Very tight parking. Nearly always full. Inadequate based upon present ordinance requirements.
9	Dolphin Inn *	0	40	0	27	13	1 hr. limit for Dolphin Inn. Excess spaces not available for other uses.
10	Beach Lot	0	52	0	0	52	Very congested in summer; inadequate for beach crowds.
olly oger	Jolly Roger Restaurant	0	87 ****	0	87	0	Adequate most of the time.
aunching amp	North of Marina Del Mar Condos. **	0	114	0	10	64	Double-length spaces to accommodate cars with boat trailers. Generally well utilized.
treet arking	On Harbor Drive Dock X	71	225±	0	25	200	Heavily used in congested areas near Yacht Club, Cape Cod Village & beach. Used by harbor employees; not striped on east side of harbor.

Now Chart House Restaurant.

* Will also include parking for relocated sportfishing dock.

** Excess spaces means excess in terms of the Parking Ordinance Requirements of the City.

*** Actual field counts by lessee and City Planning Staff in 1978 indicates 105 spaces.

ource: Oceanside Planning Department, 1975
Updated by EDAW, 1978

Lot 10 contains 52 spaces and is exclusively for the use of beach users. The number of spaces provided is totally inadequate, resulting in congestion in the area throughout the majority of the year, with many futile trips to and through a filled lot.

There are approximately 225 on-street parking spaces located on Harbor Drive North and Harbor Drive South. These spaces are marked and heavily used along Harbor Drive South and in the area near the Yacht Club and the Villa Marina apartments on Harbor Drive North. Along the east side of the Harbor the spaces are not marked, however the area is used by the 25 employees of the Harbor District (no off-street parking is available) and by the 71 slip renters along "X" dock (none reserved). The yacht sales operation require 4 spaces for their use. Users of the picnic facilities along Harbor Drive North also rely on the available on-street parking.

Pedestrian

Pedestrian circulation is limited to sidewalks located around the periphery of the Harbor basins as shown on the Parking and Circulation Map. Extensive pedestrian circulation during peak activity periods for uses within and surrounding the Harbor also occurs along the beach and jetty area and in the parking lots adjacent to the Cape Cod Village area. Extensive pedestrian activity occurs along Harbor Drive South during the summer peak beach season due to the use of Parking Lot 1 for remote parking by beach visitors.

Bicycle

Bicycle circulation is noted on the Harbor Area circulation routes by signing, but no marked separate circulation or other facilities specifically for cyclists are provided, except for a few storage racks.

4.2.5 Utilities and Energy

Water

The City of Oceanside Water and Sewer Department conducted a survey of Harbor District water facilities in 1976. The survey indicated that serious deterioration of the District's water distribution system had occurred as a result of extensive corrosion since installation. The lines were constructed of steel cylinder pipe with a cement lining and mortar coating. Eventually, cracks occurred in the mortar coating which allowed moisture to penetrate to the steel cylinder resulting in deterioration by electrolysis from the surrounding soil.

During the survey, it was also discovered that several backflow valves were in need of repair. Their proper maintenance is very necessary since they provide protection against contamination of the domestic water supply.

At the time of the survey, the Water and Sewer Department suggested that plans be made to make the necessary repairs to the backflow valves and that the Harbor District's budget include additional funds for water main repairs. Currently, the Harbor District has made initial repairs but has not begun a phased improvement program.

All water lines within the Harbor Area are 8" in diameter with the exception of feeder lines serving the Jolly Roger Restaurant, the Village Marina apartment/boatel and the peninsula area beyond the Marino del Mar condominiums, which have 6" diameter. Water consumption for the entire Harbor Area since 1976 has been increasing as is illustrated in the following table:

Year	Consumption (Gallons)	% Increase
1976	15,257,000	
1977	24,824,000	62%
1978 (Jan-May)	15,878,000	72%

(1978 Year Projection: 42,870,600)

SOURCE: City of Oceanside, Sewer and Water Department

The Harbor Area is served by the Buddy Todd Reservoir which has a capacity of 5 million gallons. This facility is fed by a series of other reservoirs in the City. Although its capacity is sufficient for normal domestic demand, there is some concern that a major fire could cause reserves to be lowered to the point at which adequate fire flows could not be maintained. Existing fire flow in the Harbor Area is about 2,500 GPM according to the

Fire Marshall. The Jolly Roger and Chart House Restaurants are sprinklered to reduce their fire flow requirements. However, the Villa Marina (Parcel J) and Marina del Mar (Parcel E) are not sprinklered and, therefore, have the highest fire flow requirements. The Fire Marshall has estimated fire flow in the Harbor Area should be no less than 4,000 GPM to serve existing uses which would require at least a 10" diameter pipeline.

Sewage

Collection, treatment and discharge of sewage effluent from the Harbor Area is administered by the City of Oceanside Sewer and Water Department. The department operates two treatment plants, the La Salina Plant and the San Luis Rey Sewage Treatment Plant, each with separate service areas/systems. The two systems are defined by topographic features as well as by existing sewage transmission lines. It is not physically possible to bring sewage from one plant to the other for treatment at this time. Discharge for both plants is handled by a single ocean outfall with a 10.3 MGD capacity.

The Harbor District is within the service area of the La Salina Treatment Plant which has a design capacity of 5.5 MGD. However, upgrading of the facility mandated by the RWQCB may reduce plant capacity to 4.0 MGD. The plant is currently processing 3.5 MGD, leaving a remaining uncommitted capacity of 0.5 MGD upon completion of upgrading. Upgrading has been mandated by the RWQCB because the City was in violation of effluent quality standards at the ocean outfall resulting in the issuance of a Cease and Desist Order (Order No. 78-7) on February 27, 1978.

Based upon current planning factors, sewage flow for the Harbor Area has been estimated at 116,000 GPD. (Less than 3.0% of the plant capacity.) The sewage is transported from the Harbor to the La Salina Treatment Plant in an 8 inch line utilizing the AT and SF right-of-way over the San Luis Rey River to Myers Street. The Plant is located near the mouth of the Loma Alta slough, approximately 1750 yards south of the Harbor. The plant currently is a secondary treatment facility; however, due to its age, most equipment is considered depreciated and requiring replacement. Following upgrading, adequate sludge dewatering and discharge equipment will have been installed to meet the standards established by the Porter-Cologne Water Quality Control Act.

Within the Harbor Area, sewage collection lines for Harbor Drive South parallel to the San Luis Rey River, and for Harbor Drive North, continuing north from the Marine Center, are 6" in diameter. The remainder of the lines are 8" diameters. Within the Harbor Area are five sewage lift pumps/stations. A sixth station serving the Harbor is located within the AT and SF right-of-way. The location and capacity of each lift station is listed on the following pages.

Station	Location	Capacity
1	Traffic circle near parcel "J"	100 gpm
2	North corner parking lot #3	175 gpm
3	West corner parking lot #4	250 gpm
4	East corner parcel "D"	400 gpm
5	South corner parcel "E"	100 gpm
6	AT and SF R/W	400 gpm

In 1975, it was estimated that the pumps operated for approximately 1800 hours or roughly 20% of the year. However, it is estimated that, to process the current estimated volume of sewage (116,000 GPD), the pumps are required to operate approximately 80% of the time.

Although not directly related to sewage flow from the Harbor District, it is important to note that the San Luis Rey Treatment Plant has a remaining uncommitted capacity of only 0.2 MGD. As a result, the city adopted a moratorium on application for residential development on September 21, 1977. The moratorium was subsequently extended until August, 1978. Expansion plans for the SLRTP are currently under study with the earliest date for completion of construction scheduled for August, 1980.

Electrical Power and Natural Gas

Electrical power and Natural Gas are supplied by San Diego Gas and Electric. Current consumption for electrical power, based upon average planning figures provided by SDG&E, is approximately 275,600 KwH/month. The Harbor area is equipped with four transformers and underground 12KV lines along both Harbor Drive North and Harbor Drive South. SDG&E generates most of its own electrical power with fossil fuel plants and a small amount at the nuclear plant at San Onofre. Power is distributed throughout the service area via a network of high voltage transmission lines.

The City of Oceanside requires that electrical service cables for new buildings be placed underground, which would follow current practice in the Harbor Area.

Natural gas consumption for the Harbor Area, also based upon planning figures from SDG&E is currently estimated at 16,766 therms/month (1 therm=1,000 cubic feet). Natural gas is supplied to the Harbor Area through a 2 inch line along both Harbor Drive North and South. SDG&E receives its natural gas supply from the Southern California Gas Company.

4.2.6 Public Services and Facilities

Police

The Harbor Patrol is responsible for providing 24-hour police services within the entire Harbor Area. Assistance from the Oceanside Police Department is requested only for extreme emergencies such as a felony, murder, etc.

Fire Protection

Initial fire protection within the Harbor Area is provided by the Harbor Patrol and the Coast Guard. Their patrol craft are equipped with extinguishers capable of controlling minor fires. Fire protection for major land based fires is provided by Fire Station No. 1 of the Oceanside Fire Department located at the intersection of 3rd and Nevada Streets. The station's response time to the Harbor is between 3 and 5 minutes.

Hospital Facilities

Initial first aid is provided by the Harbor Patrol. Major medical problems are usually referred to the Tri-City Hospital located approximately 6 miles from the site near the intersection of College Boulevard and Vista Way (Rt. 78). Ambulance service is also provided by the hospital. Paramedic services are available through the Fire Department.

Solid Waste

Trash collection within the Harbor Area is provided by the Public Works Department of the City of Oceanside.

The trash receptacles are randomly located in unenclosed areas throughout the harbor. Solid waste service vehicles collect trash every 5½ days utilizing the primary vehicular circulation system for access to these receptacles.

4.2.7 Visual Quality

One of the major factors considered in the development of the Precise Plan was the preservation and enhancement of public views within, to and from the Harbor Area. These views represent the major means by which most persons understand the existing "character" of the Harbor. They are typified by view corridors both to and from the Harbor Area as well as site-specific visual quality conditions created by the structures, landscaping and street furniture. Among the major views present at the OSCH are:

- The entry view at the Harbor Drive approach downslope between the two embankments on either side of the street. This entry point provides a focused "window" view of the Harbor north basin and adjacent urban and river environments.

- The views of the Harbor Area from the freeway and Hill Street. These views, while limited in arc and duration, are of value in terms of their perspective of the area and establishing the "setting" of the Harbor within the Oceanside/Camp Pendleton urban environment.

- The views to the docks and water area from both vehicular passenger and pedestrian eye level. Such views are a major feature of the peripheral vehicular/pedestrian circulation system within the Harbor Area. Views of the Harbor and the ocean are occasionally obstructed by buildings, walls or other architectural features; however, such features are considered part of the "overall" Harbor appearance from the peripheral streets.

- The view of the Harbor Area from seaward. This view is dominated by the Marina Towers which serves as a landmark for boats entering the Harbor channel. At night this entry can become confusing because of the many urban-area background lights which tend to obliterate the entrance navigational aids.

- The view of the San Luis Rey River mouth area. This view from Harbor Drive South, although partially obstructed by the rip-rap embankment forming the north side of the river channel, provides a valuable natural contrast to the intense urban nature of the Harbor Area.

In addition to views and view corridors, visual quality is strongly influenced by on-site design, landscape and architectural features. The Precise Plan addresses problems and opportunities related to these aspects of the Harbor's visual quality as well. Among the principal site-specific visual quality characteristics are:

- Differing architectural styles used throughout the area. Eleven different styles are utilized among the eighteen major buildings/building complexes, which inhibits the creation of any continuity of appearance within the area on the basis of existing architecture.

- Limited recreational open, or "green", space for pedestrian/visitor use coupled with non-continuous pedestrian circulation system. The lack of adequate landscape/street furniture treatment in pedestrian areas and walkways, such as shade trees, benches, etc., presents an uninviting visual quality in these areas.

- Limited landscaping to "soften" extensive parking and circulation features. A majority of the land area not devoted to buildings is encompassed by parking lots and streets. The existing landscape treatment in these public areas is inconsistent, with extensive treatment in some areas, such as slope embankments and lawns, while being non-existent in others. Most parking areas lack landscaping completely, resulting in a bleak appearance for these large portions of the Harbor land area.

4.2.8 Noise

Noise contours mapped in the City of Oceanside General Plan Noise Element for Interstate 5 and the AT and SF right-of-way indicate that the Harbor Area is not within the 65 dB contour for the freeway. However, noise from trains affects an area approximately 200 feet wide on either side of the AT and SF right-of-way. The affected area stretches from the water's edge adjacent to the portion of Harbor Drive South which parallels the right-of-way to approximately 40% of the width of Parking Lot #1. AMTRAK runs 12 trains through Oceanside daily, except for Friday and Sunday on which 10 runs are made. Trains run almost hourly, passing through Oceanside from 6:34 A.M. until 10:09 P.M.

Noise within the remainder of the site is primarily the result of traffic on Harbor Drive North and South. Noise contour mapping was conducted for the Harbor Area in the Noise Element because it contains no major streets. However, because of the generally low velocity of vehicular travel within the Harbor Area, it can be assumed that traffic noise levels within the Harbor Area are within acceptable levels for the types of land uses present and present no major problems.

4.2.9 Archaeology

There are no recorded significant archaeological sites in the Harbor Area. This has been substantiated by a record search conducted by the San Diego Museum of Man, performed for the entire City of Oceanside, during preparation of the Environmental Resource Management Element of the General Plan. A subsequent check specifically for the OSCH was conducted prior to preparation of this EIR with the same result. (See Appendix.)

Prior to construction of the Harbor, its site consisted of beach and sand dune areas. The dredging and land fill measures conducted during its construction all but preclude the possibility that an undisturbed site exists. Should any future excavation/construction projects reveal the presence of archaeological sites, field reconnaissance would be conducted so that findings could be properly evaluated and logged and necessary mitigation measures instituted to salvage or stabilize any affected archaeological remains prior to completion of excavation/construction.

4.2.10 Related Planning Activities

Corps of Engineers

The U.S. Corps of Engineers currently has underway: continuing studies of the San Luis Rey River Flood Control Project (with related studies concerning environmental conservation and protection); the Oceanside Beach Erosion Control Study; and related to this effort, a study of the possible Corps activities construction which might be involved with a Harbor expansion in the "turning basin" area inside the existing breakwater, along with studies of surge control measures necessary to enable the existing Harbor to achieve full, efficient and safe operation. None of these studies were sufficiently advanced, in terms of output at this writing to enable their detailed description here, but they are described in general terms in other portions of this document where information on effects was available and considered significant. (Prior COE expansion studies for the Harbor were considered infeasible by COE and others and are not discussed here.)

Harbor District

The Harbor District had just commenced, at this writing, a preliminary study for Harbor expansion in the turning basin areas, coordinated with the COE analysis described above. Portions of the early analysis have been utilized in the impacts section of this document in order to determine their general implications on the proposed action (Precise Plan). These discussions are primarily focused on the effects on circulation and land uses within the existing Harbor.

4.3 PHYSICAL BIOLOGICAL SETTING

4.3.1 Topography

The Harbor Area is basically a beach and dune area topographically. The original configuration of the area has been largely obliterated by the Harbor development, which included considerable fill in the land areas at the time of construction. Beach elevation along the strand between the ocean and the South Basin of the Harbor ranges up to 10 feet above mean sea level. The width of the beach is approximately 300 feet with the furthest inland, portion, about 100' wide, being sufficiently consolidated to support limited vegetation. A bluff forms the inland boundary of the Harbor Area separating it from Camp Pendleton which is located at the higher elevation. This bluff runs essentially parallel to the coast throughout the Oceanside area at an elevation varying between 20 and 40 feet. In the Harbor Area it has been graded and landscaped to conform to the Harbor's configuration.

4.3.2 Geology and Soils

Soils in the Harbor Area consist of beach and dune sand. These silty sands can be excavated with ordinary earth-moving equipment, although it would require shoring. The sands are uniformly fine-grained and not cemented. These materials are not expansive, but the upper five feet or so generally is compressible and subject to settlement, as would be any fills placed over them. The sand is estimated to be about 100 feet deep.

The only signficant geotechnical problem in this group is the necessity of providing appropriate drainage structures for groundwater and surface water. Slope stability is a relatively minor problem in excavations in this group of soils.

The groundwater levels either fresh or brackish, are within a few feet of the surface. In some places, shoring and other support techniques would be needed during excavation. Drainage facilities would have to be provided for excavation and construction in those areas.

Soils investigations conducted in 1976 for construction of the Chart House Restaurant indicated this section of the Harbor District to be underlain by layers and/or lenses of clayey soils at varying depths below the ground surface. These clayey soils were determined to be subject to significant settling, if subjected to additional pressures such as from new building foundations. Construction over such soils would require foundations to be supported by driven piles designed to distribute the structural loads by shear. Similar soil conditions may exist in other portions

of the Harbor Area.

ıe most outstanding erosion problem in the Harbor Area is the ₋eterioration of the beach. This has been a chronic problem since 1942 with the construction of the Camp Pendleton breakwater. The beach is artificially replenished annually by pumping sand from other locations to the beach area. One source for this sand is the annual dredging of the Harbor which accounts for an average of 300,000 cubic yards per year. Other solutions to the problem are under consideration.

There is one active fault within a radius of 25 miles of the Project Area. It is the Inglewood-Rose Canyon Fault which has been mapped approximately five miles offshore by the U.S. Geological Survey. According to the geotechnical investigation prepared for Oceanside by Burkland and Associates, "An earthquake of magnitude of 6.5 or greater with its epicenter on the Inglewood-Rose Canyon Fault could result in secondary seismic effects (in the Harbor Area)." These effects are outlined in the following table.

TABLE 4-5

POTENTIAL SECONDARY SEISMIC EFFECTS

Assumption: Inglewood-Rose Canyon Fault
Epicenter, 6.5 magnitude (min.)

SECONDARY EFFECT	DESCRIPTION	POTENTIAL
Liquefaction	Soils lose cohesive strength, become "quick" and unable to bear the weight of overlying soils and structures.	Minimal to moderate in and around lagoons and along beach.
Lurch Cracking	Fissures in the ground.	Minimal to moderate in and around lagoons and along beach.
Lateral Spreading	Movement of loose spoils over low-angle slopes into open areas during an earthquake.	Minimal to moderate in and around lagoon and along beach.
Local Subsidence	Soil compaction.	Minimal to moderate.
Tsuanami	Ocean wave generated by earthquake.	Rare

SOURCE: Geotechnical Investigation for General Plan Revisions, Burkland and Associates, August, 1974, as quoted in City of Oceanside, Environmental Resource Management Element, 1975

4.3.3 Hydrology and Water Quality

Baseline information concerning hydrology and water quality within the Harbor has not been previously developed to any detail permitting presentation of a definitive statement specific to OSCH in this EIR. The Regional Water Quality Control Board has done no testing within or near the Harbor for several years. However, the Harbor District has not observed any water quality problems in the Harbor, nor have they received any complaints concerning water quality, except for isolated incidents not indicative of a trend or major problem.

The principal cause of water quality decline in a Small Craft Harbor Area is illegal discharge of effluent from marine heads or vessel holding tanks. State regulations have prohibited such discharges since the 1960's. An additional problem is illegal or accidental discharges of petroleum products from bilge discharges or small fueling spills. Responsibility for policing such spills rests with the U.S. Coast Guard. Further contamination, particularly of the sediment of the Harbor floor, can result from chlorinated hydrocarbons (such as DDT), polychlorinated biphenyls (PCB) and heavy metals (such as mercury, lead, silver, etc.). These pollutants find their way into the marine environment from a variety of sources including domestic industrial effluents, rainwater runoff, ship repair yards where anti-fouling paints are removed, paint deterioration resulting from scraping and sloughing and air pollution fallout. Some of these substances accumulate in sediments and complicate dredge spoils removal and disposal. Most of these substances, when present in excess quantities, have been shown to have some adverse effects on marine organisms, although no indication of this has been documented in OSCH.

Enclosed water bodies such as bays, harbors, estuaries and lagoons with their limited circulation and abundant plant and animal species, are more susceptible to damage from water pollution than is the open sea. Most wastes discharged into the water consume oxygen as they decompose. Decomposition of large amounts of organic wastes in semi-enclosed areas with poor water circulation can cause fish kills, algae blooms, stagnation, foul odors and smothering of benthic organisms.

Typically, a complete flushing, or exchange of the water in the tidal prism in such areas within a 72-hour period is desirable, with longer periods providing an opportunity for the above conditions to exist. It is estimated that the current rate of

exchange in the OSCH is within acceptable limits, approximating 72 hours.

The California Coastal Act seeks to maintain, manage and restore ocean water quality in such harbor/estuary areas through control of waste discharge from treatment plants and vessels. Use of sewage system hook-ups at berthing docks, as well as holding tanks and pumpout facilities, would be required in design and operation of future berthing and should be closely monitored and enforced.

Water quality of the San Luis Rey River Lagoon was monitored in 1972. At that time, it was found to be of sufficient quality to support a small to moderate warm freshwater fishery. The lagoon is about 10 acres in area and is formed by a sand bar at the Pacific Ocean. Surface flow in the river is reportedly ephemeral, thus resulting in the closing of the river with a beach berm caused by the tidal action of the ocean. Pacific Street passes on top of this berm connecting the Harbor Area to the City. During flood flows the beach berm is breached, allowing direct flow of the river into the ocean.

The lagoon is presently maintained by seasonal runoff and water released from Lake Henshaw, a water conservation reservoir. In 1972 the stream flow estimate at the head of the lagoon was 7 cfs.

The San Luis Rey River Mouth/estuary has been displaced in recent years by activity upstream. In 1955, the City of Oceanside elected to dispose of the effluent from the La Salina sewage treatment plant by spreading the wastewater in the lower San Luis Rey River Valley. This operation was quite successful in raising the ground water level in the Valley. A residual effect was to increase the flow in the San Luis Rey River. However, in 1964, the Regional Water Quality Control Board issued a Cease and Desist Order against this method of handling wastewater when it resulted in septic conditions in an upstream reservoir. This order is still in effect and has had the result of decreasing river flow. Water quality in the lagoon was not appreciably affected.

4.3.4 Air Quality

Oceanside, including the Harbor Area, falls within the San Diego Air Basin administered by the San Diego County Air Pollution Control Board. Vehicular emissions are the major source of smog and other air pollutants in the area because of limited heavy or pollutant producing industry in the Oceanside area. The following table, based upon information gathered at the San Diego APCD monitoring station in Oceanside, presents the number of days per year in 1975 and 1976 on which various pollutant levels equalled or exceeded accepted state or national standards.

Figures for downtown San Diego, the most intensely urban area within the air basin are also presented as an illustrative comparison.

Table 4-6

Air Pollution Levels - Oceanside & Downtown San Diego

Pollutant	Oceanside - Days in Excess or Equal to Calif. Std. 1975	1976	Downtown - San Diego Days in Excess or Equal to Calif. Std. 1975	1976	Federal Standards
Oxidant Level	34	96	25	65	.08 ppm[1]
Nitrogen Dioxide	2	3	4	6	5.0 pphm[2]
Sulfur Dioxide	0	0	0	1	3.0 pphm[2]
Carbon Monoxide*	0	0	0	0	40.0 ppm[1]
Ozone	43	69	29	45	8.0 pphm[1]
Hydrocarbons	179	222	306	349	160 ug/m[3]
Suspended Particulate	83	83	75	70	60.0 ug/m[4]

1) 1 hr. average
2) annual average
3) 3-hr. period
4) annual geometric mean
* California Standard

The quality of the air in San Diego County is slowly improving due to improved auto emission control and favorable weather conditions. Oceanside has shown the same trends in air quality as the rest of the County. The major trends since 1960 include the following:

1) Lower Oxidant Levels;
2) Slight decrease in oxides of nitrogen;
3) Little or no change in nitrogen dioxide, sulfur dioxide and hydrocarbons; and
4) Decrease in carbon monoxide levels.

However, it should be noted that levels of air pollution vary with overall climate, localized climatic conditions, local topographic characteristics and other factors, including pollution from indirect sources.

The City of Oceanside is participating in the San Diego Regional Air Quality Strategy (RAQS) which came into effect during 1977. The RAQS has established performance objectives for reduction of pollutants from both fixed and mobile sources to be achieved and maintained over the next 20 years. The tactics adopted as part of the RAQS which either directly or indirectly would affect air quality standards within the Harbor or Study Areas include:

increased gasoline vapor recovery; vehicle inspection and maintenance, coordination of land use and transportation actions, van pools/car pools; bicycle trail systems, and various emission control standards for autos and motorcycles.

4.3.5. Biota

The Harbor Area, being of an urban nature, supports no rare or endangered terrestrial flora or fauna. All terrestrial plants within the Harbor Area are man-introduced and primarily of an ornamental nature except for a small patch of salt grass in the beach area. These plants provide little in the way of valuable habitat for birds or animals. What terrestrial species are present, are highly adaptive to man's presence and commonly found within the urban environment.

The COE is currently conducting studies of the Harbor itself regarding marine flora and fauna as well as marine water quality. However, their findings will not be released until November 1978. No rare or endangered fishes inhabit the Harbor. However, the Brown Pelican, Pelecanus Occidentalis Californicus, has been known to frequent the vicinity of OSCH in the past, feeding both within the harbor and turning basin areas. This species is considered generally adaptive to the presence of man in its habitat. It is also possible that the Least Tern may frequent the adjacent area, however, no sitings have been recorded or documented.

Adjacent to the Harbor Area and within the Study Area are the lagoon and marsh areas associated with the mouth of the San Luis Rey River. Together, they are considered a significant habitat area within Southern California. The most significant of the river mouth's habitat characteristics include the presence of 15 important plant association groups, various fresh water game fish, and its function as a resting area on the Pacific Flyway. The river/habitat area is separated from the OSCH by a rip-rap wall constructed as part of the initial harbor development in the early 1960's. This rip-rap flood-control wall, which forms the northerly bank of the river channel has modified the river to the extent of narrowing the channel.

San Luis Rey Lagoon supports a small to moderate population of warm water game fish. Comments by local fishermen in the early 1970's implied that the lagoon was not well known and testified to 4-6 pound catches of largemouth bass, Micropterus Salmoides. Also present is a large population of mosquitofish, Gambusia Offinis, which is desirable for insect control and as a forage fish for bass and sunfish. Other fish present include the Bluegill Sunfish,

Lepomis Macrochirus, and the Brown Bullhead, Ictalurus Nebulosus. Studies have not been conducted to determine the capability of the existing population to withstand continued fishing pressure.

The limnetic zone is abundant with zooplankton and phytoplankton as well as larger floating plants, which are used as forage for herbivorous fishes. The littoral zone is plentiful in vegetation which is used for food, shelter and spawning. In most areas shade is provided by the rich vegetation along the shore of the lagoon. The benthic or bottom material is sand with some silt or detritus deposits and algal growth in the shallow areas. Freshwater crayfish are in abundance and used as food by fish, birds, and other carnivores in the river and lagoon areas.

The San Luis Rey River mouth area is quite significant for the quantity and quality of flora present. Remnants of coastal marshes, which formerly possessed a much wider distribution in California, are now restricted to a few thousand acres. Both the marsh and the lagoon are judged to be extremely productive environments by the quality and number of plant species present. The lagoon has three abundant plant species which constitute an important waterfowl food plant. The marsh, by contrast, is extremely varied in its floristic composition. The marsh contains largely brackish marsh species such as salt grass, pickleweed, salt bush, saltmarsh fleabane, and brass buttons. There is a wide variety of floral and habitat types to be found in the marsh, and each type may be associated with water of varying depths and soil of varying moisture contents. These areas are not only distinctive in visual appearance, but each may support one or more distinctive animal species or be of singular importance as food or cover for migratory species. These plant species have been divided into 15 major plant associations based upon the most dominant species and are presented in the Appendix.

The avifauna of the San Luis Rey River within the Study Area is varied in direct relation to habitat. At least 55 species of birds were recorded in a survey conducted September 30, 1972 and October 1, 1972, in conjunction with the EIR prepared for the North Coast Village housing project. (More recent information is pending release of COE studies.) The type of birds range from upland species, such as the mourning dove, western meadowlark and roadrunner found on the periphery of the marsh area, to shore birds, waterfowl, rails and herons. Each of these bird species is associated with a distinctive habitat type which they may use as nesting sites, escape cover, food source and or roosting areas. They are listed in the Appendix.

The only rare or endangered species identified in the survey was the Brown Pelican which is an uncommon vistor to the Lagoon Area. The same 1972 survey indicated that there are relatively few

species of mammals which inhabit the San Luis Ray River portion of the Study Area. Most of the mammals occurring here are terrestrial species with the exception of racoons, which frequent the marsh in search of food. A majority of mammals depend upon the southern edge of the marsh and the easterly portion of the terrestrial part of the river basin, just west of the freeway bridge. Although direct sampling was not conducted in 1972, several small rodent runs are present in the marsh, indicating a sizable population. House mice are present on most dry land surrounding the marsh and provide food for hawks and possibly herons.

California ground squirrels are found on the dry land surrounding the northern and eastern portions of the marsh. These animals also occur near the western edge of Harbor Drive. Brush rabbits are also found on the land surrounding the marsh to the east and north.

Other mammals that most probably occur in association with the marsh, are certain species of bats, shrews, skunks and possibly meadow moles. No rare or endangered species were recorded during the 1972 survey, and none have been subsequently documented in the OSCH Area although current studies are underway.

4.3.6 Oceanography

An environmental factor critical to the use of OSCH has been the "surge" problem experienced periodically in the entrance to the harbor. Not only does this problem create hazardous entrance conditions when it is present, but also limits development of critical in-water facilities within the existing harbor (slips, transient docks, new harbor district docks, etc.), and has necessitated the removal of a number of damaged docks.

Surge conditions occur most frequently during winter storm conditions when long wave and swell conditions occur from the southwesterly and westerly directions. Existing jetties and breakwaters do not provide adequate energy absorption and deflection to restrict these swells from entering the harbor entrance and subsequently the central portion of the harbor itself. Surge conditions may reach a height of 6 - 8 feet above the mean sea level, under some conditions within the harbor entry. In the past this condition has resulted in damage to transient docks and boats within the harbor as well as danger to boats entering to seek shelter. The COE is currently studying various alternative solutions to this problem.

Breakwaters and jetties have a design height of 12 feet to accommodate these tidal conditions when accompanied by normal swell conditions. The entry channel to the harbor has a design depth of 20 feet below the mean low lower water level while the basin channels have a 15 foot design depth (shallower depths reported).

A third oceanographic concern in the Oceanside area is littoral drift of the beach sands. Since construction of the Del Mar Boat Basin (DMBB) in 1942, normal littoral drift downcoast from the basin has been interrupted by its jetties, resulting in prevention of natural replenishment of sand moved away from the Oceanside beach by the same littoral drift action. Severe erosion of the Oceanside beach has resulted. In 1957, the north breakwater of the DMBB was lengthened to facilitate dredging of trapped sand on a routine basis. Dredging is normally conducted at 18 month intervals; however, the actual length of time between dredging operations varies depending upon annual weather conditions. On an average, 300,000 cubic yards of sand are dredged annually. The build-up of sand historically was a navigation problem, but has largely been corrected by the dredging operation.

4.4 THE STUDY AREA PLAN

The California Environmental Quality Act (and standard planning practice) requires that a project be examined in the context of surrounding areas, and that the cumulative effects of development be analyzed. To meet that requirement a Study Area Plan was developed for the purpose of examining the land use, circulation, and visual relationships of the Harbor to the surrounding "Study Area". Study Area information is provided here for informational purposes only. The actual land use recommendations for the Study Area will be contained in the planning documents for those specific areas (i.e., Redevelopment Plan, San Luis Rey River Specific Plan).

Land use and circulation changes in the Study Area which have been shown in the Precise Plan are necessarily more general in nature and would result from: normal market forces (possibly stimulated by development and upgrading in the Harbor); the activities of other government agencies (Corps of Engineers in San Luis Rey River Project) and the improvements which would be implemented by the City of Oceanside and the City's Redevelopment Agency in the Redevelopment Area. Review of the two generalized land use and circulation alternatives proposed for the Study Area by various City agencies, Coastal Projects Committee, and others indicated that a more generalized version of Study Area Alternative 2, with certain revisions, represented the preferred character for Study Area development.

The resulting generalized Study Area land use and circulation are shown in the accompanying illustration, and are summarized below. Study Area impacts and alternatives are summarized under those respective chapter heading.

4.4.1 Study Area District Descriptions

Northwest

The land use and circulation recommendations for this area have been essentially confirmed as described in the alternatives for this area covered in prior studies.

This area would have a continuation of the existing "highway commercial" uses such as the existing motels, gas stations, and restaurants, possible remodelling of the garage use and Hill Street commercial uses (where structurally feasible), or desirable to retain existing uses.

Development of new uses would include a motel such as the proposed Holiday Inn (at a scale compatible with view and massing requirements of the Coastal Commission), and specialized commercial uses serving the Harbor Area in the existing residential area, when this area reaches the end of its useful economic and physical life, and replacement by commercial uses might be warranted.

between these areas and the proposed residential uses, with pedestrian, equestrian and bike trails connecting to proposed and existing systems following the river, and connection to the Harbor across a pedestrian-bike connection on Pacific Street.

Southwest District - This would continue to be the most intensively developed district, with a continuation of the current use pattern to 8th Street, although at lower densities than in the past. An extensive system of public accessways to, and paralleling, the beach, providing pedestrian, bicycle and minibus access, would be developed in this area, and would link to the Harbor Area via Pacific Street in a slightly modified form for use by bicycle, pedestrian, and minibus transportation, and as a peak egress period ("exit only") from this portion of the Harbor. The re-routing of Pacific Street along the southern riverbank would enable connections to be made to trail systems along this major open space, and would provide connections to the above systems along the beach front. A crossing of the railroad tracks by an 8th Street bridge with improved connection to Hill Street, would provide access to the major arterial streets in this area (Hill, Pacific) for residents of the area, as well as a more direct connection to the freeway, if proposed modifications to the 8th/Hill/freeway ramp intersection are undertaken. The small triangle defined by the railroad, the Agea development and Pacific Street would be designated for a beach parking "remote lot". Additional public access through the beach fronting North Coast Village would also be required for pedestrians.

San Luis Rey River - Development of the proposed flood control facilities would be in the form of a linear park, in such a way as to enable both an aquatic park/preserve to be developed within the riverbed area. The more active uses in the linear park and adjacent Harbor Area would be screened to prevent visual or uncontrolled activity intrusion into the more natural, or preserve/conservation areas of the aquatic park by limiting access and use of extensive landscaping for screening lights, noise, etc.

Use of the aquatic park as a public open space, under the preserve/conservation concept, would be limited to observation of the area from a walkway and observation area system along the improved river jetty plus a series of interpretive centers describing both natural systems and the role of the area as a flood control measure. Additional planting, channel modification, earth moving and water quality level maintenance improvements would establish the preserve, which would have a detailed plan developed for it under local, state, and federal auspices, based upon current Corps of Engineers planning efforts.

At present, the actual designs and use cycles of this proposed use are still under analysis and remain quite flexible. The former conceptual plan for this area, developed as a part of the City's Redevelopment Plan, is no longer applicable to this area, based upon current planning studies.

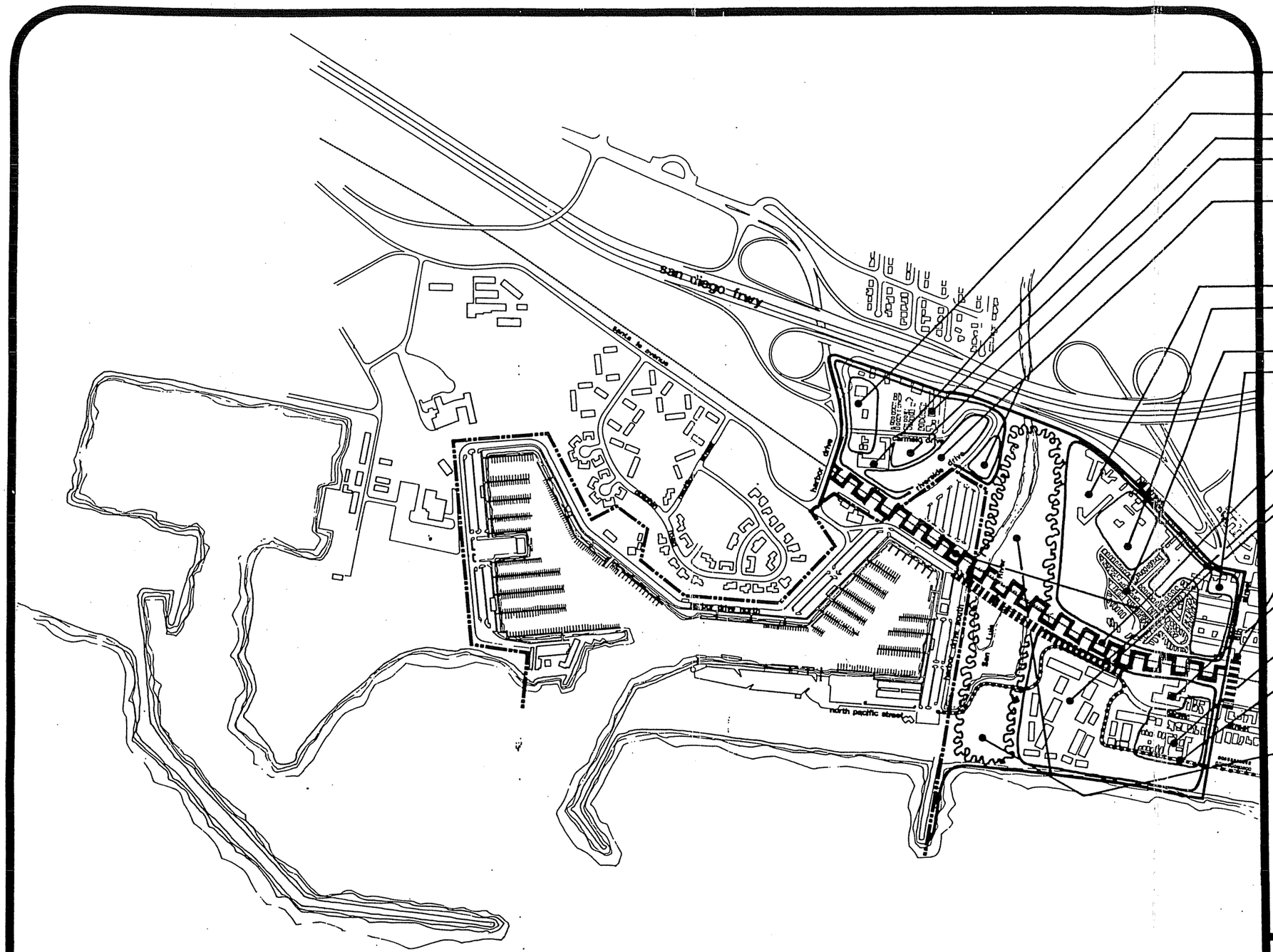


figure 4-9

Northeast District

- THREE GAS STATIONS AND RESTAURANT
- SANDMAN MOTEL
- TRAVEL LODGE
- PROPOSED HOLIDAY INN SITE
- VACANT EMBANKMENT AREAS

Southeast District

- BRIDGE MOTOR INN
- VACANT AND UNDER UTILIZED LAND
- TRAILER PARK
- MIRA MAR MOTOR INN

Southwest District

- AT & SF EMBANKMENT
- PROPOSED PACIFIC STREET BRIDGE
- NORTH COAST VILLAGE APARTMENTS 851 UNITS
- PROPOSED 6TH STREET CROSSING
- AEGEA CONDOMINIUMS 58 UNITS
- EXISTING LOW TO MEDIUM DENSITY RESIDENTIAL
- PEDWAY/BIKEWAY/ MINIBUS ROUTE

San Luis Rey River

- FLOOD CONTROL & PROPOSED AQUATIC PARK

study area elements & issues

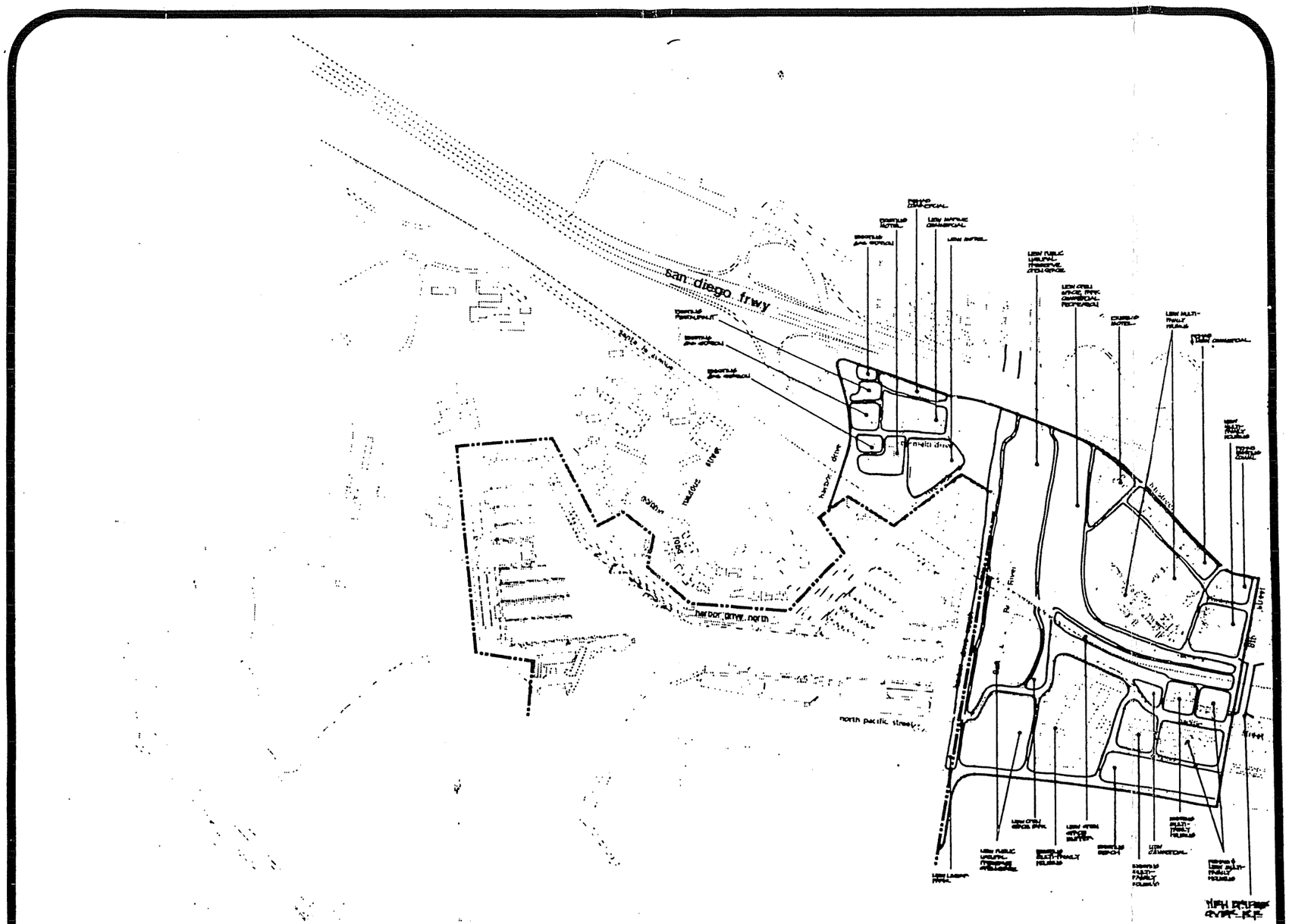
north

scale 0 100 200 400

precise plan of
oceanside small craft harbor

prepared by EDAW inc

figure 4-10



precise plan of oceanside small craft harbor

study area
long range
plan concept

north

scale

prepared by EDAW inc

These specialized commercial uses would be Harbor use/activity-supportive in that they would be the service, manufacturing, and repair uses which are typically found in the area around commercial and recreational harbors, but not in them. Examples of these might be:

- Custom Boat Building/Boat Servicing
- Engine Repair
- Marine Hardware Manufacturing/Warehousing (Custom)
- Specialized crafts such as electronics, repair, fiberglassing, woodworking, and general shipwright activities
- Discount and wholesale marine hardware sales
- Sailmakers/Canvas shops
- Diver and fishing gear suppliers/repair
- Other commercial uses, competitive with in-Harbor uses, including yacht sales/brockerage, restaurants, etc.

A major signing program, coupled with street improvements to Harbor Drive and Riverside Drive, as well as Carmelo and Monterey Drives, would provide improved access and "visibility" for both the existing Harbor Drive entry and the proposed new Riverside Drive entry, as described in the Design Guidelines.

The existing and new under-railroad connections, while a part of the Harbor area, are essential to this area as would be the pedestrian connections (both at grade, and at over-street levels) which are suggested in the Precise Plan for this area. Such connections would enable direct access from the motel, restaurant, and retail Harbor-serving uses to the Harbor and beach areas without requiring use of vehicles, and would enable direct connection with the Harbor pedestrian system and trams.

Landscaped "entries" and entry streets to the Harbor Area would also provide an improved "image" for both the approach to the Harbor Area in this important location and to the existing and proposed uses in the entire Northeast District.

Southeast District - This area, currently characterized by existing viable commercial uses interspersed with vacant and underutilized land, would have new and rehabilitated existing commercial development along Hill Street (highway oriented/supportive uses would be feasible due to proximity and visibility), with multi-family residential uses recommended for the areas west of the Hill Street corridor and south to 8th Street. These residential uses should provide for seasonal and transient use through development of rental units and should use site planning approach responding to the curving, sloping, contours and the ocean/river views which characterize this area.

The slopes defining the San Luis Rey River and the A.T. and S.F. Railroad would be developed as a landscape/open space buffer

4.4.2 Study Area Land Use/Circulation Issues

This section includes a general description of the Study Area's existing and potential uses, a discussion of the potential for new uses which would be compatible and mutually supporting with those of the Harbor Area, and elements common to both which are critical to the Harbor Area (i.e., circulation, parking, redevelopment). The Study Area is divided into three distinct districts by the Santa Fe Railroad tracks and the San Luis Rey River. The discussion proceeds district by district. (See accompanying illustration.)

Northeast District

The northeast district is bounded on the north and west by Harbor Drive and Hill Street which provide the area with access to the San Diego Freeway and Central Oceanside. The district's primary uses - - Travel Lodge, Sandman Motel, 3 gas stations and the Colony Kitchen - - have recently been developed because of the direct freeway visibility/accessibility and the proximity of the Harbor and the Main and Del Mar Gates of Camp Pendleton.

The Holiday Inn motel chain proposed a motel use for a vacant parcel south of the Travel Lodge which received approval of the City Planning Department and City Council, but was denied a permit by the State Coastal Commission. The Coastal Commission's reasons for denial were: "the project's growth-inducing effects occurring before logical planning would suggest the need; accumulative traffic impacts on Pacific Street (existing and proposed bridge realignment) and Harbor Drive leading to an overloading of beach access routes; cumulative impact on wildlife habitats of San Luis Rey lagoon; impact on views (from on-site and off-site); lack of a specific plan to guide visual appearance of the coastal area". The Holiday Inn is currently preparing new plans for the same parcel. The above issues leading to a permit denial apply to the development and redevelopment of other parcels in the Study Area and Harbor as well, since many of them are also applicable to the overall Precise Plan.

The remainder of the parcels in this district are either vacant or underutilized and are subject to possible redevelopment or improvement. The majority of this land is in two ownerships. The land north of Riverside Drive is shown as General Commercial in the City's General Plan Land Use Element. Based upon Coastal Commission recommendations and expressed developer interest in tourist-oriented commercial uses, this area could continue the existing trend, and would be compatible with the Harbor Area.

The interrelationship (circulation and use) between this district and the Harbor is critical to the future use of the currently isolated and underutilized Parking Lot (Lot #1) and in achieving improved circulation for the Harbor. The connection between Monterey Drive, Riverside Drive, and the parking

in Lot #1 could be improved both visually and physically. The district's future use has the greatest potential to accept Harbor and coastal related uses (i.e., visitor/tourist facilities) and Harbor related commercial and service facilities.

Southeast District

The district southeast of the railroad is bounded by Hill Street and 8th Street which provide collector and local circulation in this area. This district is the farthest removed from the Harbor in terms of distance, vehicular linkage and land use. The Mira Mar and Bridge Motor Inns are currently the primary uses along Hill Street. The land between is either vacant or underutilized and subject to potential change. The largest use of land in this area is a trailer park. This use could come under economic pressures to redevelop for higher density and intensity uses due to its location overlooking the Harbor and Ocean, and its "interim" use character on such valuable land.

The Land Use Element shows the future use of this area as General Commercial. The Redevelopment Concept Plan proposed to include this area in a "special high-rise joint-use development district". These joint-use districts could include commercial, hotel/motel, office and residential uses within master planned "superblock developments".

This district does not affect access to the Harbor, and the land uses, if they follow current recommendations, will not be harbor-related. The Harbor does, however, provide a visual and recreational amenity which adds to development amenities for this district, and would probably benefit (commercial uses-restaurants) from nearby resident/employee populations.

Proposed circulation improvements in this area would increase accessibility to the beach, Harbor and recently constructed residential developments. The planned expressway (Highway 76) would improve regional access but would require improvements on Hill Street to mitigate traffic impacts of the Expressway stub.

Southwest District

The district southwest of the river and railroad has experienced recent major development activity. The 551-unit North Coast Village apartments and the 56-unit Aaegea condominiums are high density and high use intensity developments and comprise approximately 75% of this area's private lands. The other parcels are existing low to medium density residential and will be subject to redevelopment pressure due to the beach location and their proximity to new construction. The Land Use Element and Redevelopment Plan show this area as medium-to-high-density residential use.

There is no available land in this district for harbor-related uses. However, existing and future circulation is a major issue related to this portion of the Study Area. Pacific Street currently provides an indirect and poorly designed secondary access to the Harbor and beach area and is linked to the Southeast District via the 6th Street surface railroad crossing. Earlier proposals suggested upgrading this linkage by construction of a proposed elevated Pacific Street bridge across the San Luis Rey River adjacent to the Santa Fe railroad bridge connecting with Harbor Drive in the Harbor.

This improvement, while improving accessibility to the Harbor on Pacific Street from the south, would also provide access through the Harbor for North Coast Village residents. This would lead to higher traffic volumes being funneled through Harbor Drive, which is already experiencing heavy congestion at summer peak periods. Improved access from the North Coast Village area to Hill Street and San Diego Freeway, therefore, needs to be provided south of the river. The proposed 8th Street Bridge (Redevelopment Plan) across the railroad could accomplish this and improve access to the Harbor from the south.

The existing Pacific Street R/W is proposed for a combined public pedway-bikeway mini-bus route if Pacific Street is realigned by the Redevelopment Plan. This link would maintain access around North Coast Village and connect the Strand and Harbor beach areas. North Coast Village currently blocks any potential to provide this type of circulation along the oceanfront.

Santa Fe Railroad

The railroad alignment separates the Harbor, beach, and oceanfront uses from the remainder of Oceanside and environmentally impacts land on both sides (noise and visual). The current proposal to lower the tracks through central Oceanside will not alleviate any of the existing problems (circulation, and visual physical separation) in the Harbor Area. The potential to improve the connection (above or below the tracks) between the Harbor and the northeast district of the Study Area, including, of course, Parking Lot #1, has been stressed in most discussions concerning the Harbor, as an essential item.

San Luis Rey River

The Corps of Engineers has received funding for initiation of advanced engineering and design for the San Luis Rey River flood control improvements. Current plans in the Study Area are for channel grading (generally limited to removal of spoil banks) and construction of 800 feet of rock-revetted levee on the northern bank of the river from Parking Lot #1 to the ocean. Any use within the river channel will be limited to recreational uses which do not disturb biological productivity and quality of the lagoon and marsh area.

Presently, the rip-rap jetty "edge" between the Harbor and the river is not useable or landscaped and the opportunity to improve its visual and activity relationship between the Harbor and river is significant. Harbor plans would be coordinated with Redevelopment Agency plans for the river and involve the participation of the Army Corps of Engineers and Coastal Commission. Any construction in this area involves complex critical ecological/engineering issues and must include detailed engineering/environmental studies.

A private proposal for a more passive "ecological preserve" approach to the aquatic park has been conceptually planned in recent years, providing habitat areas for wildlife, observation/interpretive centers for controlled public use, and some commercial concessionnaire opportunities. This proposal for a more passive oriented aquatic park needs to be evaluated (in concept) in relation to the proposal for a more active recreational use contained in the Redevelopment Plan.

5.0 Environmental Impact

5.0 ENVIRONMENTAL IMPACTS

5.1 IMPACT DEFINITIONS

This discussion of impacts covers those categories of the Environmental Setting in which it is expected that the implementation of the Precise Plan would result in "significant" environmental change, or impact, including both human/urban uses of the land as well as pertinent natural "systems" or resources. As has been previously noted in the introduction to this document, not all of the setting categories are considered to be subject to significant environmental impact, and thus, under current CEQA guidelines for a "focused EIR", are not treated in this section. The next section of this chapter lists these environmental setting categories and a brief statement as to the reasons that the impacts affecting them are considered as insignificant.

In each of the subsequent sections of this chapter, the impacts are discussed in terms of their relation to the "short-term" and the "long-term", which generally correspond to the following activities in the implementation of the Precise Plan:

Short-Term

Not to be confused with the "Short-Range Plan", but rather covering the period generally associated with the planning and construction of a specific component or project within the Precise Plan, whenever in future time, these activities may occur. Thus, with implementation spread out over the entire decade or more covered by the Precise Plan, short-range impacts will occur from time to time throughout that period. They are, by definition, temporary or transitory in nature, since they are associated with processes and actions having a finite duration of generally not more than a few months or a year in total (construction activity, for example).

Long-Term

These impacts are those which are generally associated with the operation of a facility, use or activity, over whatever duration it can be projected to function in the Harbor. As above, this category of impacts must not be confused with the "Long-Range Plan", since many uses are, and will be, in operation during both the Short-Range and Long-Range Plans. These impacts are not transitory, but would continue for the assumed functional life of the facility or use/activity.

5.2 INSIGNIFICANT IMPACTS

As described above, a number of categories of the Environmental Setting are considered to be insignificantly impacted by the implementation of the Precise Plan and so are excluded from further analysis in this Impacts Section.

The CEQA definition of Insignificant Impacts (from State Resource Code) is:

> "Any effect which is deemed to be either not present, not capable of measurement by current methodologies and technology, or which, if presumed to be present, is of such a low magnitude as to not require mitigation measures to protect or preserve the natural or human environment."

Categories of insignificant impact include:

Archaeologic Resources

Because of the confirmation, during this study, of the absence of any recorded archaeology sites within the area of the Precise Plan (by the San Diego Museum of Man), and the largely altered or built up character of the areas, it must be presumed that there will be insignificant effects upon this resource category due to implementation. (See setting discussion on this category.)

Social Services/Schools/Population Growth

Because the resident population directly generated by the implementation of the Precise Plan does not increase or change substantially in character, no significant effects on these resident population-based urban systems are foreseen. (See Growth-Inducing Impacts discussion dealing with indirect residential growth issues.)

Topography

None of the recommendations of the Precise Plan would result in substantial alterations to the existing major landform topography of the Harbor Area, largely due to the built up nature of the existing Harbor and the lack of need for fill or excavation related to the major recommendations of the Plan. Minor topographic modifications to existing major landforms may result from the proposed parking in the peripheral banks surrounding the Harbor, but the critical environmental issues associated with these efforts would be soils, geology and biota, rather than major landform modifications.

Rare and Endangered Species

This important subcategory of Biota (terrestrial and aquatic flora and fauna) has been thoroughly discussed with recognized authorities whose knowledge and responsibilities cover the Harbor Area and surroundings. The consensus of these sources is that:

- No rare and endangered species of terrestial or aquatic flora have been observed and/or documented within the Harbor Area to date, although some have been observed along the general coastal area within which the Harbor is located. None of the proposed Precise Plan actions can be definitively said to affect any of these areas, although continuing observations should be made.

- No rare and endangered species of terrestial fauna have been observed and/or documented within the Harbor Area to date, although it is possible that the peregrine falcon may use some of the adjacent open areas (northwest of Del Mar Boat Basin) in Camp Pendleton as a part of its activities along the Pacific Flyway. None of the proposed Precise Plan actions would result in effects on this or any other presumed habitat for terrestial fauna.

- While some sources have observed the use of the Harbor Area waters by the Brown Pelican, this bird is extremely adaptive to the type of human activities characteristic of the existing Harbor, and can be assumed to be able to continue its use of the Harbor Area as a feeding habitat area under an implemented Precise Plan. California Least Terns have been documented in areas along the coast near the Harbor (including the San Luis Rey River), but have not been observed as documented in the Harbor itself, due to the level of human activity and lack of a large intertidal feeding habitat. No Precise Plan actions can be reasonably expected to affect this species.

- A survey of aquatic biota is currently underway by the U.S. Army Corps of Engineers in the outer areas of the Harbor, behind the breakwater, and is expected to be completed some five to six months after this writing. A review of findings to date (with the environmental coordinator for this survey) indicates that no rare or endangered species (other than the Brown Pelican) has been identified to date in that area of the Harbor and none are believed to exist within the water areas which would be affected by the Precise Plan. Continuing monitoring of this study will be conducted, however, to determine the validity of these initial opinions.

Hydrology :

No significant alteration of the drainage patterns which are currently present in the Harbor Area is expected to result from the implementation of the Precise Plan. These drainage patterns are already established within a built-up urban context with no "natural" drainage courses involved, and would be respected in the design of future facilities.

5.3 SOCIO-CULTURAL IMPACTS

5.3.1 Jurisdictional Framework

The following is a discussion of the significant impacts that it is anticipated the Precise Plan will have on the jurisdictional entities whose powers and responsibilities affect the OSCH.

Federal

U.S. Corps of Engineers

Because of the responsibilities the Army Corps of Engineers have within the Harbor area, realization of many of the water-related rehabilitation and development opportunities within the Harbor, as outlined in the Precise Plan, is contingent upon the Corps achieving a solution to the surge problem which affects the existing Harbor. Should the Corps, because of administrative or funding problems, be unable to correct the surge problem by 1980, (the beginning of the timetable for implementation of the Long-Range Plan) the water area development activities outlined in the Long-Range Plan could not be carried out and many of those in the Short-Range Plan would not have been realized. Should the Corps be able to correct the surge problem, then all of these proposed improvements can be accomplished. Since it has been developed under the assumption that the surge problem would be corrected so that additional facilities could be provided at the OSCH, the Precise Plan should have a significant impact on the activities (or at least the administrative/financial timetable) of the Corps of Engineers in terms of required coordination, timing, etc. of any surge mitigation measures, reinforcing their immediate need.

Whatever the timetable the Corps utilizes for correction of the surge problem, the maintenance and dredging of the Harbor entrance may still continue. The Precise Plan would not impact this ongoing activity of the Corps.

U.S. Marine Corps

While representing a potential impact, any increase in activity

within the Harbor entrance (jointly used by both the USMC and the OSCH) resulting from the Precise Plan, during both the short-range and long-range time frame, should not cause significant conflicts to occur between military and civilian boat operations. Peak activity for the military occurs during the weekdays while civilian use would peak during the weekend, and adequate channel width is available for both uses.

The Long-Range Plan identifies a small portion of land, near Parcel "J", as possibly being leased from the Marine Corps to supplement the parking needs in that portion of the Harbor area. The Marine Corps would have to approve this use, as an acceptable lease agreement between the Marine Corps and the Harbor District. It should be noted that this parcel is a desirable, but not an integral part of the Long-Range Plan. Utilization of this parcel as specified in the Long-Range Plan would have a minimal impact on the operation of the Marine Corps, but would involve the above-described short-term impacts on administrative activities and use analysis by the USMC.

State

California Coastal Commission

By CCC approval of the Precise Plan as a part of the City of Oceanside Local Coastal Program, the permitting process and its activities will lessen the administrative load and responsibilities of the CCC. The Precise Plan was developed to respond to established policies and concerns of the Coastal Commission. Therefore, the impact to the Coastal Commission would be restricted to a review and approval effort of the Precise Plan and would involve a subsequent reduction of administrative workload.

Local

City of Oceanside

Various departments of the City government would have the responsibility of implementing portions of the Precise Plan. The Planning Department would be responsible for the inclusion of the Precise Plan in the Local Coastal Program for the City of Oceanside. In coordination with the Building and Safety Department and the Harbor District, the Planning Department would be responsible for coordination and facilitating implementation of the design guidelines. Actual compliance would be the responsibility of the Harbor District and the lessees. The Engineering, Sewer and Water and Street Departments, in coordination with the Harbor District, would assist

(whether administratively or with support personnel) in the actual physical implementation of the Precise Plan (i. e., installation of new water lines, restriping the parking lots, installation of traffic control measures, etc.).

Although various City departments will be involved in the implementation of the Precise Plan, it is not anticipated that any additional staff personnel will be required beyond those now being utilized. Therefore, the impact to the City departments will be restricted to an increase in responsibility involving the implementation of a number of capital improvements projects over time, along with City costs to implement.

Special Districts

Oceanside Harbor District

The Oceanside Harbor District has the ultimate responsibility for coordinating the phasing and actual implementation of all aspects of the Precise Plan. Harbor District staff will have the administrative responsibility of coordinating work within the Harbor Area itself with all appropriate City entities. The budgeting responsibilities associated with the implementation of the Precise Plan also fall within the jurisdictional area of the Harbor District in some areas of capital improvements.

The existing Harbor District maintenance personnel currently responsible for all maintenance and maintenance related items in the Precise Plan would be sufficient to respond to the maintenance items identified in the Precise Plan. There should be no impact to the maintenance personnel on the Harbor District staff in terms of additional personnel requirements, rather a possible alteration of work responsibility.

Because of the increased intensity of both land and water area use which would result from the implementation of the Precise Plan, the Harbor Patrol activities could increase proportionally. Any increased demand for Harbor Patrol services could necessitate additional equipment and personnel to adequately patrol the Harbor Area and respond to emergency calls. No quantitive estimate of this activity level increase can be reliably predicted until the implications of the recommendations of the Precise Plan, coupled with those of the currently underway Expansion Study, can be reviewed by the Harbor District's Staff and Harbor Patrol.

5.3.2 Land Uses

Changes which will occur in the land use throughout the Harbor Area as a direct result of implementation of the Precise Plan are described below in terms of their short and long-term effects as a result of the implementation of each of the two phases of the plan.

Short-Range Plan

Residential

The Precise Plan does not identify any additional residential uses within the Harbor nor are any existing residential land uses deleted. Therefore, there will be no impact to the residential land use category as a result of the Short-Range Plan. Some short-term effects such as disruption of access, noise and other transitory impacts due to general construction activity in the Harbor Area will affect existing residential uses.

Commercial: Restaurants

The Short-Range Plan does not identify any additional restaurant facilities within the Harbor Area; consequently, there is no direct impact. As above, some short-term effects of general Harbor Area construction activity will impact these existing uses.

Commercial: Retail

SB-6 - Yearly Sailboat Sales: This parcel now consists of 189 sq. feet of retail sales space plus a display slab for boats. The Short-Range Plan provides for expansion to 8000 sq. feet of sales area and 4000 sq. feet for display area. This impacts the existing facilities by eliminating a total of 30 parking spaces from parking lot #3. This is a long-term impact since conversion from parking space to retail spaces provides for a more intensive utilization of land and requires that replacement parking spaces be developed.

SB-9 - Baker Yacht Sales: The Short-Range Plan identifies an expansion of the display area for this service building. The impact of this proposed expansion would be short-term as the entire parcel will be converted to a different use in the Long-Range Plan.

Open Space

Recreation: In the Short-Range Plan, Parking Lot #8 will be converted to lawn area for dining, seating, display and other leisure activities. Short-term impacts would involve the

construction-related process including the removal of existing pavement and landscaping the area as per the design guidelines. Long-term impacts would be the addition of 15,200 sq. feet of landscaped lawn area and the deletion of the 38-space Parking Lot #8, which will require replacement spaces.

Parking: Approximately 302 new parking spaces are proposed by the Short-Range Plan, 72 of which are optional. The 130 net parking spaces gained in the launching ramp area provide a short-term impact as this parking area is again expanded (based on other proposed activities identified in the Long-Range Plan) in the Long-Range Plan. The 72 optional spaces are adjacent to the launching ramp area and would provide additional parking for beach users. If the spaces are utilized, they would provide a short-term impact/solution to the existing parking situation for beachgoers since this parking area also is redesigned in the Long Range Plan.

Long-term impacts to the overall parking situation would be averted by the addition of a total of 100 parking spaces cut into the embankments across from parking lot #2, between SB-8 and the Harbor District Office, and in the embankment near the entrance to the Villa Marina Apartment/Boatel property.

Short-term impacts would involve the actual construction/restructuring of the embankment areas to accommodate the proposed parking. This construction would cause temporary traffic congestion and intermittent dust and noise.

Long-Range Plan

Commercial: Restaurants

SB-9 - Baker Yacht Sales(New Parcel 4): The Long-Range Plan indicates a new restaurant will be constructed which incorporates the existing 189 sq. feet building into a 6000 sq. feet facility. Short-term impacts would involve the constuction-related activities of increased truck traffic delivering building materials, the resultant traffic congestion and construction related noise.

Long-term impact would be the deletion of 15 parking spaces in parking lot #4 required to accommodate the 6000 sq. feet building.

Institutional

Harbor District Offices: Subject to the solution of the surge control problem and a decision to provide a more optimal location for safety operations, new office facilities for the Harbor Patrol would be located on the peninsula adjacent to the entrance channel. Building sizes would be equivalent to the existing facilities.

Short-term impacts relating to the construction of these offices would be increased truck traffic delivering building materials, the resultant traffic congestion and noise.

Oceanside Yacht Club: Should the Yacht Club expand their facilities within the time frame of the Long Range Plan, some impacts would result. Although design plans are incomplete at this time, it is anticipated that some parking spaces in Parking Lot #2 would be lost to Yacht Club expansion. In a "worst case" situation (all additions within Parking Lot #2) a total of 5 spaces would be lost.

Short-term impacts would be those associated with the actual remodeling activity - increased truck traffic hauling building material, the resultant traffic congestion and construction related noise.

Long-term impacts would be increased traffic from the increased utilization of Yacht Club, special events hosted by the Yacht Club and additional Yacht Club members. This increase and activity will result in a greater demand for parking in Lot #2 and increased traffic on Harbor Drive North.

Circulation/Parking

Streets: Widening of Harbor Drive and Pacific Street would have a short-term impact on the free flow of traffic throughout the Harbor. During actual construction, motorists would experience the inconvenience of one lane traffic, noise and dust.

Long-term impacts would be the removal of some open space landscaped areas for utilization as streets, turning lanes and rights-of-way. Widening of streets and installation of turning lanes will improve traffic flow, alleviate congestion during peak traffic flow and should reduce accidents throughout the Harbor.

Parking: The Long-Range Plan recommends several changes in the number of available parking spaces within the Harbor Area. Fifteen spaces will be lost in Lot #4 for construction of the restaurant facility (old parcel SB-9).

The 55 -space beach parking lot at the corner of Pacific Street North and Harbor Drive South would be eliminated in the Long Range Plan. This would impact the circulation in the long-term by allowing a free flow traffic pattern movement at this critical intersection, if the Pacific Street access is to be replaced.

An addition of 121 spaces will be added to available beach parking by the redesigning/restriping of the launching ramp parking area. The long-term impact will be the provision of much-needed beach parking spaces in close proximity to the beach. This will be increasingly more important as beach erosion control measures are implemented by the Corps of Engineers and the attraction capability as the Harbor Beach improves.

Parking Lot #1: The Long-Range Plan provides for a parking garage developed in conjunction with use on this site. Impacts of this action would be long-term since it would reduce additional vehicular traffic throughout the Harbor resulting in a decrease in traffic congestion. Availability of parking in this area could also supplement the parking space requirements for the Chart House Restaurant, the sportfishing operation, beach users and patrons of Cape Cod Village.

Vacant Land

A long term use for Parcel F cannot be determined pending possible legal action by the lessee against the Harbor District. Once the lease termination is resolved, the parcel should be made available for development in accordance with the Harbor Master Lease and all applicable Coastal Act policies.

5.3.3 Water Uses Impacts

The primary impacts on water use facilities and activities will result from increases in the number of facilities and in activity levels, and will result in both short and long-term impacts.

Berthing and Launching Facilities

The construction of additional berthing and launching facilities will result in short-term impacts in existing water areas due to the presence of construction barges, buoyed construction areas and other activities which will temporarily disrupt existing berthing and water traffic routes. Long-term impacts would be the alteration of traffic patterns and diminution of open water

areas, neither of which will be significantly detrimental to Harbor operations. Some periodic congestion, typical of peak periods, can be expected to occur around launching facilities, as well as around public temporary tie-up docks. New moorings will slightly reduce the amount of open water area available within the north basin, but will not impede needed traffic patterns for small boats under sail alone.

Other Water-Oriented Uses

Moving of the bait dock to a more secure location and upgrading of its construction and appearance would result in some temporary operational impacts although they would be of short-term duration. Possible expansion of the fuel dock would have similar short-term impacts on operation. In neither case would these operations be required to shut down, except for a few hours during actual construction activities. The construction of new public tie-up docks and the fishing/overlook dock would have short-term effects similar to those described above. The provision of pedestrian access onto jetties could create potential impacts between fishing activities and boating circulation in the entrance channel unless appropriate controls are implemented (no overhead casting, boats "keep clear" zones, etc.).

5.3.4 Circulation/Parking

Circulation

In order to assess the future impacts of the Short-Range and Long-Range Oceanside Harbor Plans, it was necessary to estimate the future traffic from these plans. To do this, many sources were used such as Caltrans and City of San Diego studies, Institute of Transportation Engineers studies and studies made by the consultant. The rates for the various uses within the Harbor were first compared to existing Harbor uses and related and adjusted to the existing traffic volumes. In this way, confidence in the rates was obtained when they were used for the future time periods. The summer weekday rates used in the computations were as follows: Residential units - 8.0 trips per day; Boat slips - 3.8 trips; Restaurants - 100 trips per 1000 square feet of floor area; Boat sales and service - 10 trips per parking space; Retail sales - 50 trips per 1000 sq. feet of floor area; Ocean beach - 150 trips per net acre of beach; Launching ramp - 3 trips per parking space provided; Beach parking lots - 5 trips per space. Additionally, if boat slips were to be added further away from the central area of the Harbor, it was assumed that more traffic would result and the daily rate per slip was increased from 3.8 to 4.0.

Using the above rates, Table 5-1 was derived to show the expected future summer weekday traffic generated by the Harbor Land Uses (exclusive of Oceanside Marina Towers Condominums and uses east of the railroad tracks):

TABLE 5-1

Summer Weekday Vehicular Traffic Generation(2-Way Trips)

Development	Harbor Area North Harbor	Central Harbor Y to Pacific	Beach Area	Total
Existing uses	5290	3120	3325	11735
Short-Range Plan	5730	3120	5000	13850
Long-Range Plan	6965*	6020	6130	19115

*An additional 2400 would be added here if any long range Harbor Expansion project is implemented, including up to 600 slips.

As can be seen by using the figures from Table 5-1, the Long-Range Plan will increase traffic by 63% over existing uses without any Harbor Expansion project.

Table 5-2 below shows the same information for the critical, maximum, Summer Holiday:

TABLE 5-2

Summer Holiday Vehicular Traffic Generation (2-Way Trips)

Development	Harbor Area North Harbor	Central Harbor	Beach Area	Total
Existing Uses	8465	5000	5320	18785
Short Range Plan	9170	5000	8000	22170
Long Range Plan	11150*	9640	9800	30590

*An additional 3800 would be added here if any long range Harbor Expansion project were implemented.

Traffic Analysis

In order to analyze the significance of the increases shown in Tables 5-1 and 5-2, the future volumes were added to the volumes shown on Figures 4-6 and 4-7 for existing land uses, and capacity calculations and observations made once again. It must be noted that Figures 4-6 and 4-7 contain "cruising" and "through traffic". In the Future Traffic table shown below, that cruising traffic is still a portion of that future traffic.

TABLE 5-3

Projected Harbor Area Street Traffic

	Short Range Plan Summer Holiday	Long Range Plan Summer Holiday
North Harbor (west of Y)	8800	10700*
South Harbor (south of Y)	10370	14260
South Harbor (east of Pacific)	8330	11500
Pacific (north of South Harbor)	7500	10000
Pacific (south of South Harbor)	7980	11000

* Plus 3800 if the long range Harbor Expansion is implemented.

Using the volumes above and pro-rating the turns the same as those existing on Figure 4-6 made it possible to analyze the same two intersections mentioned previously - the "Y" and Pacific and Harbor. The following table shows the capacity calculations derived assuming two lanes on all approaches, traffic signals and changing the "Y" to a "T" with the stem of the "T" being North Harbor.

TABLE 5-4

Level of Service "C" Capacity Usage

Intersection	Existing	Short Range Plan	Long Range Plan
The "Y"	50%	58%	80% *
Pacific & South Harbor	44%	51%	71%

*88% with long range Harbor Expansion.

As can be seen above, with the assumptions as made, and with Pacific still being open across the River to the south, the Short and Long Range Plans can be accommodated on the streets if a lane is added. To demonstrate that these conclusions are valid, a similar location, Shelter Island Drive in San Diego can be used. It has two lanes only, but has added turning lanes at the signalized intersection and it carries over 14000 ADT. It would be necessary to change the "Y" to a "T" in the future and signalize it with an efficient signal.

In the event Pacific Street is closed across the San Luis River, it would change traffic considerably. First, it would eliminate need for a signal at Pacific Street and Harbor Drive South.

Secondly, it would reduce the amount of through traffic and cruising traffic to some unknown extent. And thirdly, it would add traffic to the main "Y" (future "T") intersection unless some of this traffic could easily pass under the railroad to use Hill Street more directly (via an improved Riverside-Monterey Drive Connection). In short, without Pacific Street across the River, the "Y" intersection capacity usage will rise from the 80% (or 88%) shown in Table 4, to a dangerously close-to-capacity situation unless a new connection under the railroad is provided, creating a second major entry-exit point for the Harbor.

Parking

Implementation of the Precise Plan would require the addition of 455 parking spaces within the Harbor Area, based on parking requirements of the Coastal Commission, DNOD and the City of Ocean side.

TABLE 5-5
PARKING AREA IMPACTS

The Precise Plan would have long-term impacts on the parking situation throughout the Harbor in the following manner:

- Lot #1 - 350 spaces

Current Usage:

Utilized as overflow parking for Chart House Restaurant	15 spaces
Utilized as parking for sport-fishing	20 spaces (appx.)
Utilized by beachgoers	30 spaces (appx.)
Excess spaces	285 spaces

Precise Plan:

Redesign of Lot #1 for long-term parking in garage	150 spaces
Redesign of Lot #1 for short-term parking in garage	150 spaces
Spaces lost to landscaping, ramps, etc.	50 spaces (-)

Impact:

Availability of approximately 235 spaces for site uses.
Reduce traffic flow into Harbor Area.

- Lot #2 - 148 spaces

Current Usage:

Required by Oceanside Yacht Club	20 spaces
Required by Docks F, G, H, I, J	177 spaces
Current Deficit -	49 spaces

Precise Plan:

Expanded Yacht Club area requirements	6 spaces (-)
Additional spaces cut into embankment across street from Lot #2	40 spaces
Maximum spaces lost to Yacht Club expansion	5 spaces (-)

Impact:

20 space deficit in Lot #2.

TABLE 5-5 (Cont'd)

o Lot #3 - 199 spaces *

Current Usage:

Required by Yearly Sailboat Sales	2 spaces
Required by Docks A,B,C,D,E	106 spaces
Current Excess	91 spaces

Precise Plan:

Sailboat sales operation expansion requirements	27 spaces
Spaces lost to increased display area	10 spaces
Spaces lost to increased sales square footage	20 spaces
Expansion of Docks C,D,E	26 spaces

Impact:

8 space excess in Lot #3.

o Jolly Roger Restaurant - 105 spaces *

Current Usage:

Required by patrons of Jolly Roger Restaurant	87 spaces
Excess spaces	18 spaces

*A discussion of land use alternatives (and concomitant parking considerations) for this area can be found in Section 9.10.

o Street Parking on Harbor Drive - 225 spaces

Current Usage:

Required by Dock X	54 spaces
Required by Oceanside Marine Center	6 spaces
Required by patrons of Oceanside Sailboats	4 spaces
Utilized by picnickers along Harbor Drive North	20 spaces
Excess spaces	141 spaces

Precise Plan:

Additional spaces cut into embankment between SB-8 and Harbor District Offices	40 spaces

Expanded Oceanside Marine Center	12 spaces
Relocate Oceanside Sailboats to SB-6	4 spaces

Impact:

Excess of 172 spaces. However, cutting 40 spaces into the embankment would facilitate traffic movement on Harbor Drive North by providing an alternative parking area, and an additional traffic lane.

o Lots #4 and #5 - 272 spaces

Current Usage:

Required by Yacht Sales	2 spaces
Required by Chart House Restaurant	57 spaces
Required by Docks K, L, M, N, O, P	168 spaces
Excess spaces	45 spaces

Precise Plan:

New 6,000 sq. ft. restaurant requirements	60 spaces
Spaces lost to restaurant expansion	15 spaces (-)

Impact:

30 space deficit in Lots #4 and #5.

o Lots #6, #7 and #8 - 243 spaces

Current Usage:

Required by Cape Cod Village patrons	72 spaces
Required by Docks Q,R,S,T	99 spaces
Excess spaces	72 spaces

Precise Plan:

Parking Lot #8 eliminated	38 spaces (-)

Impact:

Excess of 34 spaces.

o Launching ramp and beach parking - 183 spaces

Current Usage:

Required by launching ramp patrons	131 spaces
Utilized by beach users	52 spaces

Precise Plan:

Elimination of current beach parking spaces	55 spaces (-)
Redesigning launching ramp parking for use by beach users, sportfishing patrons and launching	262 spaces
New slips at launching ramp	24 spaces
New beach spaces	± 100 spaces

Impact:

Excess of 148 spaces over existing parking. This will not be the actual number of actual spaces available since these spaces will be used by an undetermined number of beach users, ramp users on an as-needed basis. Additional temporary parking on turfblock or Marsden Matting may be provided.

Pedestrian

Impacts of the implementation of the Precise Plan upon the pedestrian environment will be primarily of short-term duration, but would be spread out over both Short and Long-Range Plan periods. These impacts will consist primarily of construction-related activities related to the improvement and extension of the pedestrian system as outlined by the Precise Plan and Design Guidelines, as well as the impingement upon the pedestrian network by adjacent landscape, site and building construction activities. Some disruption of continuity and inconvenience could be expected. No significant long-term effects on the pedestrian environment are anticipated except for possible congestion adjacent to high intensity activities at peak periods and on portions of the system leading from remote or large parking facilities to intensive use areas (parking garage in new Parcel #1 to Cape Cod Village, for example).

Bicycle

The implementation of the Precise Plan will result in minor short-term disruptions to the existing bicycle land/path system

due to construction activities on streets, pedestrian system elements and adjacent land use areas. Some disruption may also occur as construction on some portions of the bikeway system occurs. No long-term effects are anticipated.

5.3.5 Utilities

Changes in uses/activities which occur within the Harbor Area during the span of the proposed Short-Range Plan don't require changes to the utilities currently present. Therefore, no discussion of short or long-term impacts resulting from the Short-Range Plan will be presented. All calculations estimating increased demand upon existing utility lines have been developed based upon dwelling units, square footages, and other factors which are assumed will be present at the time complete build-out of the Long-Range Plan is achieved around 1990. To calculate demand levels, planning factors from various sources were utilized including San Diego Gas and Electric; the City of Carlsbad and the Consultant's professional experience/knowledge. It should be emphasized that these estimates have been derived to assess, in general terms only, the impact of the development of uses contained within the proposed Precise Plan and are not intended to represent a definite statement regarding future requirements. Such a statement would require more detailed engineering analysis by City Staff.

Water

Average daily water consumption based upon "build-out" of the Long-Range Plan is estimated to be approximately 150,000 gallons per day (GPD). This represents an increase of almost 50% over current estimated consumption. It is estimated that existing 8" lines would be adequate to meet this demand. However, due to the current deteriorated condition of the water mains and the need to increase water main size to at least 10" in order to satisfy fire flow requirements, and provide for possible Harbor expansion, it is probable that line sizes will be increased to a 10" diameter which would be more than adequate to meet future domestic/commercial demand. Installation of replacement pipe would result in a short-term impact upon circulation because of the closing of some traffic lanes with resulting increases in congestion. Additional short-term noise and air pollution (dust) impacts would also occur due to construction activities. Water service would be periodically and temporarily interrupted within the Harbor District as well during replacement procedures, but this would be a short-term effect. No long-term impacts are projected.

Sewage

Upon final build-out of the proposed uses of the Long-Range Plan, the Harbor Area will generate an average of 145,000 GPD of wastewater, an increase of 29,000 GPD (25%) over current wastewater flow. This increase in effluent is equivalent to 5.8% of the remaining/excess capacity of the La Salina Treatment Plant. Although the majority of the treatment plant's service area is

developed, future development in that area, including implementation of the Downtown Redevelopment Plan, could contribute to an over commitment of this facility unless some allocation is developed.

It is anticipated that existing sewage lines could accommodate the increased wastewater flow. However, existing pump facilities will probably require upgrading to accommodate the additional effluent volume, especially that occurring during peak summer and holiday weekend periods. Installation of additional pump facilities would result in slight traffic congestion due to construction, a short-term impact.

Electric Power and Natural Gas

Implementation of the proposed Long-Range Plan would result in an estimated additional sustained long-term demand upon electrical power of 347,000 KWH/month representing an increase of 125% over current demand. Representatives of SDG&E indicated that this increased demand could be accommodated by the capacity of existing system-wide and Harbor Area facilities with perhaps only minor modifications, not specifically defined. No significant short-term impacts are anticipated.

Natural gas consumption will be increased by an estimated 4,000 therms/month by the Long-Range Plan. This would represent an increase of 25% over current natural gas usage. Existing facilities are expected to be sufficient to accommodate the increased demand according to SDG&E. No short-term impacts are anticipated.

5.3.6 Public Services and Facilities

Police

During implementation of the Precise Plan, improvement of existing beach facilities and provision of additional restrooms, service facilities and picnic areas would result in an increased level of beach usage by the general public. This will result in an incremental increase in demand for additional police protection/surveillance. However, present resources should be capable of accommodating this demand throughout the lifetime of the Precise Plan. No increases in personnel or facilities are anticipated, except in peak or crisis periods which would be a short-term effect.

Protection within the Harbor District will continue to be a function of the Harbor Patrol with the Police Department continuing to provide assistance upon request. Increased activity resulting from additional boat traffic, land and water-based recreation facilities/areas and commercial outlets under the Precise Plan

could as a potential consequence result in a slightly increased need for police assistance in the Harbor Area.

The closing of the Pacific Street access to all but emergency or peak period exit usage may slightly increase response time for police services depending upon the location of the responding unit at the time of request. However, response times should remain within normally-acceptable limits. Additionally, provision can be made for emergency vehicle access at critical times.

The construction period associated with development of new commercial, recreational and institutional buildings and facilities would create a short-term need for extra police assistance to guard against vandalism and theft and for temporary traffic control or rerouting service. These functions will be performed primarily by the Harbor Patrol, and when needed (traffic control for boat truck unloading, etc.), from City Police.

Fire Protection

The Fire Marshal indicates that the current fire flow level within the Harbor Area (2,500 GPM) is inadequate to meet emergency needs, particularly for residential buildings, and should be upgraded to 4,000 GPM. The Chart House and Jolly Roger Restaurants are currently sprinklered in order to reduce their fire flow requirements to within current fire flow capabilities. In addition, the Fire Marshal indicated that existing hydrants throughout the Harbor Area should be replaced by more efficient types. Current hydrants are of a dry-barrel type which are less efficient when several hoses are attached to the valves. The Fire Marshal suggests replacement of these hydrants with wet-barrel hydrants which are more efficient in temperate climate areas such as Oceanside.

Compliance with these required improvements would result in short-term construction related impacts upon traffic circulation, noise level, air quality and could result in temporary/periodic stoppage of water service to Harbor Area customers on a short-term basis.

Increased office, commercial and restaurant uses resulting from the proposed Precise Plan, especially the Long-Range portion, could have a significant impact upon fire flow requirements within the Harbor Area. The degree of impact cannot be determined at this time because fire flow requirements are based upon building area, materials, height, etc. and can be signifcantly reduced through inclusion of certain design features which result in reduced fire hazard or tend to retard fire spreading (such as the sprinklers described above). At the time of plan review by City officials, building designs would be reivewed to determine

required fire flow based upon the adopted Uniform Fire and Building Codes. It is anticipated that current City personnel and equipment would be adequate to meet future fire protection requirements within the Harbor Area. However, combined with the cumulative impact of increased development throughout the entire City of Oceanside, the increased demand within the Harbor Area may be a contributing factor to a city-wide requirement for additional equipment and personnel.

Hospital Facilities

Increased use of beach and Harbor facilities could result in a slight and incremental demand for additional emergency response and hospital facilities for emergency cases. However, no new equipment, personnel or facilities would be required. Since no new residential uses are contemplated within either plan, no increased demand for general hospital facilities would result. Treatment of minor accidents and injuries will continue as a function of the Harbor Patrol.

Solid Waste

Increased recreational use of the Harbor Area as well as increased retail commercial and restaurant activity/use over the duration of the Precise Plan will result in an incremental demand increase of municipal activities providing solid waste disposal services. Additional trash containers will be required in accordance with anticipated solid waste levels. More frequent collection by municipal equipment will be required during the development and life of the Long-Range Plan including the new commercial uses within the newly created Parcel #1. Additional traffic congestion may be a consequence of this action depending upon scheduling of increased service. No additional personnel or equipment would be required as a result of increased Harbor Area demand alone.

The current displeasing appearance of existing solid waste containers would be eliminated through construction of uniform enclosures throughout the Harbor Area as recommended of the Precise Plan. Construction of the enclosures will contribute to minor construction period impacts.

5.3.7 Visual Quality

Implementation of the Precise Plan will have no significant adverse impacts upon major views and view corridors to or within the Harbor Area, since major recommendations of the Plan deal with enhancement of these views through proper placement and massing of future landscaping and buildings as indicated/required in both the Precise Plan and the Design Guidelines. The construction activities associated with enhancement measures may

cause short-term congestion and inconvenience impacts and the removal or relocation of various facilities as part of this effort may result in temporary disorientation for Harbor visitors No long-term impacts are anticipated.

5.3.8 Noise

Implementation of the Precise Plan would have a slight incremental impact upon the ambient noise level within the Harbor Area due to increased vehicular and boating activities. Noise levels generated by Harbor uses are not anticipated to reach sufficient level to significantly impact upon existing or proposed uses in such a manner as to require mitigation measures.

Noise resulting from trains utilizing the tracks passing through the eastern portion of the Harbor Area could have a significant impact upon any commercial uses proposed for existing Parking Lot #1 which might be located within 150 feet of the AT and SF right-of-way. Existing uses on the western side of the RR right-of-way would not be affected beyond current levels.

Short-term, site-specific noise levels in excess of adopted City standards can be anticipated as a result of demolition/remodeling and construction activities associated with the Precise Plan. However, this impact will be transitory in nature and can be minimized appreciably through proper mitigation measures (see Chapter 8). Upgrading of flood control facilities by the COE in the adjacent San Luis Rey River flood channel may result in similar short-term impact upon the Harbor Area. It is anticipated that dredging and jetty construction operations may periodically result in short-term noise impact upon the Harbor Area and public beach areas.

5.3.9 Study Area Land Use/Circulation Impacts

Impacts of the implementation of the Precise Plan upon the various Study Area districts will be of both short and long-term duration, occurring throughout both Short and Long-Range Plan periods. These impacts will be both direct, such as the construction of street improvements through these areas, as well as indirect, in the form of growth-inducing effects resulting in possibly accelerated new construction decisions, changes in land use, etc. No attempt is made here to speculate on the specific indirect impacts, although a general discussion of them is provided.

Northeast District

Short-term direct impacts in this area would result primarily from the construction of street improvements, landscaping, signs, lighting, etc. related to the improvement of the Harbor Drive

and Riverside Drive entries to the Harbor Area, leading from Hill Street. These impacts would be related only to the construction period, and would consist of temporary disruption of traffic flows, dust, noise, and inconvenience.

Long-term impacts (direct) would consist of increased traffic levels due to expanded Harbor Area activity (and Study Area activities) as well as the creation of the "new" Riverside Drive entrance. Proposed street improvements in the area are expected to be able to accommodate the increased traffic levels if the anticipated land use pattern and uses develop as projected.

The indirect impacts, or "induced-growth" impacts, would be primarily in the area of reinforcing or accelerating development decisions for tourist commercial uses such as the proposed Holiday Inn and expansion or modification of existing uses. The timing of possible recycling of the existing residential and commercial uses into the recommended or possible uses suggested in the Precise Plan will depend upon actions by the City, Redevelopment Agency, individual property owners and developers. It is likely that no significant changes in existing land uses (subject to potential change) would occur until well into the Long Range Plan period. Impacts of dislocation and conversion of land uses would be different if the area were converted through normal market processes. Long-term effects of these land use changes would consist primarily of increased traffic (accommodated by the proposed street improvements) and possibly increased demand on city services and urban systems through development of more intensive land uses.

Southeast District

The primary impacts in this district would be indirect, due to possible changes in existing underutilized land use areas resulting in replacement by more permanent, economically viable uses (residential uses replacing trailer park for example). These impacts may result from the Precise Plan's influence but are more likely to be the result of Redevelopment Agency activity and normal market forces. Some increased traffic on Hill Street and 8th Street (after construction of the proposed bridge) may occur. Some expansion of tourist-serving commercial (motels, etc.) can also be expected. Minor short-term impacts might result from installation of Harbor direction signs, etc.

Southwest District

As with the Southeast District, this area is expected to experience indirect impacts related to forces and actions other than those of the Precise Plan (Redevelopment, market demand), although the Plan may reinforce or accelerate some of these forces, already underway or projected. Circulation improvements in the

area which are related to Harbor access would have direct impacts, if implemented. These include the development of the Pacific Street river crossing and Strand connection with the proposed bikeway/pedway link to the Harbor (along with some vehicular access) and the construction of the proposed 8th Street Bridge. Both of these would involve construction-related short-term impacts (noise, dirt, dislocation of traffic) along with long-term impacts involving re-oriented traffic flows and potentially increased volumes. Beach parking and beach activities can be expected to also impact site specific land use activities and result in increased pedestrian traffic.

San Luis Rey River

The implementation of the Precise Plan would have significant effects upon the proposed projects associated with the San Luis Rey River, primarily in terms of requiring extensive design coordination in the following areas:

- Any raising of the north river jetty should be coordinated with the Precise Plan's recommendations for pedestrian walking and viewing areas and possible bike trail, as well as possible Harbor Drive South improvements, the proposed additional opening beneath the railroad, and any retained Pacific Street crossing.

- Increased activity levels in Harbor Area uses adjacent to the San Luis Rey River will create impacts resulting from increased noise, light, and human presence. These may impact the habitat areas within the San Luis Rey River unless proper design is accomplished as recommended in the Design Guidelines of the Precise Plan. (Some mitigation will also be provided by distance, jetty height and other actions).

- Linkages across the river mouth, involving pedestrian and bicycle, as well as emergency vehicle use, which connect the Harbor and Strand areas must be coordinated in design with the flood control and habitat activities.

5.3.10 Related Planning Activities

Corps of Engineers

The beach replenishment solutions, jetty redesign and buildup and the expansion plan now being developed by the Corps cannot be completely developed or implemented without close coordination with the Harbor District. Short-term impacts to the Corps would be the administrative time expended in plan development and review.

The development of the Precise Plan should have a long-term beneficial effect on the Corps since proposed projects and activities can now be reviewed and/or anticipated as they relate to the ultimate development of the Harbor Area.

5.4 PHYSICAL-BIOLOGICAL IMPACTS

5.4.1 Geology and Soils

No significant impact upon existing geologic conditions is anticipated as a result of implementing the proposed Precise Plan. However, the Harbor Area is located within an area where the potential for liquefaction and other secondary seismic effects exists and proper design considerations would have to be incorporated in future structures.

Soils investigations indicate the Harbor Area is underlain by highly compressible silty-clay bay mud layers which are subject to significant settlement, should pressure, in addition to the current overburden, be applied to them by new foundations. Multi-storied buildings proposed for the new parcels in the Long-Range Plan would be subject to settlement resulting from this condition, unless proper foundation designs related to this problem are used. Development of additional parking spaces into the sloped embankment along Harbor Drive North may cause slope stability in those areas to be altered depending upon soil conditions present, although none of the proposed cuts are significant in terms of slope toe removal and available mitigation measures can be utilized in design and construction.

5.4.2 Hydrology and Water Quality

Water quality within the OSCH would be incrementally impacted as a consequence of increased boating activity resulting from additional slips and use of rental boats, both of which would tend to increase the potential for illicit and/or accidental discharge of effluent or fuel into the Harbor waters even with strict controls. The amount of discharge is not quanitifiable but is anticipated to be slight because of existing ordinances and laws prohibiting such action, and the probability that sealed through-hull fittings for marine toilets on boats in the Harbor would be required. Construction activity throughout the Harbor Area would also periodically contribute to water pollution through transport and settling of dust particles, etc. generated by construction activity onto surrounding water areas. Such pollution would be of a short-term nature. Increased construction-related dust levels would also minimally impact water quality on a short-term basis within the San Luis Rey River Lagoon, but not in sufficient volume to be of detriment to existing species in the area.

5.4.3 Air Quality

Site preparation, demolition/renovation and construction operations resulting from implementation of the Precise Plan will

result in short-term adverse impacts upon air quality through the creation of dust. More important, however, are the long-term effects caused by increased motor vehicle traffic to recreational and commercial attractions and resulting increases in air pollution. The exact amount of air pollutants generated by future users of the Harbor has not been determined due to the inability to precisely predict total user days and daily trip mileage generated by current and future users of the Harbor Area. It is assumed that the amount of pollutants generated on weekends would be conceivably higher than on weekdays because of significantly higher Harbor Area activity levels. Based upon past experience with similar coastal projects where calculations have been possible, it is anticipated that implementation of the Precise Plan would result in an insignificant, but incremental, numerical increase in the total amount of air pollution within this portion of San Diego County. It should be noted that improvements in automobile design and controls of stationary source pollutant emissions made to date have established a trend towards better air quality in the County as well as the Oceanside area which can be expected to continue as older cars are phased out. The impacts caused by implementation of the Precise Plan should not offset this trend assuming continued enforcement of existing pollution control measures and implementation of additional measures identified in the Regional Air Quality Strategies, since no additional stationary sources are created. The nature of the coastal microclimate also insures that such pollutants as are generated in the Harbor Area are subject to climatic conditions which result in substantial dissipation and reduction at the source.

5.4.4 Biota

The construction of landside facilities within the Harbor is anticipated to have minimal impacts on the terrestrial flora within the Harbor, involving some removal/relocation of trees, addition of new trees, removal and replacement of some planting areas and addition of new planting areas. Some high-maintenance species may be removed and replaced by low maintenance types. Some minor traffic disruption is expected to result from the construction activiites associated with this landscaping effort.

No long-term effects on terrestial fauna are expected, although some short-term disruption of feeding and other habitats may occur due to construction activity and increased noise and human activity levels. All of the species involved, however, are urban-activity tolerant and can be expected to re-establish their habitats after construction activities are completed.

Some short-term, construction-related impacts are expected on marine flora due to pile driving activities and bottom disruption

associated with new dock construction. These species will re-establish themselves in the new habitats provided by these structural elements, however, based upon the experience of other small craft harbors in Southern California. The increase in boating activity is not expected to result in long-term impacts on the marine flora.

Short-term impacts are also expected on the marine fauna, including fish and aquatic birds, due to construction activities creating temporary disruption of feeding and other habitats, although no long-term impacts are foreseen.

5.4.5 Oceanography

The Precise Plan recommends that major construction measures be undertaken to correct the entrance channel and surge problems which exist within the Harbor, and thus, would have both short and long-term effects on oceanographic factors (although these factors are more in the nature of mitigation measures resulting in the removal of existing adverse impacts). Possible impacts of the construction activities could be a change in the orientation of the entrance channel to prevailing ocean conditions, necessitating a different approach to the Harbor, and possible down-coast effects. Since the precise nature of this improvement is currently under study, however, the extent and nature of these impacts cannot yet be determined with reliability.

6.0 Growth-Inducing Impact

6.0 GROWTH-INDUCING IMPACTS

This section is concerned with the ways in which the implementation of the Precise Plan might result in growth of the economic, population or services requirements of the surrounding context within which it is located, which in this case must be considered to be the Study Area and, in more general terms, the City of Oceanside. Additionally, while the cumulative environmental effects of this project in stimulating construction, or increases in activity levels of other uses must be considered, a direct "cause-effect" relationship cannot be implied, since many of these actions represent logical extensions of existing trends, or independent decisions which would have occurred in any case. (Some "catalytic" effects can be assumed.) By CEQA definition, "growth" must be considered as neither beneficial nor detrimental in this discussion.

Services

Based upon the findings of the Impacts section of this EIR, the effects of the Precise Plan on the services requirements of the Oceanside community would be in the areas of:

- Additional demands upon the limited wastewater treatment capabilities of the City's existing plant(s), which would further reinforce the existing established need for their expansion, although which would not exceed projected capacities if Harbor Area demands were balanced with those of other potential growth areas served by the system. It should be noted that these projected service level requirements are not unusual in amount or type, and would be substantially less than those of a typical medium-to-high density urban residential development covering a comparable area.

- Additional demands upon the local water supply will be created, which can be accommodated within existing capacities, but which should be kept in line through continued water conservation measures (no unlimited hose use, etc.). No disproportionate contribution to cumulative demands/effects on water supplies is projected for the Harbor Area which, again, would continue to consume less, on a total average basis than comparable urban use concentrations in the City of Oceanside.

- The construction of additional structures and boatslips within the Harbor will incrementally raise the potential fire demand requirements, but neither the type of these uses nor their size or height would

require expansion of existing fire fighting capabilities serving the Harbor. Some minor expansion of paramedic services might be required to serve increased peak activity levels due to growth, but this could be accommodated by rescheduling, rather than adding personnel (except in "crisis event" situation).

- Possible additional Harbor Patrol, police and lifeguard requirements during peak activity periods for both Harbor and beach areas, although, as with the paramedic services, possibly met through altered scheduling rather than additional personnel (except in "crisis event" situations).

- No effects on schools or social services systems of the City of Oceanside are anticipated, as explained in the following section on population growth effect.

Population

The direct effects of the implementation of the Precise Plan on population growth in the City of Oceanside will be insignificant, since the Plan proposed no residential use growth in the Harbor Area beyond those uses which are already present. Thus, no demand for resident population-related services such as schools or social services would result.

The unquantifiable, and transitory, seasonal growth and decline of the non-resident, or tourist-visitor, population and its unique requirements is discussed throughout the EIR in terms of the proposed increased parking, special transit, pedestrian/bicycle, open space, restrooms, hotels, restaurants, and other public-serving uses contemplated in the Plan. The presence of improved and expanded public facilities in this major regional recreation complex can be expected, in and of itself, to be a growth-inducing (as well as growth-accommodating) factor in terms of this population component, attracting visitors because of availability.

The indirect effects of the implementation of the Precise Plan on population growth are the least easily quantified, since, while improvements to the Harbor Area may stimulate residential growth, the larger market and economic factors of the coastal residential area, along with opportunities provided by the Redevelopment Agency in this area, are likely to have an equally strong, if not greater, influence on residential growth. For example, on the basis of a number of studies, as well as recent local residential growth, it could be reasonably assumed that all of the areas within the Study Area which could accommodate additional residential growth would, without other constraints, be developed within the next few years, with or without the implementation of the Precise Plan, simply because of the projected

continued demand for coastal area housing and recreational facilities. Thus the amenity offered by the Harbor, as well as the unquantifiable catalytic effects of its improvement, may stimulate this activity or otherwise benefit it, but no method exists for quantifying this cause-effect potential with any degree of reliability. Therefore, the growth-inducing impact on this component of population growth is indirect and not able to be linked specifically to the actions of the Precise Plan, although some effect must be acknowledged.

Economic

The economic growth-inducing impacts of the Precise Plan are expected to be the most significant of any of those which fall under this definition of impact.

The recommendations of the Precise Plan, if implemented, would result in an increase in the amount of expenditures associated with Harbor Area uses by both local residents and visitors to the Oceanside community, through stimulating additional use and patronage of existing Harbor Area public and private revenue-generating uses, providing additional such uses, and causing a "multiplier" effect through the increased purchase of goods and services from serving Harbor Area uses and activities.

No specific economic studies were developed as a part of the Precise Plan, so no definitive estimates of these economic impacts can be cited, although a generalized order-of-magnitude estimate has been developed for comparative purposes in this discussion. If the current (1977) gross revenues of the revenue-producing uses and activities within the existing Harbor District boundaries are used as a baseline, with a multiplier factor added, then a very generalized current level of Harbor-generated economic activity can be established.

The gross revenue, from all sources within the Harbor District during 1977 totalled approximately $880,000, based upon information compiled by the Harbor District. (Over the past several years, this amount has grown at an average annual percentage of 8%, reflecting changes in existing leases, seasonal considerations, new uses and other factors.)

Using a generally accepted multiplier figure applicable to small-to-medium sized Southern California urban recreational harbors and marinas (developed from various studies cited in the Sources listed in the Appendix of this EIR), it can then be estimated that, for every dollar expended, as expressed in the direct revenues described above, approximately one additional dollar is expended for the purchases of goods and services indirectly related

to the Harbor. Applying this "multiplier" to the direct revenue yields:

Current Annual Direct Harbor-Generated Economic Activity	$ 880,000
Current Estimated Annual Indirect Harbor-Generated Economic Activity	$ 880,000
Estimated Total Annual Economic Activity Ascribable to OSCH (1977)	$1,760,000

Any projections of increased direct economic activity must be based upon currently utilized factors applied to the amount of anticipated expansion described in the Precise Plan, coupled with any other new revenue sources, and added to the 1977 baseline estimate developed above. Several assumptions are applicable: 1977 dollars are used, as are 1977 pricing structures, rates and other factors; no major external events would affect "normal" economic activity; the growth is expressed in terms of an "end-state" plan representing build-out of all Precise Plan recommendations; the same multiplier factor is utilized for estimating future indirect revenues, even though some change might be expected over time.

While there will be a projected increase over existing economic activity levels as can be seen by comparing the totals of the above figures, it must be borne in mind that inflation, increased incomes, increased costs, construction and maintenance costs of the Harbor, and many other factors may combine to make any such increase only relative over time in terms of impact.

7.0 Adverse Environmental Impacts Which Cannot be Avoided

7.0 UNAVOIDABLE ADVERSE IMPACTS

As defined by CEQA, and as applicable to the Precise Plan "unavoidable adverse impacts" include those impacts (identified in preceding chapters) which: (from CEQA guidelines)

> "...can be reduced to an insignificant level but not eliminated"
>
> "...cannot be alleviated without imposing an alternative design"

Based upon the above categorizations, the unavoidable adverse impacts for this project have been summarized in the following sections.

Reduction of Impact Level Possible With Existing Proposal

A number of the impacts of the implementation of the Precise Plan can be reduced to insignificant levels through various mitigation measures, but cannot be totally eliminated. These are:

- Continuing variations in aesthetic character and appearance, as well as visual continuity can be expected, since the proposed measures can only mitigate the major differences.
- Continuing, although substantially mitigated, peak period vehicular access, circulation and parking problems due to the limited number of entries possible, limited widening potential of some streets, and limited land area available for various uses within the Harbor District boundaries.
- Possible incremental degradation of existing air quality levels due to increased peak period traffic, although this amount is so insignificant as to not represent a problem either in terms of local effects or cumulative effects in the air basin. As newer vehicles gradually replace the existing mix, this condition will be further diminished.
- Possible incremental degradation of existing water quality levels in Harbor at random, infrequent intervals due to inability to totally police and control all discharges and runoffs into water from land uses and boats. As with air quality, this potential is considered insignificant in terms of human health or that of aquatic biota, and is transitory in nature.

- Diminution of total "open water" area within existing Harbor if additional docks and moorings are constructed, slightly reducing the in-harbor protected water areas for dinghy sailing, etc. All necessary clearances and other design criteria would be maintained.

- Noise levels from the existing railroad use would be able to be reduced by building location and design and by landscape materials, but cannot be totally eliminated.

Adverse Impacts Requiring an Alternative Design for Alleviation

- Although not a significant problem, the potential for conflict between military vessels and recreational craft would continue to exist due to the shared-entrance function. Unless peak use periods were to change substantially from current conditions, this possible but highly improbable conflict potential is considered very low. A possible solution would be to redesign the off-shore protective works to provide separate entries for the two types of traffic, although not justified by current or forseeable use patterns.

- The major adverse impacts requiring an alternative design to that which is proposed in the Precise Plan would be the problems of dangerous entry conditions and continuing surge drainage due to the limited protection offered by the existing breakwater-jetty design under heavy weather and storm conditions. While the Precise Plan notes the problem and its restrictions upon the full development potential of the Harbor and the current damage problems, it can only recommend that the Corps of Engineers examine possible solutions and implement them (rather than propose a specific solution for implementation by the Harbor District). Mitigation measures have been generally considered by the Corps of Engineers in their current engineering studies and model testing efforts which should be carefully reviewed during their evolution over the next several years. In essence, unless this adverse impact is substantially diminished, the existing Harbor, as well as a substantial portion of the water and public facilities use,improvements projected in the Precise Plan cannot be developed, either to the original designs for the Harbor, or to their recommended improvements.

- An alternative design for the improvement of the San Luis Rey River jetty between the Harbor and River, which would enable widening of Harbor Drive South without reducing valuable and limited land area within the Harbor, would substantially alleviate the capacity limitations which currently would persist on this road, even under Precise Plan recommendations.

8.0 Mitigation Measures

8.0 MITIGATION MEASURES

The impacts and unavoidable adverse effects of the proposed Precise Plan which have been noted in the preceding sections of the EIR can be significantly reduced, or in some cases, eliminated, through a number of mitigation measures recommended by this EIR.

Because of its nature as a planning document, engineering and design development studies have not been prepared as part of the Precise Plan. Therefore, the mitigation measures which are addressed in this section are those which would apply generally to any development of the Harbor Area irregardless of precise engineering and design studies. The discussion of these measures is organized in terms of direct construction (short-term) mitigation measures, and operational (long and short-term) mitigation measures.

The mitigation measures discussion has been presented in chart form to provide a clear description of:

- The impact requiring mitigation;
- The mitigation measure(s) recommended;
- The agencies or entities responsible for implementing the mitigation measure(s)

OCEANSIDE SMALL CRAFT HARBOR PRECISE PLAN/EIR

MITIGATION MEASURES FOR DIRECT CONSTRUCTION IMPACTS

IMPACT	MITIGATION MEASURE	RESPONSIBLE ENTITY
Air Quality & Noise		
1. Direct noise from construction and construction related vehicles.	. Noise abatement devices required on all construction vehicles & equipment. . Limit construction activity to between 7 a.m. and 6 p.m. . Require conformance with all City Noise Element and Ordinance requirements.	City of Oceanside and Construction Contractors
2. Dust generated by construction activities.	. Use of typical wetting and other dust/debris control measures. . Schedule as many impacting activities at the same time as possible to limit duration of impact.	City of Oceanside and Construction Contractor
Geology/Seismicity and Soils		
3. Alteration of topographic conditions/slope stability by "cutting-in" parking spaces in embankments.	. Engineer required retaining walls. . Compact backfill and properly dispose of excess "cut" materials.	Harbor District and City of Oceanside

OCEANSIDE SMALL CRAFT HARBOR PRECISE PLAN/EIR

MITIGATION MEASURES FOR DIRECT CONSTRUCTION IMPACTS

IMPACT	MITIGATION MEASURE	RESPONSIBLE ENTITY
Biota		
4. Disturbance of wildlife population - SLR River and Harbor	. Construction should occur outside of primary wildlife breeding season (April to June).	City of Oceanside, Harbor District and Construction Contractors
Traffic		
5. Disruption of traffic on Harbor Drive North and South	. Minimize construction activity during peak hours and peak Harbor use periods during year; use traffic control measures.	Harbor Patrol and City of Oceanside Police Department
Utilities		
6. Temporary interruption of water service due to upgrading/ replacement of water mains	. Inform affected customers in advance. . Scheduling cut-off times to occur during minimum water demand period. . Avoid construction activities during extremely dry weather.	City of Oceanside and Harbor District

MITIGATION MEASURES FOR DIRECT CONSTRUCTION IMPACTS

IMPACT	MITIGATION MEASURE	RESPONSIBLE ENTITY
Public Service & Facilities		
7. Extra police assistance to guard against vandalism, theft, etc.	. Coordination with Harbor Patrol . Require proper security measures at construction site.	City Police, Harbor Patrol and Construction Contractors
Water Quality		
8. Water pollution resulting from transport and settlement of dust.	. Use of typical wetting and dust/debris control measures	City of Oceanside, Harbor Patrol and Construction Contractors
Land Use		
9. Increased display area for SB9 (elimination of some parking).	. Provide alternative parking in appropriate location.	Harbor District
Water Use		
10. Disruption of existing berthing and traffic routes.	. Schedule construction activities during periods of minimum harbor activity.	Harbor District, City of Oceanside and Construction Contractors

OCEANSIDE SMALL CRAFT HARBOR PRECISE PLAN/EIR

MITIGATION MEASURES FOR SHORT-TERM (OPERATIONAL) IMPACTS

IMPACT	MITIGATION MEASURE	RESPONSIBLE ENTITY
Jurisdictional Framework		
1. USMC admistrative responsibility for assessing lease of land adjacent to Parcel "J".	. Coordination with Harbor District.	USMC and Harbor District
Public Services and Facilities		
2. Temporary assistance to Harbor Patrol by Police during peak traffic or crisis periods.	. Assessment of need and coordination with City Police	Harbor Patrol, City Police

OCEANSIDE SMALL CRAFT HARBOR PRECISE PLAN/EIR

MITIGATION MEASURES FOR LONG-TERM (OPERATIONAL) IMPACTS

IMPACT	MITIGATION MEASURE	RESPONSIBLE ENTITY
Jurisdictional Framework		
1. Resolution of surge problem prior to implementation of Precise Plan.	. Coordination of planning and implementation with Harbor District.	COE and Harbor District
2. Potential conflict between civilian and USMC boating operations.	. Scheduling of activities to avoid coincidence of peak demand periods whenever possible.	Harbor District and USMC
3. Lease of parking parcel adjacent to lease Parcel "J".	. Coordination and involvement of USMC in planning/decision process.	City of Oceanside, Harbor District and USMC
4. Increased responsibilities for various City Dept's. in implementing capital improvements program in Harbor Area.	. Adminstrative review and scheduling and coordination with Harbor District.	City of Oceanside and Harbor District
5. Admistrative and budgeting responsibility for Precise Plan implementation.	. Review of programs, establish priorities and coordination with City capital improvements program.	Harbor District

OCEANSIDE SMALL CRAFT HARBOR PRECISE PLAN/EIR

MITIGATION MEASURES FOR LONG-TERM (OPERATIONAL) IMPACTS

IMPACT	MITIGATION MEASURE	RESPONSIBLE ENTITY
6. Increased Harbor Patrol activities including possible additional personnel and equipment	. Monitoring of increased activity	Harbor District
Land Use		
7. Elimination of parking spaces through conversion to different use: . 30 spaces from Lot No. 3 . 38 spaces from Lot No. 8 . 15 spaces from Lot No. 4 . 15 spaces from Lot No. 2 (potential) . 52 spaces from Lot No. 10 (beach) . 50 spaces from Lot No. 1	. Provision of alternative parking in appropriate locations.	Harbor District, and City of Oceanside
8. Increased intensity of use for some parcels . portion of parking Lot No. 3 to commercial retail	. Program support facilities to accommodate increased levels of use (streets, parking, utilities, etc.)	City of Oceanside and Harbor District

POTENTIAL MITIGATION MEASURES

OCEANSIDE SMALL CRAFT HARBOR PRECISE PLAN/EIR

(MITIGATION MEASURES FOR LONG-TERM (OPERATIONAL) IMPACTS)

IMPACT	MITIGATION MEASURE	RESPONSIBLE ENTITY
. parking Lot No. 8 to recreation . improved launching ramp parking area . portion of landscaped embankment to parking . SB9 to restaurant . vacant to dry storage yard . underutilized harbor beach area to Harbor District Office . landscaping to circulation features . air rights development with parking below.		
Water Use		
9. Congestion at launching facilities during peak demand periods	. Review/modify/circulation design in vicinity to minimize problems.	City of Oceanside and Harbor District

OCEANSIDE SMALL CRAFT HARBOR PRECISE PLAN/EIR

MITIGATION MEASURES FOR LONG-TERM (OPERATIONAL) IMPACTS

IMPACT	MITIGATION MEASURE	RESPONSIBLE ENTITY
10. Potential conflict between boating and fishing activities at entrance channel	. Inform fisherman and boaters of potential conflicts with signs, etc. . Limit casting distance for fishermen.	Harbor District
Circulation/Parking		
11. Increased traffic rate.	. Additional traffic lanes, turning lanes and pockets . Traffic control by Harbor Patrol during peak periods.	City of Oceanside and Harbor District
12. Close-to-capacity situation at "Y" intersection.	. Redesign of "Y" intersection to "T". . Promote use of alternate access points.	City of Oceanside and Harbor District
13. Deficit parking in some areas.	. Remote parking with free tram service.	Harbor District and City of Oceanside
14. Pedestrian congestion during peak periods.	. Appropriate signing and striping.	Harbor District

OCEANSIDE SMALL CRAFT HARBOR PRECISE PLAN/EIR

MITIGATION MEASURES FOR LONG-TERM (OPERATIONAL) IMPACTS

IMPACT	MITIGATION MEASURE	RESPONSIBLE ENTITY
Utilities		
15. Increased use of water, electrical power and natural gas resources.	. Required installation of water conserving and energy effifient equipment/fixtures.	Harbor District, City of Oceanside and Architectural Contractor
16. Potential over-commitment of La Salina Treatment Plant capacity.	. Monitor increases in effluent generation. . Building permit moratorium during expansion of facility should overcommitment occur/ appear eminent.	City of Oceanside
17. Wastewater flow in excess of on-site pump capacity.	. Increase pumping capacity through installation of additional pumps.	City of Oceanside, and Harbor District
Public Services and Facilities		
18. Incremental demand for additional police surveillance.	. Coordination and planning with Harbor Patrol.	City Police and Harbor Patrol
19. Increased fire potential/fire flow requirement with additional uses.	. Program and install necessary water main and hydrant improvements. . Require installation of fixtures/ equipment in new buildings/ renovations to reduce individual fire flow requirement.	City of Oceanside, Harbor District and Architectural Contractor

MITIGATION MEASURES FOR LONG-TERM (OPERATIONAL) IMPACTS

IMPACT	MITIGATION MEASURE	RESPONSIBLE ENTITY
20. Incremental demand for emergency response and hospital facilities.	. Coordination and planning with Harbor Patrol.	Community Hospital and Harbor Patrol
21. Increased demand for solid waste collection.	. Additional collection runs and recepticles.	Harbor District and City of Oceanside
22. Altered response time due to closing of Pacific Street access to all but emergency and peak period use.	. Emergency use of Pacific Street access	City Police and Harbor District
23. Potential contributing factor to City-wide need for additional fire fighting equipment/personnel.	. Monitoring of growth and projection of future equipment and personnel need.	City of Oceanside
Noise		
24. Noise impact from railroad on proposed commercial uses.	. Building siting and design. . Landscape buffers and other barriers not in conflict with views. . Sound insulation materials installed during construction.	City of Oceanside, Harbor District and Construction and Architectural Contractors
25. Incremental increase in ambient noise level.	. Adherence to Noise Element Guidelines and State/Federal noise standards. . Landscaping and barriers to restrict noise transfer.	City of Oceanside and Harbor District

MITIGATION MEASURES FOR LONG-TERM (OPERATIONAL) IMPACTS

IMPACT	MITIGATION MEASURE	RESPONSIBLE ENTITY
Study Area Land Use/Circulation Impacts		
26. Increased traffic level related to Harbor Area.	. Redesign of streets to increase capacity. . Encourage use of alternate means of transportation.	City of Oceanside

OCEANSIDE SMALL CRAFT HARBOR PRECISE PLAN/EIR

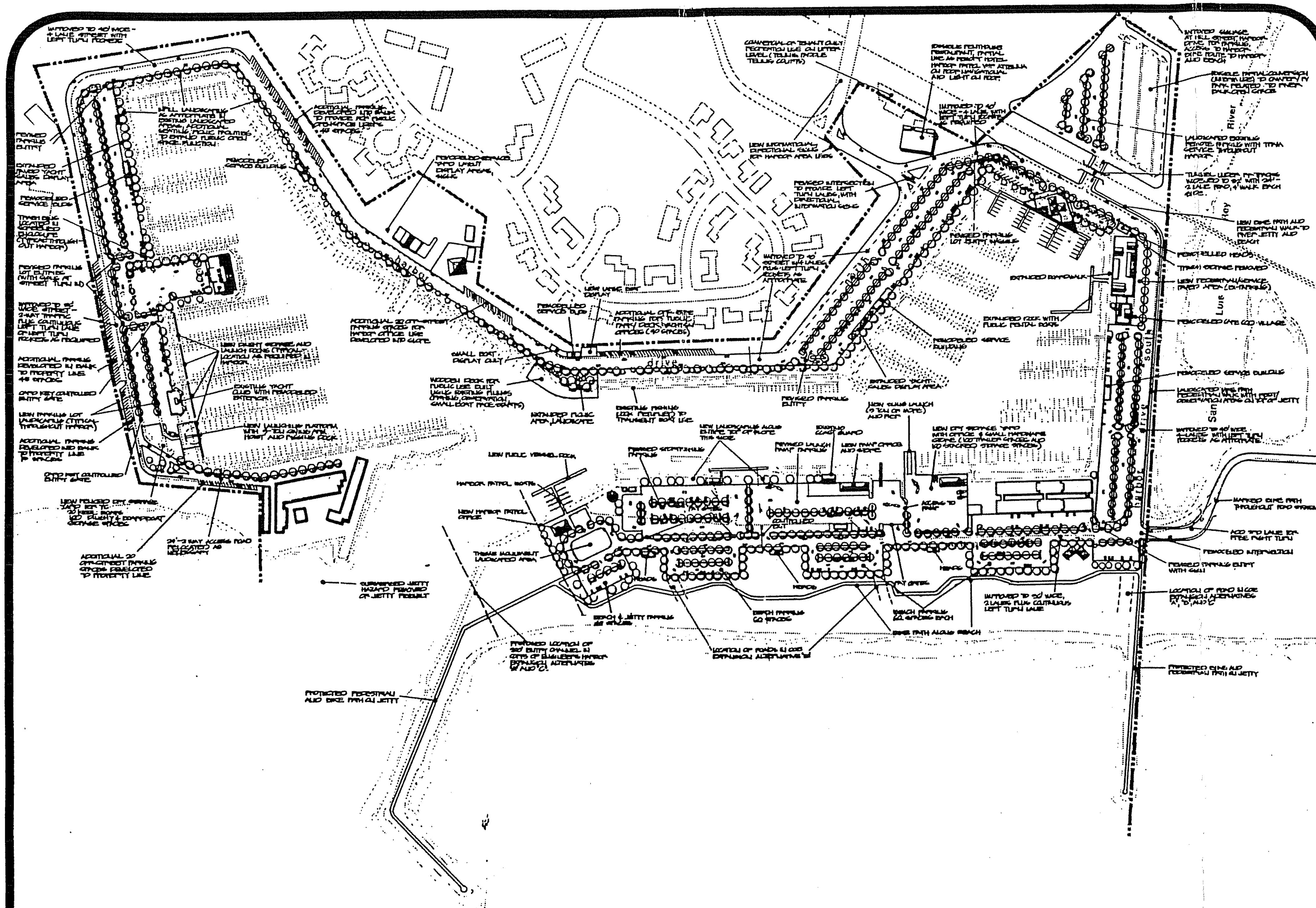
MITIGATION MEASURES FOR LONG-TERM (OPERATIONAL) IMPACTS

IMPACT	MITIGATION MEASURE	RESPONSIBLE ENTITY
Geology and Soils		
27. Presence of moderate secondary seismic effect hazards.	. Construction in accordance with State, County and local seismic safety codes/ordinances.	City of Oceanside and Construction Contractor
28. New buildings subject to settlement.	. Soils investigation prior to foundation design . Use of driven piles to support building foundation and resist settlement.	City of Oceanside and Harbor District
Hydrology and Water Quality		
29. Potential increase in accidental/ illicit discharge of effluent/ fuel.	. Strict enforcement of existing regulations. . Use of holding tank and pump-out facilities. . Require sealed through-hull fittings for marine toilets.	Harbor District and Coast Guard
Air Quality		
30. Increased VMT resulting in additional pollutants.	. Strict enforcement of State, Federal and Regional Air Quality Standards and Strategies. . Encourage use of alternate means of transportation such as bike, bus, car/vanpools, walking. . Provide remote parking in Lot No. 1 with free tram service.	City of Oceanside, Highway Patrol and Harbor District, SDAPCD

OCEANSIDE SMALL CRAFT HARBOR PRECISE PLAN/EIR

MITIGATION MEASURES FOR LONG-TERM (OPERATIONAL) IMPACTS

IMPACT	MITIGATION MEASURE	RESPONSIBLE ENTITY
Biota		
31. Removal, replacement, relocation of existing ornamental flora and additional planting.	. Marking of trees and shrubs to remain and use of appropriate protection measures . Soil modification. . Use of qualified personnel during planting.	Harbor District



land uses/activities

LOCATION	USE 1977	USE 1980	USE 1990	REMARKS
PARCEL A	MULTI-USE OF BUILDINGS			
B-C	NEW CHART HOUSE RESTAURANT			
D	REMODELED CAPE COD VILLAGE			
E	EXISTING CONDOMINIUMS TO REMAIN			
F	DEVELOPED AS DRY STORAGE LAUNCH YARD			
H	EXISTING GAS DOCK TO REMAIN			
J	EXISTING MOTEL TO REMAIN			
K	EXISTING JOLLY ROGER RESTAURANT TO REMAIN			
L	REMODELLED BOAT SERVICE YARD			
SB2	REMODELLED SIGN CONTROL			
SB5	REMODELLED SERVICE BLDG AND YACHT CLUB			
SB6	REMODELLED BLDG LARGER DISPLAY AREA			
SB8	REMODELLED BLDG ADDITIONAL DISPLAY AREA			
SB9	REMODELLED BLDG ADDITIONAL DISPLAY AREA			
LOT 1	LANDSCAPED PARKING AND RV AREA			
2	LANDSCAPING REVISED ENTRIES, DRY STORAGE YARD, LAUNCH AREA			
3	LANDSCAPING REVISED ENTRIES			
4	LANDSCAPING REVISED ENTRIES	SEE ALTERNATIVE #2	SEE ALTERNATIVES #3 AND #4	
5	LANDSCAPING REVISED ENTRIES			
6	LANDSCAPING REVISED ENTRIES			
7	REVISED ENTRIES NEW LANDSCAPING			
8	CONVERTED TO RECREATION AREA AND SERVICE AREAS			
9	NEW CHART HOUSE PARKING & ADDITIONAL NEW LOT			
10	REMAINS AS IS			
RAMP	REVISED RAMP AND LAYOUT AND ADDITIONAL LANDSCAPING			
STREET	[illegible]			
BEACH	NEW ROAD PARKING, BENCHES, PICNIC AREAS, LANDSCAPING			
HARBOR DISTRICT	REMODELED OFFICES, NEW HARBOR PATROL OFFICES, [illegible]			
PUBLIC AREAS	ADDITIONAL LANDSCAPING SEATING, [illegible]			

figure 9-1
harbor area
alternative 1

north   scale

0 50 100 200

precise plan of
oceanside
small craft harbor

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9.0 Alternatives to the Proposed Action

9.0 ALTERNATIVES TO THE PROPOSED PROJECT

During the planning process leading to the Harbor Area Precise Plan, four plan alternatives were developed in detail for the Harbor Area and two alternative plans were developed for the adjacent areas within the Study Area. The alternative plans for the area outside the Harbor were developed only at the level of detail necessary for conceptual circulation and land use elements/discussion and comparison.

These alternatives are illustrated on the accompanying drawings, which include detailed notes describing the specific recommendations of the alternatives. The details of each alternative are summarized in the following text.

9.1 PRECISE PLAN ALTERNATIVES - HARBOR AND STUDY AREAS

The alternatives which were developed for the Harbor Area were not developed as being mutually exclusive, totally different concepts, but were structured so that they provided the reviewer/decision maker with several choices, including: the ability to formulate additional alternatives from the individual components of the four examples shown; the ability to approach physical and financial phasing by viewing the alternatives in sequence from 1, 2, 3 to 4; the ability to choose to "enter" this sequence at any point by electing to undertake a more ambitious plan initially (Alternative #3 for example) thus, eliminating intermediate stages (1 and 2) (assuming feasibility is validated); and the ability to assess the implications of Harbor expansion proposals in relation to the various alternatives.

A number of basic elements are common to all of the alternatives, and were to be considered as essential elements in any additional alternatives generated by reviewers/decision makers. These elements are:

- Improvements to the internal circulation network to increase capacity and efficiency, improve safety, and provide for future demands.

- Improvements in the surrounding circulation network, as well as information and directional signing which will provide increased "visibility" and improved access from regional and local routes.

- o Improvements in parking in order to provide adequate parking for Harbor uses on an individual use basis, as well as to separate public use and commercial use parking.

- o The ability to easily accommodate both the circulation and land use aspects of any proposed expansion alternatives without massive reconstruction or loss of existing facilities.

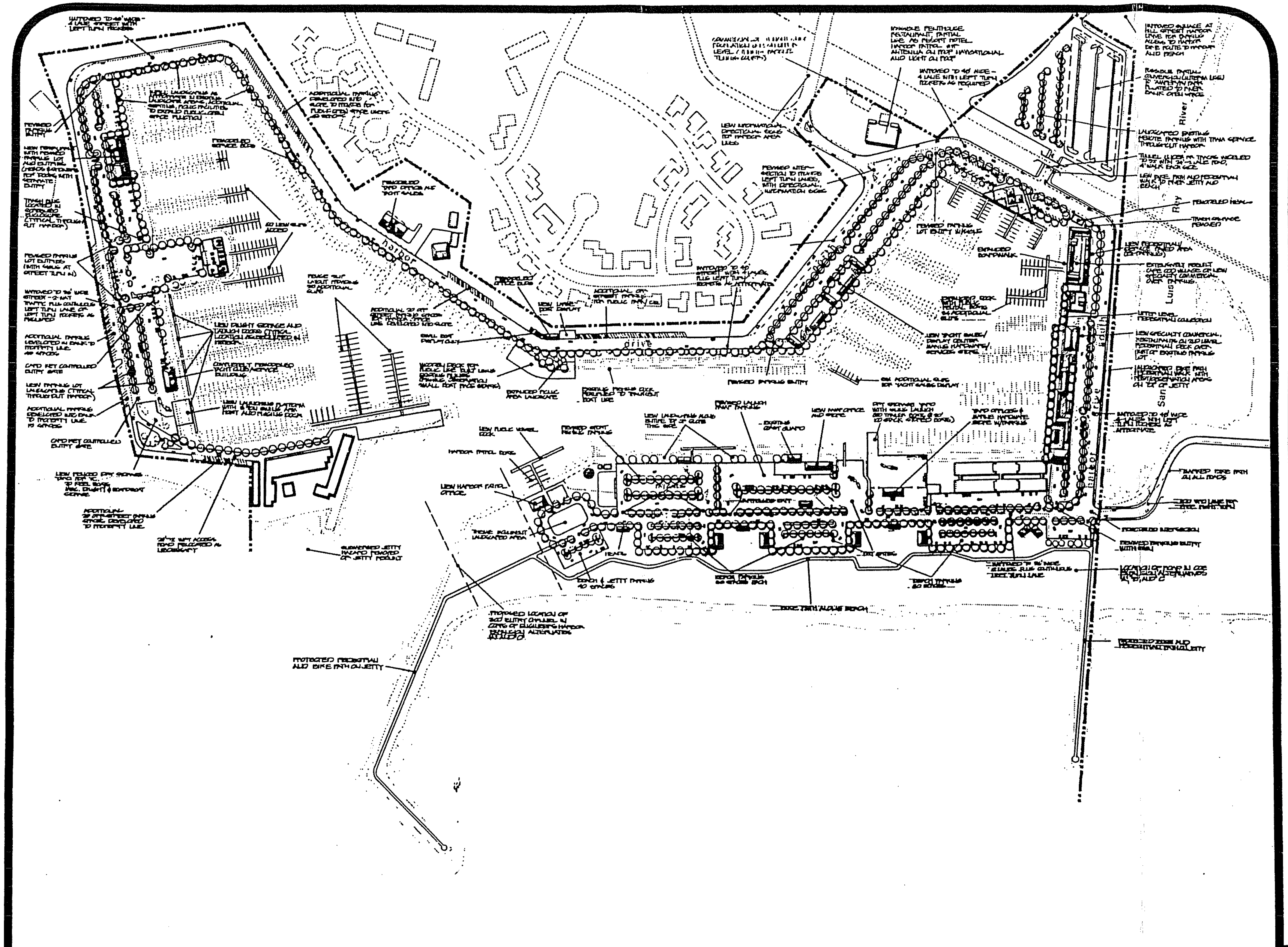
- o The assumption that the uses in the Harbor (and its expansion) will have adequate levels of market demand to make their development economically feasible by lessees and the Harbor District.

The two Study Area conceptual land use/circulation alternatives were developed so that they reflected the "concensus" of land use and circulation proposals which were expressed by: the wide range of sources represented at the earlier interviews; the Redevelopment Plan; additional uses which would be directly supportive of Harbor Area uses and activity; and specific proposals by City and others.

9.2 HARBOR AREA ALTERNATIVE #1

This alternative represents an "immediate" and cost effective approach to meeting the most significant deficiencies in circulation and parking needs in both general and public use access and parking, as well as increasing opportunities for public/quasi-public uses/activities in both "public" areas (developed by Harbor District or other public agency) and in leaseholds (Yacht Club, Parcel F, etc.). Street widenings, intersection and parking entry improvements, additional parking in critical areas, provision of marked bike lanes, pedestrian walks, and landscaping are major circulation changes.

Development of public recreation-supportive uses in the beach area and in other peninsula parcels, remodelling of service buildings and District Office, expansion of internal open space areas (fishing platform), relocation of the Harbor Patrol function into new quarters and docks and improvement of pedestrian access continuity around the basis peripheries, as well as seating, picnic areas and trash



precise plan of oceanside small craft harbor

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land uses/activities

LOCATION	USE 1977	USE 1980	USE 1990	REMARKS
PARCEL A		SAME AS ALTERNATIVE #1		
B-C		SAME AS ALTERNATIVE #1		
D		COMPLETELY REBUILT COMMERCIAL VILLAGE [illegible] TO LOTS 6 AND 7		
E		SAME AS ALTERNATIVE #1		
F		SAME AS ALTERNATIVE #1 (HOTEL [illegible] SITE [illegible])		
H		SAME AS ALTERNATIVE #1		
J		SAME AS ALTERNATIVE #1		
K		SAME AS ALTERNATIVE #1		
L		MORE EXTENSIVE REMODELING SITE [illegible]		
SB2		INCORPORATED INTO NEW COMPLEX - BUILT AS NEW BUILDING	SEE ALTERNATIVES #3 AND #4	
SB5		SAME AS ALTERNATIVE #1 (DIFFERENT REMODEL)		
SB6		REPLACED BY NEW [illegible], ETC. IN NEW PERMANENT STRUCTURE		
SB8		SAME AS ALTERNATIVE #1 (NO OUTSIDE [illegible])		
SB9	SEE ALTERNATIVE #1	REMODELED OR REPLACED IN NEW YACHT SALES COMPLEX		
LOT 1		SAME AS ALTERNATIVE #1		
2		SAME AS ALTERNATIVE #1		
3		NEW RESTAURANT USE ON LOT, REVISED LOT LAYOUT		
4		NEW YACHT SALES COMPLEX, REVISED LOT LAYOUT		
5		SAME AS ALTERNATIVE #1		
6		NEW 2ND LEVEL COMMERCIAL DECK OVER [illegible] PARKING		
7		SAME AS LOT 6		
8		SAME AS ALTERNATIVE #1		
9		SAME AS ALTERNATIVE #1		
10		SAME AS ALTERNATIVE #1		
RAMP		SAME AS ALTERNATIVE #1		
STREET		SAME AS ALTERNATIVE #1 (MINOR DIFFERENCES)		
BEACH		SAME AS ALTERNATIVE #1 PLUS [illegible]		
HARBOR DISTRICT		SAME AS ALTERNATIVE #1		
PUBLIC AREAS		SAME AS ALTERNATIVE #1		

figure 9-2
harbor area alternative 2

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disposal are other major public improvements.

Improvements in individual parcels and leaseholds would include: improvements of the Oceanside Yacht Club, and its related parking area; improvements in sign control and display areas in service building leaseholds; improvements in sign control and site layout in Parcel L; improvements in pedestrian access, servicing, appearance and sign control in Parcel D, and similar improvements in all other leaseholds. Parcel F would be developed for a dry storage area for boats, sharing access to the launch ramp, plus having its own sling hoist facilities and yard offices/marina store. This alternative is considered to be capable of immediate implementation.

9.3 HARBOR AREA ALTERNATIVE #2

This alternative, while also a potential short-range implementation concept with a "target date" of 1980, involves a number of additional elements beyond Alternative # 1 which represent different land use/activity concepts within the same general structure established by Alternative #1. (Alternative #2 thus could be a "next phase" of Alternative #1).

Yacht sales/display activity is collected into a single complex on Lot 4, with a cluster of sales buildings around display areas for the various lines and sizes of boats. Display docks would also be added to an existing dock finger.

This alternative also features the introduction of additional structures at the beach providing additional public services (lockers, picnic shelter) plus concessionaire operations for equipment rental, food service, etc.

An additional 150-200 slips would be added by expanding existing dock systems in both north and south basins,while dinghy storage/rigging docks (as in Alternative #1) would be added at the heads of the slip channels.

A completely remodelled/rebuilt Cape Cod Village is indicated, with a new commercial complex developed to the south (on Lots 6, 7) on a second level "air-rights-leasehold" pedestrian deck constructed over the surface parking. This deck would connect with an expanded second level pedestrian deck at the remodelled village. Ground level uses such as heads serving slips, trash storage, electrical substation, etc. would remain, and be integrated into the new structure. Pedestrian access would be expanded at ground level as well.

Other circulation, parking, and land use improvements remain substantially the same in concept as in Alternative #1, although shown as different in some sites to illustrate alternative site planning concepts.

9.4 HARBOR AREA ALTERNATIVE #3

This alternative, along with #4, is intended to illustrate one possible "ultimate buildout" configuration which shows not only a possible continuation (in concept) of the implementation sequence implied by Alternatives #1 and #2, but variations in land uses and development configurations on individual parcels, as well.

The commercial deck concept has now been extended to cover the entire southern edge of the Harbor's south basin, providing pedestrian links to adjacent public use areas as well, and adding commercial recreation activities (tennis, etc.).

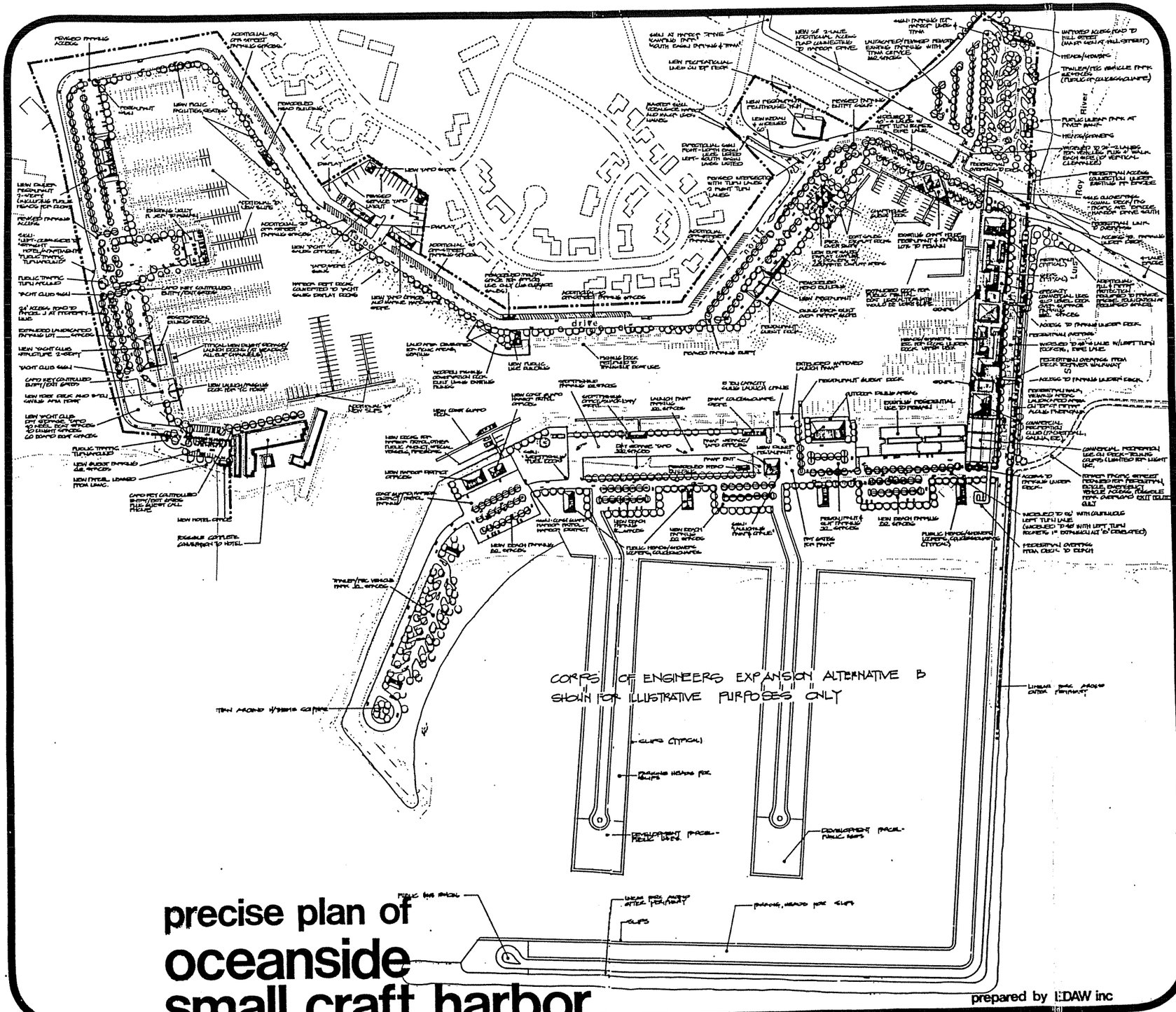
The sportfishing/launch ramp parking area has now been revised to include a major public dry storage area which would be serviced by an expanded launch function at the ramp (hoists, etc.), and a restaurant use has been located on Parcel "F".

The boat sales complex has been moved to a high visibility location directly opposite the major vehicular entry to the Harbor on Lot 5, and is shown in a different site plan configuration, linking to in-water displays. A restaurant is located on Lot 4.

The Yacht Club and its site have undergone a complete new construction program involving street changes and revised access to Parcel J, along with additional parking, made possible through the leasing of a small unused parcel from the USMC.

The boatyard and Harbor District offices have undergone a complete redevelopment with the Harbor District administration joining (in a separate building) the Harbor Patrol and Coast Guard at the entrance to the Harbor. The boatyard function, along with a marine hardware/supplies store, would be expanded to cover a broader range of services and boat sizes/types, with specialized service shops developed in the yard (engine, painting, etc.).

(To show possible relationship to the original Corps of Engineers expansion proposals, Expansion Alternative "B" was shown for illustrative purposes.)



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land uses/activities

LOCATION	USE 1977	USE 1980	USE 1990	REMARKS
PARCEL A			SEE ALTERNATIVE #1	
B-C				
D				
E				
F				
H				
J				
K				
L				
SB2				
SB5				
SB6				
SB8				
SB9				
LOT 1			SEE ALTERNATIVE #2	
2				
3				
4				
5				
6				
7				
8				
9				
10				
RAMP				
STREET				
BEACH				
HARBOR DISTRICT				
ALTS				
BLUFFS				
PUBLIC AREAS				
SPECIAL				

figure 9-3
harbor area alternative 3

north

0 50 100 200
scale

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This alternative also includes the originally-proposed (by City) Pacific Street Bridge with changes to the San Luis Rey River plan shown to accommodate the extreme grade changes of this structures. (This proposal, like the COE-proposed expansion alternatives, was later determined to be infeasible and was removed from further consideration in the development of the Precise Plan).

9.5 HARBOR AREA ALTERATIVE #4

Essentially an extension or variant of Alternative #3, in which, assuming sufficient market demand, the air rights development concept begun at the south end of the Harbor has been expanded to include the entire south basin periphery and Parking Lot #1, including a revised location for Harbor Drive South.

This concept suggests changing the railroad structure configuration between the Harbor and Lot #1 from the present embankment (shown in all other alternatives) to an overpass structure, to enable the physical and visual incorporation of the isolated parking lot area and the adjacent proposed major open spaces (as well as related motel and other uses) in the study area into the Harbor Area.

The commercial/pedestrian deck concept is extended to Lot #1 with pedestrian connections provided to adjacent public recreation areas and other uses within the Study Area (motels, etc.).

The park adjacent to a proposed San Luis Rey River Aquatic Park/Preserve is illustrated as a linking element extending into the possible Harbor expansion and around its outer periphery (similar to the linear parks found on Shelter Island/San Diego and on the inner breakwater at Dana Point Harbor). The nature of this park would change from a passive environment (riverbank) to the edge of the outer breakwater in the seaward area where open sea conditions would require a more "rugged" design.

This alternative, like #3, also illustrates a proposed COE Harbor expansion alternative, which in this case is Alternative "C". A development concept illustrating major park areas in addition to slip-supportive uses and a few development parcels has been shown. Several other alternatives for uses at the beach areas behind the entrance jetty could be implemented.

This Harbor Area alternative also shows the proposed Pacific Avenue Bridge and its connection with the Harbor Area circulation system. (See notes for expansion and bridge in Alternative #3.)

All other use complexes remain essentially the same as Alternative #3 except for the substitution of low-rise resort hotel uses for the existing condominium and apartment/boatel uses on Parcels E and J. Parcel F and the proposed small lease parcel from the USMC (adjacent to J) are also incorporated into the sites for these hotels, to provide more site area for uses and parking.

The hotel located on Parcels E/F would have pedestrian connections to the commercial recreation and retail commercial uses on the adjacent pedestrian deck, while the hotel on Parcel J would utilize a small portion of beach in front of it Both hotels would be limited to the heights of current uses on these parcels.

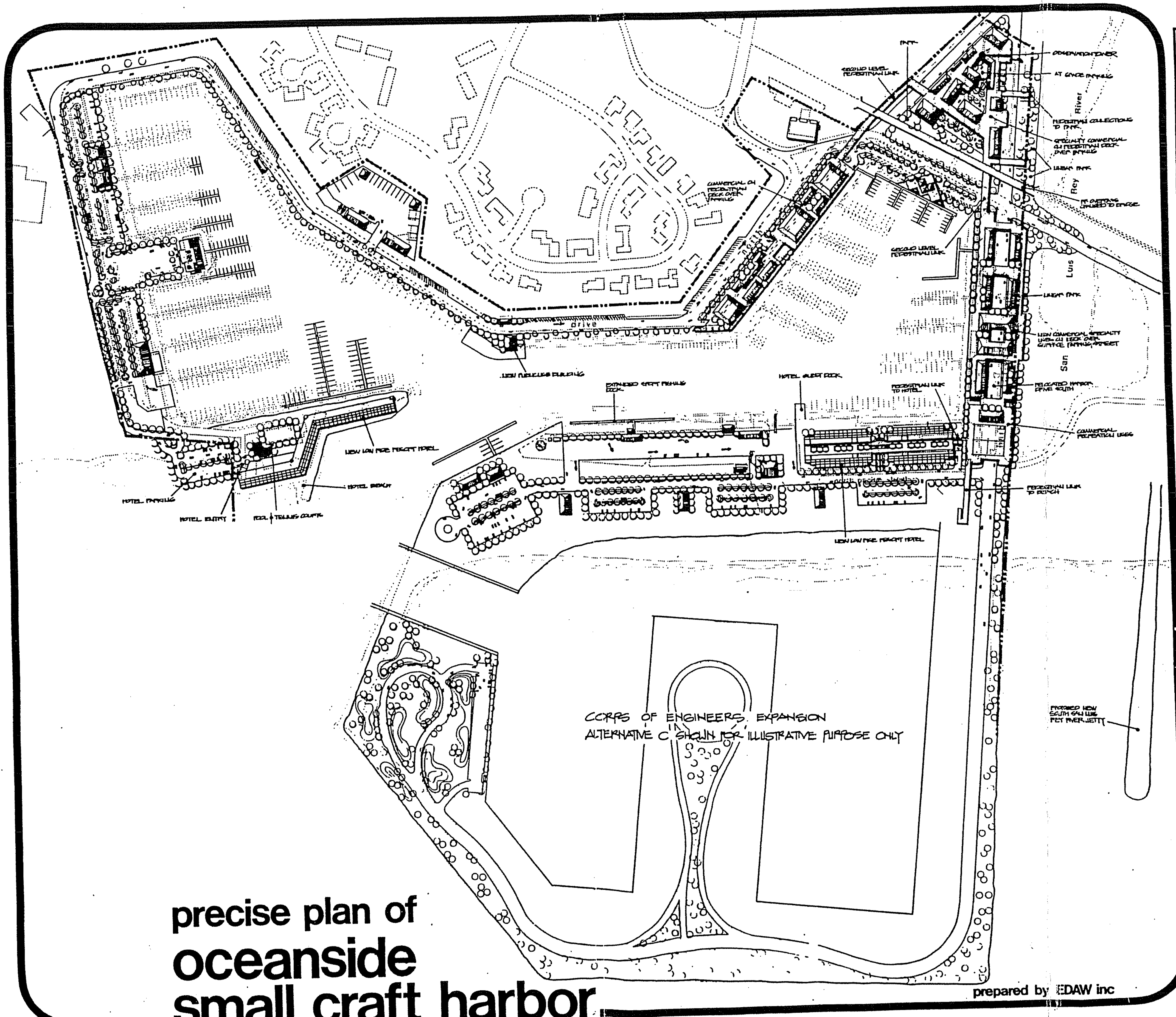
Both this alternative and Alternative #3 are suggested as being capable of implementation over the 1980-1990 period, and as demand and market support, as well as public agency financial support (for public infrastructure improvements), were available.

Several options for leasing programs were considered applicable to all alternatives, including: the development of both land and berthing facilities by private sector lessees; turnkey and leaseback arrangements for public uses and structures; concessionaire operation of public recreation uses; etc.

9.6 STUDY AREA ALTERNATIVE #1

This conceptual circulation and land use plan for the area adjacent to the Harbor (see accompanying map) illustrates several major use complexes resulting from gradual, but planned development/redevelopment of the areas described in the Environmental Setting Section of this document.

Northeast District - This alternative assumes continuation of the existing "highway commercial" uses such as the existing motels, gas stations, and restaurants, possible remodelling of the garage use and Hill Street commercial uses (where structurally feasible).



precise plan of
oceanside small craft harbor

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land uses/activities

LOCATION	USE 1977	USE 1980	USE 1990	REMARKS
PARCEL A			SAME AS ALTERNATIVES #1,2,&3	
B-C			SAME AS ALTERNATIVES #1,2 &3	
D			NEW COMMERCIAL [illegible] DECK [illegible] SURFACE PKG.	
E			NEW RESORT HOTEL [illegible]	
F			NEW RESORT HOTEL [illegible]	
H			[illegible] FUEL [illegible]	
J			NEW RESORT HOTEL	
K			SAME AS ALTERNATIVES #1,2 & 3	
L			SAME AS ALTERNATIVE #3	
SB2			USES INCORPORATED INTO COMMERCIAL DECK	
SB5			SAME AS ALTERNATIVE #3	
SB6			SAME AS ALTERNATIVE #3	
SB8			SAME AS ALTERNATIVE #[illegible]	
SB9			USES INCORPORATED INTO COMMERCIAL DECK	
LOT 1			COMMERCIAL USES ON FIELD DECK, NEW SURFACE PKG.	
2			SAME AS ALTERNATIVE #3	
3			SAME AS ALTERNATIVE #3	
4			PARKING UNDER NEW COMMERCIAL DECK	
5			SAME AS LOT 4	
6			SAME AS LOTS 4 & 5	
7			SAME AS LOTS 4 & 5	
8			SAME AS ALTERNATIVE #[illegible]	
9			SAME AS ALTERNATIVES #1,2,&3	
10			REPLACED BY NEW ROAD	
RAMP			SAME AS ALTERNATE #3	
STREET			SAME AS ALTERNATIVES #[illegible]	
BEACH			RETAINED IN [illegible] ALTERNATIVE C	
[illegible]			SAME AS ALTERNATIVE #[illegible]	
[illegible]			SEE WORKING PAPER #2	
SLIPS			SAME AS ALTERNATIVES #[illegible]	
PUBLIC AREAS			SAME AS ALTERNATIVE #3 PLUS [illegible] ALT. C [illegible]	
SPECIAL			SAME AS ALTERNATIVE #[illegible]	

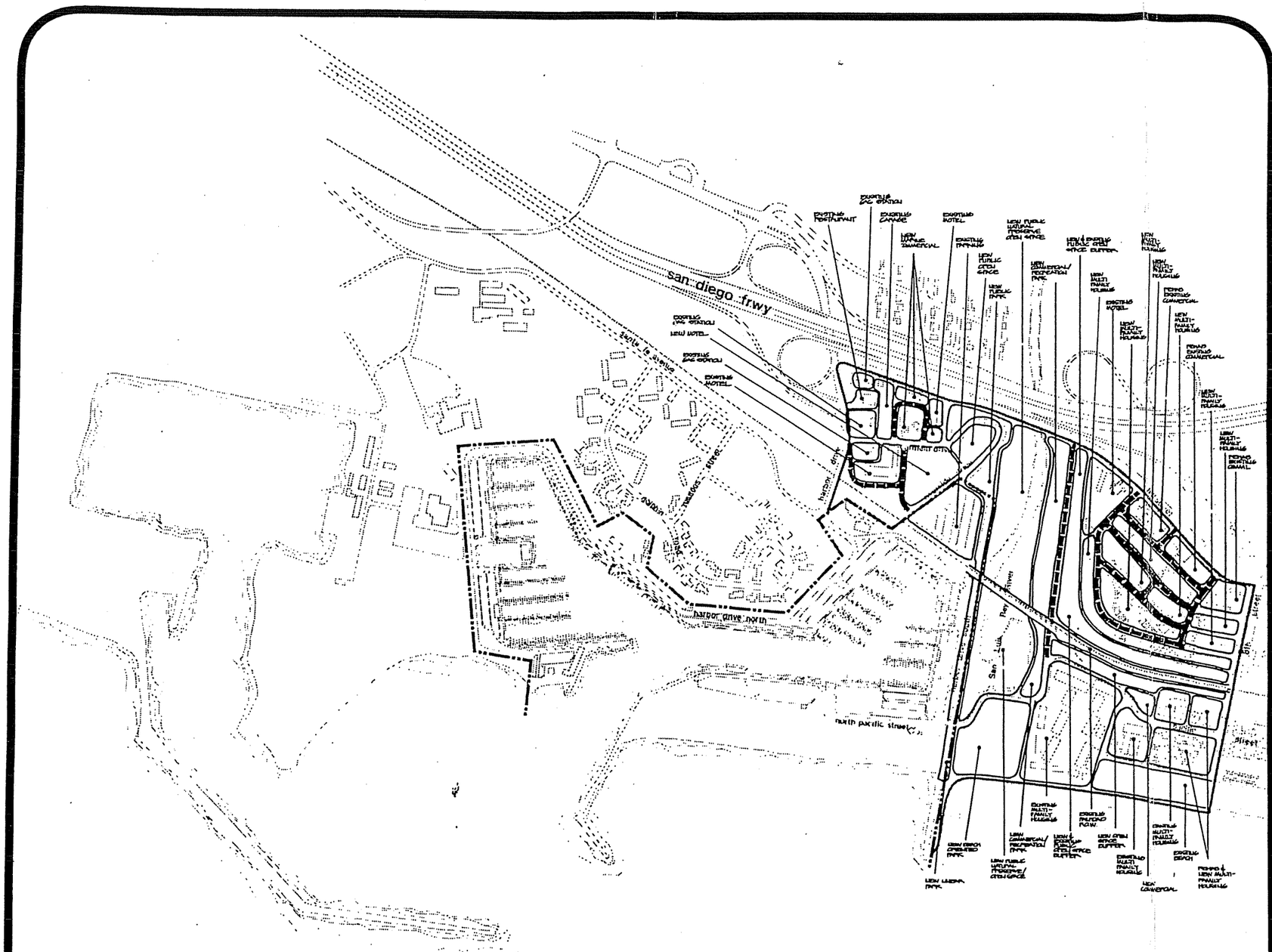
1977: SEE ALTERNATIVE #1
1980: SEE ALTERNATIVE #2
NOTE: ALL AREAS EXCEPT THOSE NOTED ARE SAME AS ALTERNATIVE 3

figure 9-4
harbor area alternative 4

north

scale
0 50 100 200

figure 9-5



precise plan of
oceanside small craft harbor

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study area alternative 1

north

scale 0 100 200 400

city of oceanside city of oceanside city of oceanside city of oceanside

Development of new uses would include the proposed Holiday Inn (at a scale compatible with view and massing requirements of the Coastal Commission), and specialized commercial uses serving the Harbor Area in the existing residential area, when structures in this area reach the end of their useful economic and physical life, and might be replaced by commercial uses.

These specialized commercial uses should be Harbor use/activity-supportive in that they would be the service, manufacturing, and repair uses which are typically found in the area around commercial and recreational harbors, but not in them. Typically these are:

- Custom Boatbuilding;
- Engine Repair;
- Marine Hardware Manufacturing;
- Specialized crafts such as electronics, repair, fiberglassing, woodworking, and general shipwright activities ;
- Discount and wholesale marine hardware sales;
- Sailmakers/canvas shops;
- Diver and fishing gear suppliers; and
- Other commercial uses complimentary with in-Harbor uses.

There is an identified demand for such uses in Oceanside, since the nearest available concentrations are in Dana Point, and San Diego and the few existing operations in Oceanside are scattered and inaccessible to the Harbor Area. Typically, such uses seek Harbor proximity, but require lower cost land/structures, such as might be found in rehabilitated existing structures or flexible, clear-span general industrial building space which could be subdivided into stores.

Slight modifications to the existing street system are proposed, along with the development of the river embankment areas into recreation/open space uses (where feasible) linked to the major recreation/open space use of the "river park." Improved access to Parking Lot #1 would be provided by an improved Carmelo Drive/Riverside Drive and improved signing at Hill Street, Harbor Drive and Carmelo.

Landscaped "entries" and entry streets to the Harbor Area would also provide an improved "image" for both the approach to the Harbor Area in this important location and to the existing and proposed uses in the entire Northeast District.

Southeast District - This area, which is characterized by existing viable commercial uses interspersed with a great deal of vacant and underutilized land, is proposed for new and rehabilitated existing commercial development along Hill Street (highway oriented/supportive uses would be feasible due to proximity and visibility), with multi-family residential uses recommended for the areas west of the Hill Street corridor and south to 8th Street. These residential uses would replace the existing trailerpark and would be developed within a circulation system and site planning approach responding to the curving, sloping contours and the ocean/river views which characterize this area.

The slopes leading down to the San Luis Rey River and to the A.T. and S.F. Railroad would be developed as a landscaped open space buffer between these areas and the proposed residential uses, with pedestrian, equestrian and bike trails connecting to similar systems following the river.

Southwest District - This is currently (and potentially) the most intensively developing district, with over 700 units of new multi-family housing recently completed. Continuation of this use pattern to 8th Street is suggested at lower densities for this area. An extensive system of public access-ways to, and paralleling, the beach, providing pedestrian, bicycle and minibus access, has been proposed for this area, and would link to the Harbor Area via either the existing Pacific Street or across the earlier-proposed Pacific Street Bridge.

This alternative for the Study Area proposed the retention of the existing Pacific Street in a slightly modified form for use by bicycle, pedestrian, and minibus transportation, and as a peak egress period "exit" (only) from this portion of the Harbor. The re-routing of Pacific Street along the southern riverbank would enable connections to be made to trail systems along this major open space, and could provide connections to similar systems along the beach front. A crossing of the railroad tracks by an improved 8th Street, with improved connection to Hill Street, would provide access to the major arterial streets in this area (Hill, Pacific) for residents of the area, as well as a more direct connection to the freeway, if proposed modifications to the 8th/Hill/freeway ramp intersection are undertaken.

San Luis Rey River - Development of the proposed flood control facilities would be structured in a manner compatible with the linear park concepts previously described, and in

such a way as to enable both an aquatic park/preserve and an active beach park to be developed within the riverbed area. The more active uses in the linear park and adjacent Harbor Area would be screened from visual or uncontrolled activity intrusion into the more natural, or preserve/conservation areas of the aquatic park by limited access and extensive landscaping.

Use of the aquatic park as a public open space under the preserve/conservation concept would be limited to observation of the area from a walkway and observation point system, adjacent to, and within the area along with a series of interpretive centers describing both natural systems and the role of the area as a flood control measure. Tours would be available, and some concessionaire functions would be permitted. Additional planning, channel modification, earth moving and water quality level maintenance improvements would be required to establish the preserve, which would have a detailed plan developed for it under local, state, and federal auspices.

9.7 STUDY AREA ALTERNATIVE #2

This alternative, while substantially the same as the first alternative in overall land use and circulation concepts within the various "districts" (differing only in configurations and possible intensities or groupings of development), differs substantially in the major circulation connection across the river, and in the proposed development of the river resource.

This alternative utilizes the proposed Pacific Street Bridge as a major east-west connector of use areas (in addition to Hill Street), leading into (and through) the Harbor Area from the intensely developed Southhwest District. The 8th Street Railroad crossing would also be included in this alternative, as would all of the other circulation improvements described in SA Alternative #1 (although new local street patterns in some areas would vary).

The development of the San Luis Rey River would, in this alternative, combine the "beach park" and "natural preserve" concepts of Alternative #1 with a more actively utilized park area providing fishing, animal viewing areas, and other active recreation uses compatible with water quality, flood control, and other constraints.

The "active" recreation area would be upstream from the Railroad/Pacific Street bridges, while the "natural" area

would be located downstream of the bridges to the "beach" area.

9.8 PLAN REVIEW/SELECTION PROCESS

The alternatives for the Harbor Area, Study Area, and the proposed Harbor Expansion were reviewed by the City, Coastal Projects Committee, various other interest groups, Coastal Commission, Corps of Engineers, and a consensus was determined as to the most desirable/feasible plan alternatives or combination of plan elements for:

- o Harbor Area
- o Study Area

The means of reviewing and selecting these "final" plans for further documentation by the consultant was a two-step process.

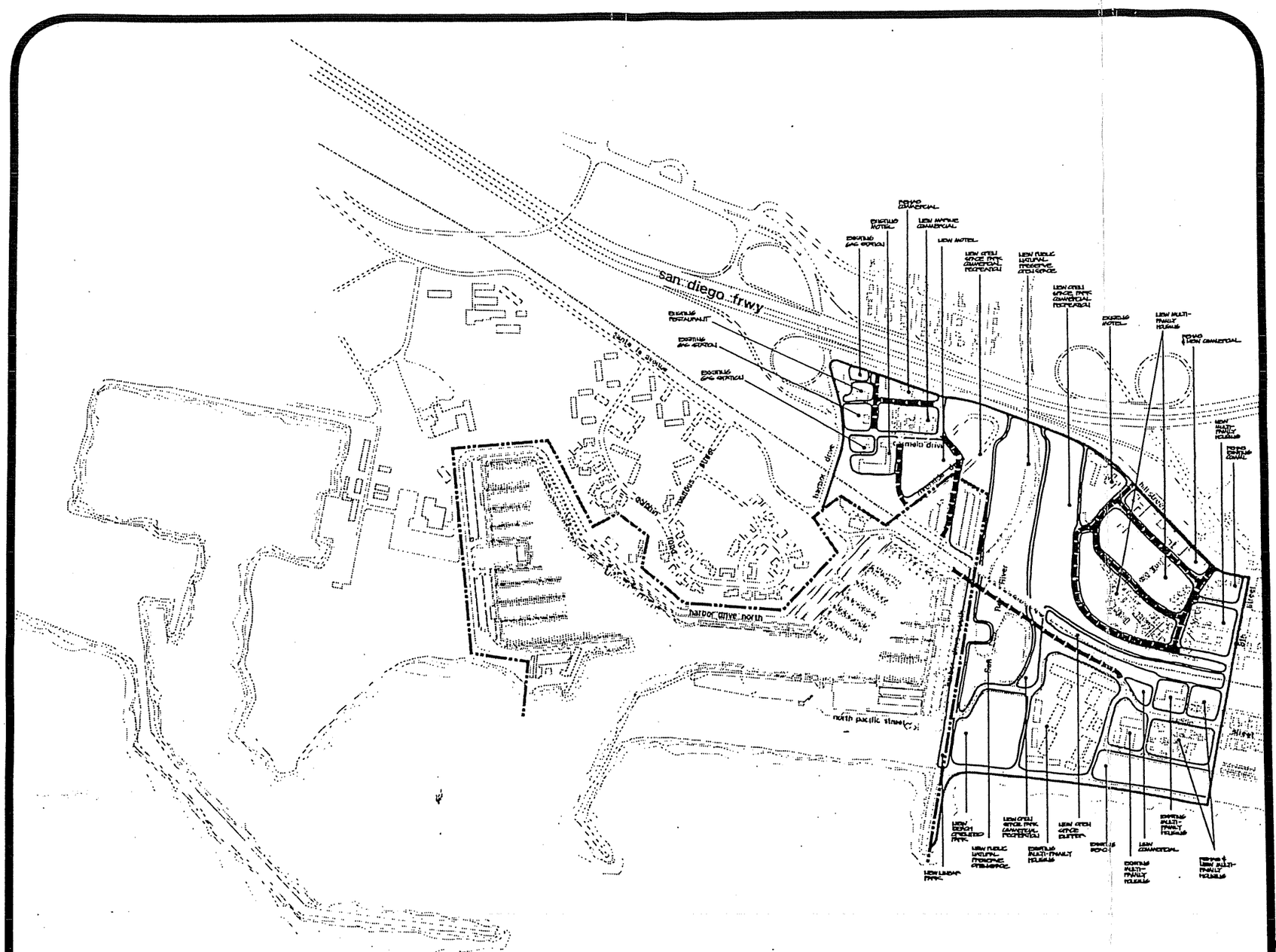
The first step in the review process involved reviewing each of the alternatives and their elements (to the degree of detail possible) against planning criteria established by the Coastal Commission and through the Precise Plan Study itself. These criteria represented "performance standards" which had to be met by the various elements in meeting various objectives. (See Chapter 1)

Utilizing the Plan Evaluation Matrix which was developed for this process (See accompanying illustration), the following process was utilized by the various reviewers:

- o When an existing or proposed use for a designated parcel or lot was indicated in each of the alternatives, i.e. "Restaurant on Parcel Z in Alternative 1; Hotel on Parcel Z in Alternative 2; Park on Parcel Z in Alternative 3", these were analyzed in terms of how well they met a particular criterion such as "maximize public use", yielding a selection of the proposed use of this parcel in Alternative 3, for example.

- o Each element of each Harbor Area alternative was analyzed in this fashion, resulting in a filling in of the intersecting box on the chart with the number denoting a "best" alternative, or "all" if all were equal or nearly equal in meeting the criterion or "none" if none met it. If more than one met the criterion, then they were described in order of preference - 1/3/2, etc.

figure 9-6



precise plan of
oceanside small craft harbor

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study area alternative 2

north

scale 0 100 200 400

figure 9-7

land uses/activities

criteria

	ALTERNATIVES					
	1	2	3	4		
A						
B-C						
D						
E						
F						
H						
J						
K						
L						
SB2						
SB5						
SB6						
SB8						
SB9						
1						
2						
3						
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STUDY AREA ALTERNATIVE 1 2

EXPANSION ALTERNATIVE A B C

precise plan of oceanside small craft harbor

prepared by EDAW inc

plan / element selection criteria

north

scale 0 80 100 200

city of oceanside city of oceanside city of oceanside city of oceanside city of oceanside

- Because of their more conceptual nature, the evaluation system treated the Study Area and expansion alternatives as aggregate concepts rather than collections of individual elements. Thus, the satisfaction of a criterion was expressed in the appropriate box in relative degrees, (low, moderate, high, or none) rather than as a choice among alternatives. For example, Study Area Alternative 1 "scored" low on a maximum active recreation use of the San Luis Rey River" criterion, while SA Alternative 2 scored a "moderate" due to its different recommendation for this use.

The second step of the review and selection process was for the reviewing groups/indiivduals to express their respective points of view as to the way in which the alternatives and their elements would meet their group or individual interests and concerns (boat-owners, beach-goers, Harbor Patrol, City staff, etc.). These comments were summarized and provided as supplemental information to the review and selection results.

Based upon this review process, the final Precise Plan, and the subsequent recommended implementation program and design guidelines were developed by the consultant to complete the Precise Plan Study.

The relationship of the final Precise Plan (short and long-range) to these selection criteria is illustrated in the Introduction section of this EIR.

9.9 "NO PROJECT" ALTERNATIVE

By definition, this alternative would result in the operation of the Oceanside Harbor in a continuation of existing conditions without resolution of the problems and issues identified at the beginning of this report (Chapter 1).

Preparation and implementation of the Precise Plan represent an opportunity for City and Harbor officials to improve the efficiency of the Harbor's operation and increase its value to the city/region as a recreational and economic resource in response to the identified opportunities and in solution of the problems outlined in the Precise Plan, reflecting both the growth and changes in recreational boating in the past 15 years and the growing experience with operating small craft harbors as mixed use recreational/commercial/residential use areas.

Additionally, with demand for coastal boating facilities high and continuing to increase, the impacts of the "no project" alternative

would be characterized as generally adverse. Policies presented in the California Coastal Act seek to promote more thorough use of existing boating facilities in order to limit as much as possible the degradation of coastal resources (as a result of new Harbor construction), such as the Auga Hedionda area which has been proposed as a site for a possible new marina. The "no project" alternative would not meet the objective of this policy, but rather would result in the continued building pressure for construction of new harbor facilities in the area.

The "no project" alternative might further defer required maintenance of Harbor Area utilities currently in a deteriorated state (due to a need for reallocation of existing funds or generation of additional funds), whereas the upgrading of utilities would be "programmed into" the Precise Plan implementation. Increasing demand for boating facilities will also increase utilization of other Harbor facilities, especially parking and circulation, resulting in congestion and deficiences in meeting the public's needs which could not be addressed under the "no-project" alternatives. Additionally, it would result in continued damage from surge in the existing Harbor, and reduced revenues for the Harbor.

The "no project" alternative would severely restrict the capability of OSCH to provide the multiple uses required to satisfy increasing public demand for Harbor/Harbor-oriented facilities in the firm of a regional recreation facility as well as maintain the level of economic viability necessary for continued operation of the Harbor Area as a strong economic/recreational use for the Oceanside Community.

9.10 PARCEL K - JOLLY ROGER EXPANSION ALTERNATIVE

The Jolly Roger Company has expressed an interest in constructing a new restaurant on Parcel K close to their existing facility. This alternative was not considered during the Precise Plan development process; however, the lease for Parcel K does indicate the potential for expanded use of the parcel. The alternative of a new restaurant on Parcel K is presented here so that the decisionmakers can weigh the possible restaurant use along with other new uses proposed in the vicinity (i.e., expanded sailboat sales and expansion of Docks C, D, and E).

The critical concern with this proposal is parking. As noted in the short range plan, although the existing Jolly Roger Restaurant has more than enough parking to meet statutory requirements, there are occasional problems with peak hour overflow into Lot #2 (Oceanside Yacht Club) to the west. The Precise Plan suggests that some type of regulation (control gate for slip renters and Yacht Club members) may be necessary to protect parking for those users.

Parking Lot #3 to the east of the Jolly Roger is currently under-utilized, with an excess 91 spaces. The Precise Plan anticipates that the Sailboat Sales complex would be expanded (committing about 57 parking spaces) and new boat slips would be constructed on Docks C, D, and E (requiring 26 parking spaces).

Based on these calculations, there would be an excess of about 26 spaces in the Jolly Roger lot and Lot #3. The proposed restaurant would eliminate about 14 existing parking spaces and would require approximately 60 new spaces. What this boils down to is: THERE WOULD NOT BE ADEQUATE PARKING TO SUPPORT EXISTING USES, EXPANDED BOAT SALES, NEW BOAT SLIPS AND A NEW RESTAURANT CONCURRENTLY. The new restaurant could meet parking requirements only if the other proposed expanded uses (sailboat sales and new slips) were scaled down or eliminated.

In terms of Coastal Act policies, all three of the suggested uses are appropriate. The boat slips would probably be considered a higher priority use under the Coastal Act because they are water-dependent. While the boat sales and restaurant are not water-dependent per se, they do serve a coastal-oriented market of recreationists and tourists.

It would appear that the decision to include a restaurant in the Precise Plan is an appropriate policy option if the Harbor District so chooses and the parking concerns are resolved.

One alternative for achieving greater parking efficiency would be to combine the restaurant and boat sales into a single complex. In addition, it may be possible to avoid peak hour parking congestion by stipulating the hours of operation of the restaurant and/or boat sales in any lease document. These possibilities should be studied further in the event that the Harbor District wishes to consider modification of the Precise Plan for Parcel K.

10.0 Short-Term Uses Maintenance / Enhancement of Long Term Productivity

10.0 SHORT-TERM USES/MAINTENANCE OF LONG-TERM PRODUCTIVITY

This section of the EIR is concerned with the extent (if any) to which the cumulative short and long-term effects of the project (short-term being construction; long-term being the assumed useful life of the uses, or approximately 40-50 or more years) represent a "narrowing" or restricting of the range of beneficial uses of the environment over the longer time. The "longer-range" is generally considered to be a non-limited period, but is traditionally defined as the next several generations/100 years for the purposes of projecting reasonable assumptions of future use of the environment.

Additionally, any long-term risks to health and safety, and the justification of the current implementation of the project (rather than reserving options for future alternatives) must be considered.

The primary concerns of the short-term/long-term impact cycle are thus the following:

- The extent to which the land resource is precluded from being used in its original form or able to be utilized for alternative uses in the future, as a result of the project's implementation (other uses, parks, open space, etc.).

- The extent to which the implementation of the project results in the continuance of, or creation of, long-term health and safety problems which have an indefinite degree of severity and time of occurrence, but which preclude the use of the site or related areas for future uses due to this unknown (or known) problem (radiation, petroleum extraction, etc.).

- The extent to which any specifically identified options for the current use of the site exist as a result of public agency planning studies/recommendations/action programs, alternative proposals from other agencies which offer different uses, or alternative use considerations by the same agency which might be possible on the site. Any time-constrained considerations which also affect the project's feasibility are also critical.

Taking these concerns in order, the effects of the proposed project are:

- The construction of the Oceanside Small Craft Harbor (and preceding Del Mar Boat Basin) resulted in the conversion of an ancient coastal river mouth (old

San Luis Rey River "estuary") to a specialized Harbor facility for recreational boating use. While it is conceivable that the Harbor (and Del Mar Basin) could be converted to some alternative types of harbor use (totally military, totally commercial fishing, etc.), it is not realistic to consider that the Harbor might readily be converted to the original land forms in order to provide for some alternative use. It is however, realistic to consider that the land and water resources created can be enhanced and expanded for broader public use over the long-term by the proposed short-term actions.

- The implementation of the Precise Plan does not directly create uses or conditions which would result in a long-term health or safety problem by this definition, but does recommend measures by which the continuation of major existing safety problems (jetty entrance conditions, surge damage in Harbor, etc.) could be removed or alleviated. Concurrent actions by others (solution to beach erosion by Corps of Engineers) would, in turn, alleviate major problems which have been found to be short-term uses contributing to the diminishment of long-term productivity (construction of wartime breakwater permanently and negatively altering the downcoast beach environment unless mitigated).

- No proposed options have been identified for the use of the Harbor Area for different uses or alternative uses which would be desired, or mandated by other agencies or entities. The alternatives analysis of the Precise Plan process thoroughly examined the full range of possibilities within the guidelines and criteria which would apply (Coastal Act, City General Plan, etc.) and found no options proposed by any other agency or entity which represent substantial variance from the current use. It is conceivable, however, that in time of war, the recreational boating use might be usurped for military functions, but this would presumably be a temporary, rather than long-term condition.

11.0 Irreversible Environmental Changes

11.0 IRREVERSIBLE ENVIRONMENTAL CHANGES

The changes which are of concern to this section of the EIR traditionally deal with four areas:

- Any large commitments of non-renewable resources (petroleum, etc.) during the project's construction and use of the land which makes removal of the proposed use or other uses unlikely in the future.

- Primary and secondary impacts (major new highways, utilities opening up previously undeveloped areas) which would commit future generations to similar uses.

- Any irreversible environmental damage which could result from "environmental accidents" related to the project (explosion of a nuclear power plant resulting in radioactive contamination, or pollution of significant groundwater sources from uses on the site, etc.).

- Evaluation of the proposed consumption of irretrievable resources in order to determine if it is justified in terms of priorities, supplies, etc. (design/construction of an "all-gas" house in the present context of a natural gas shortage).

While these categories typically apply to more complex projects than the Oceanside Harbor Precise Plan, the cumulative effects of numerous other projects upon non-renewable resources such as natural gas, copper, and others must be considered in their individual designs and subsequent use, in order to diminish the potential for significant cumulative effects.

Additionally, the impacts of increased use of retrievable resources (water, power, wood, etc.) upon irretrievable resources/needed to supply them (fossil fuels, etc.) must also be considered, to the extent that is realistic and relevant.

The irreversible environmental changes which are expected to result from the Oceanside Harbor Precise Plan are:

- No large commitments of non-renewable resources are expected to be utilized in construction and use of the project. The anticipated consumption of fossil fuels and fossil fuel-generated power, while representing an incremental "irreversible commitment" of these non-renewable resources, does not represent

an inordinant amount for a project of this size, and can be made more efficient/reduced by mitigation measures discussed elsewhere.

- Since the area within which the project is located is already committed to urban use, and the project is a permitted use under the applicable planning and zoning controls, and since other critical areas such as the San Luis Rey River will not be negatively affected, the project would not result in the development of previously undeveloped areas in a manner creating an irreversible loss of non-renewable resources (particularly natural) or committing the use of the site irretrievably into the future through conversion from a "natural" state.

- No aspects of the project's construction or operation are expected to create the opportunity for major environmental "accidents" resulting in the irretrievable loss of non-renewable resources. The cumulative effects of toxic landscape maintenance chemicals and toxic chemical substances on any sewage or runoff waters can be regulated by design and local government agencies, and are not expected to constitute a problem in either single instances of spillage or by other means. No research, commercial, scientific, or other uses involving major hazards are permitted in the Plan. Minor fuel spills can be handled by floating booms and skimmer pumps, and no use of onboard heads is permitted on berthed boats.

- The anticipated consumption of a number of renewable and non-renewable resources in the Plan's implementation is an undeniable fact of any development action. The extent to which this consumption might be: out of proportion to the project's scale; an essential element of the project (when other choices were available); or results in use of rationed or otherwise restricted resources inefficiently in times of shortage, are all areas of proper concern in assessing this factor's impact. In the case of the proposed project, design modifications and mitigation measures which are recommended in this EIR would result in the project achieving a highly efficient use of necessary resources (renewable and non-renewable), and having the capability to alter the rate of consumption, as well as shifting to other systems, during potential periods of crisis, or as new technology provides such opportunities, (solar power replacing natural gas as technology advances, etc.).

12.0 Final EIR

RESPONSE TO COMMENTS ON THE DRAFT EIR

NOTE: Comments from reviewing agencies are summarized below. Please see the letters in the preceding section for the full text of those comments.

COMMENT FROM OCEANSIDE YACHT CLUB:

The Precise Plan should include provisions for a small (2 ton) boat hoist adjacent to Service Building 5 (Oceanside Yacht Club).

RESPONSE:

This comment is more directly applicable to the Precise Plan than the EIR, and will consequently be more fully discussed in the staff report on the Precise Plan. Briefly, the critical concern with this proposal is parking. The Precise Plan notes that there is currently a deficit of 49 spaces in Lot #2, which serves Oceanside Yacht Club and Docks F, G, H, I, and J. The suggested expansion of the Yacht Club would commit an additional 11 spaces. Even with the development of new parking spaces cut into the embankment, a deficit of 20 spaces would remain. According to DNOD standards, a new hoist requires 10-15 new car/trailer (double) parking spaces. There is no land area available to provide these spaces, and staff does not believe that it is feasible to use remote parking in this instance. The Yacht Club is correct in asserting that a hoist would expand boating opportunities for those unable to acquire a slip, but staff believes that this function should be located in an area which can provide car and trailer parking (possibly near the existing launch ramp or as part of the expanded Harbor).

COMMENT FROM SEWER AND WATER SUPERINTENDENT:

The existing 8" water line which serves the Harbor is inadequate during periods of peak demand, and it is questionable whether any additional demand can be imposed on the existing system.

COMMENT FROM FIRE MARSHAL:

Existing fire flow in the Harbor is about 2500 gallons/minute. For growth to continue, an estimated flow of 4000 gallons/minute is needed. Ten inch mains are required.

RESPONSE:

Both of these comments emphasize the need to upgrade the water system in the Harbor. As a mitigation measure, staff believes no new development be allowed in the Harbor unless adequate water service is available for both fire flow and domestic purposes.

COMMENT FROM REDEVELOPMENT DIRECTOR:

The Study Area designations should be modified as follows:

a. The existing vacant parcel of land located immediately north of the Algea Condominiums between the AT&SF Railroad and Pacific Street should not be designated new commercial. The preferred use is public parking, with multi-family residential as an alternate land use.

b. It is suggested that residential development in the Southwest District be at lower densities than in the past (in the range of 40 du/acre).

RESPONSE:

The Study Area plan was included to allow consideration of the mutual land use and circulation effects of the Precise Plan on the surrounding area. Any land use decisions in the Study Area are within the purview of the Redevelopment Agency, and would need to be evaluated with regard to both Agency goals and compatibility with the Harbor plans. The modifications suggested above appear to lessen circulation impacts and are therefore considered compatible with the Precise Plan.

COMMENT FROM REDEVELOPMENT DIRECTOR:

The area known as Lot #1 (east of the railroad tracks) is within both the Harbor District and the Redevelopment Area. The Redevelopment Plan designates this area as open space. The Harbor short range plan calls for a continuation of the existing parking/open space use; the long range plan calls for development of air rights (over parking) specialty commercial uses. It may be necessary to amend the General Plan and Redevelopment Plan to achieve compatibility with the long range plan. However, until such time there is an actual proposal to construct commercial uses, it is suggested that the General Plan and the Redevelopment Plan remain unchanged.

RESPONSE:

The long range concept for Lot #1 was developed with the understanding that demand for commercial support services may some time in the future make it economically feasible to construct air rights development. Staff believes that this may occur 15 years or more in the future. At any rate, such a use would be governed by private and public sector economics, provision of adequate parking for both existing and new uses, and compatibility with the Precise Plan Guidelines.

Staff recommends that the General Plan be amended to reflect a "Harbor" designation for all areas within the Precise Plan. Such a designation would ensure compatibility of the Precise Plan with both the General Plan and the Redevelopment Plan.

COMMENT FROM THE JOLLY ROGER COMPANY: The Harbor District should designate a new restaurant instead of expanded yacht sales in the vicinity of Parcel K (existing Jolly Roger Restaurant) because the restaurant would serve a broader base of public and provide a greater economic return to the Harbor District and the City.

RESPONSE: The critical factors in determining an appropriate land use for this area are:

-Parking adequacy;

-Compatibility with boating uses;

-Economic return to the Harbor District; and,

-Adherence to Coastal Act requirements.

The draft EIR acknowledges that there would not be enough parking to simultaneously serve new boat slips, expanded boat sales and a new restaurant as presently envisioned in this vicinity. Staff believes that new boat slips should have first priority for the existing parking.

In that the boat sales use would be coastal dependent, the Coastal Act appears to favor that use over the restaurant.

In terms of economics, the combined revenue to the Harbor District from all of the boat sales was about $14,000 for the year 1975-76. A restaurant, on the other hand, could be expected to generate between $20,000 - $35,000 in rental income to the District.

In developing the Precise Plan, the Coastal Projects Committee felt that no new restaurants should be allowed in the North Basin because of possible security problems for slip renters (i.e., an increased potential for theft and vandalism). It is possible that this could be mitigated by regulating the hours of operation of a restaurant and restricting any cocktail lounges.

Staff believes that the Harbor District Board has several options open in resolving this land use issue:

1. The District could switch the Yacht Sales complex to Parking Lots 4 and 5 (thus eliminating the new restaurant proposed in that location in favor of the Jolly Roger expansion). This alternative would be more desirable from the standpoint of parking, but still poses the potential for "security" problems.

2. Conversely, the Jolly Roger Company could be encouraged to locate the new restaurant in the South Basin area (New Parcel #4 as currently proposed in the Precise Plan).

   Based on preliminary discussions with Jolly Roger representatives, this may not be acceptable because they would like the new restaurant to be close to their existing restaurant.

3. With major modifications, it is possible that both the Yacht Sales complex and restaurant could coexist on the site. Such modifications could take the form of:

   -Scaling down the size of both of the uses so that adequate parking can be provided;

   -Consolidating both uses in a single complex;

   -Stipulating alternating hours of operation so that joint use of parking could occur.

   These measures could pose a hardship for both uses and therefore might be unacceptable.

COMMENT FROM MARINE ADVISOR: The Precise Plan neglects the needs of commercial fishermen. The basic commercial fishing facilities needed are:

-Berthing space;

-Loading and unloading space;

-Access to shaved ice for fish cooling;

-Access to groceries and hardware;

-Amenities like showers and heads, and coffee or lunch.

A berthing area where commercial boats could be concentrated and a loading dock to which pick-up trucks have access are high priority considerations.

RESPONSE:

1. Berthing Space - Presently there are no berths available for any new boats, except on a transient basis. The waiting list for berths is about 300. Relocating all existing commercial fishing vessels into one location may be possible as new berthing space is created. This would allow commercial fishermen to monitor each other's activities.

   The Harbor provides transient berthing for commercial fishermen for a maximum of 30 days. To date, transient berthing has been available to anyone requesting it.

   In response to the special needs of commercial fishermen, the District has agreed to allow slip sub-letting on a case-by-case basis.

2. Loading and Unloading Area - Oceanside's commercial fishermen would like a docking area where they could unload their catch onto waiting trucks. It would be desirable to have a hoist

in this location to unload large fish crates, nets and sword-fish from boat to vehicle. The boat launch ramp area or the old public fishing platform have the potential to be utilized for this purpose. Commercial fishermen are presently allowed to purchase keys to the launch ramp gate for $20.00 a month.

The District has agreed to designate a loading area for commercial fishermen but the critical problems are finding an appropriate location and determining who will pay for the hoist (approximately $7,000.00) and loading platform.

3. Support Facilities - Staff investigation reveals that ice is available from Oceanside Ice Company about five blocks south and can be delivered to the Harbor. The ice company also stated that ice machines could be installed at the Harbor, at such time they are economically feasible.

Groceries and hardware are available on a limited basis at the "Mijit Market" and at Oceanside Marine Center. Upgrading of these services is provided for in the Precise Plan.

Lunch and dinner are available on a daily basis at various restaurants in the Harbor, and breakfast is served from 7 a.m. daily at the Jolly Roger.

Showers and heads are available throughout the Harbor, and will be improved during the course of plan implementation.

Staff has recommended that the following policies be included in the Precise Plan to accommodate the Commercial Fishing Industry:

-The District shall work with the commercial fishing industry to locate (possibly near the "new" sport-fishing dock or "old" public fishing dock) and seek funds for a loading and unloading platform and hoist for use by commercial fishing vessels.

-The District shall continue to provide needed berthing space to commercial vessels on a transient basis. At such time new permanent berthing or mooring areas are provided, the District shall consider assigning a portion of that space to active commercial fishing vessels, commensurate with need.

-The District shall encourage the development of facilities which support the commercial fishing industry, such as crushed ice sales, groceries, marine hardware, and eating establishments.

-The District shall undertake consolidation of all commercial fishing vessels presently berthed in the Harbor in order to better meet their operational needs.

-In recognition of the special needs of commercial fishermen, the District shall consider slip subletting by commercial vessels on a case-by-case basis.

COMMENT FROM STATE WATER RESOURCES BOARD: The final EIR should address the following comments:

1. On Page 5-28, the draft EIR discusses only dust-related impacts of construction on water quality. Additional impacts resulting from land disturbance, such as erosion, could occur. The final EIR should address such impacts and recommend mitigation measures.

2. Mitigation measures should be considered to minimize discharge of oil and grease in runoff from onshore facilities such as parking lots.

RESPONSE:

1. Construction in the Harbor could result in incremental water quality impacts such as increased erosion and siltation of the Harbor and San Luis Rey River. In order to minimize these impacts, the following mitigations should be implemented:

   a. All grading should be undertaken during the dry season (March through November) in order to minimize sedimentation of the water bodies surrounding the Harbor.

   b. All construction wastes, including fuels and paints, should be collected and properly disposed of offsite.

   c. All manufactured slopes should be planted upon completion of grading.

2. Implementation of the Precise Plan could increase by a small amount the level of oil and grease introduced into the Harbor and San Luis Rey River. This potential impact can be mitigated by:

   a. Performing periodic cleaning of all streets and parking areas in the Harbor.

   b. Enforcing restrictions against illegal discharges.

   c. Whenever feasible, directing new drainage facilities away from the San Luis Rey River.

COMMENT FROM THE CALIFORNIA DEPARTMENT OF FISH AND GAME:

1. Impacts to marine flora and fauna in the Harbor from surface runoff should be considered, and mitigation measures should be spelled out.

2. The long term chronic effects of pollutants on marine resources should be considered.

3. The impacts of the project on the California least tern, which nests in the vicinity of the Santa Margarita River mouth.

RESPONSE:

1. The Precise Plan/EIR discusses water quality and hydrology impacts and mitigations on Pages 5-28 and 8-13. Measures proposed to reduce water quality impacts are:

   a. Strict enforcement of existing regulations prohibiting discharges.

   b. Continuing use of holding tank facilities.

   c. Requiring sealed through-hull fittings for marine toilets.

   d. Conducting all grading during the dry season (March through November).

   e. Collection and proper disposal of all construction wastes.

   f. Continuing periodic cleaning of all streets and parking areas within the Harbor.

   g. Whenever feasible, directing all new drainage facilities away from the San Luis Rey River.

2. The Precise Plan proposes only minor increases in berthing facilities. The Corps of Engineers has tested the Harbor water and found that levels of copper (which is an ingredient in some anti-fouling paints) are quite low in the Harbor. Lead levels have not yet been tested.

   Since the Precise Plan will not significantly increase the number of boats berthed in the Harbor, the impacts from anti-fouling paint will be small.

   The District will continue to encourage proper controls over bottom-cleaning of berthed boats.

3. A nesting colony of least terns is located at the mouth of the Santa Margarita River, about 1.6km(1 mile) north of the Harbor on Camp Pendleton. According to a report by the least tern recovery, (CAL Fish and Game, 1977) numerous sitings of least terns feeding at Oceanside Harbor have been reported during the last five years.

   The nesting area itself is off-limits to civilians and therefore is not directly impacted by users of the Harbor. The least tern recovery team did not report any special hazards to terns feeding in the Harbor area. In that the Precise Plan proposes only incremental expansion in boating use and will not introduce any new predators, the impact to least terns is not expected to be significant. However, the City should continue to cooperate with the Department of Fish and Game in assuring that this endangered species is protected.

LIST OF REVIEWING AGENCIES

The following persons or agencies were sent copies of the Precise Plan and EIR:

Oceanside Marina Club
CHE, Inc. (Chart House)
Mr. Joe Natoli (Cape Cod Village)
ISACO (Cape Cod Village)
Marina del Mar
Mr. Howard Drollinger
Mr. John Pruitt
Chevron USA (Fuel Dock)
Mr. Harold Johnson
Villa Marina
Jolly Roger, Inc.
Oceanside Marine Center
Yearly Sailboats
Oceanside Sailboats
Baker's Yacht Sales
*California Coastal Commission
*San Diego Regional Coastal Commission
Corps of Engineers
North County Transit District
CPO
U.S. Fish and Wildlife Service
AT&SF Railroad
County of San Diego APCD
Commanding General, USMC
Redevelopment Director
Harbor Superintendent
Fire Marshall
City Manager
City Engineer
SDG&E Marine Advisor, U.S. Cooperative Extension
San Diego Unified Port District
U.S. Coast Guard
Oceanside Coastal Projects Committee
State of California Clearinghouse
Resources Agency
Energy Commission
Department of Food and Agriculture
Department of Health
Department of Conservation
Department of Fish and Game
Department of Parks and Recreation
Department of Water Resources
State Water Resources Control Board
Air Resources Board
Solid Waste Management Board

*Denotes Responsible Agencies

State Lands Commission
Dept. of Navigation and Ocean Development
CALTRANS District II
(San Diego Regional Coastal Commission)
Oceanside Public Library (copies for public review)

The following persons and agencies were notified that the Precise Plan and EIR were available for public review:

Harbor Surf Gallery
Oceanside Yacht Club
Algas Dock Lockers
Rent-a-Sail
Mr. John Jones
Mrs. Frances Shirley
Rick Barkdull
Henry Butler
Erwin Buxton
Ray Carigan
Allen Coughenour
Arch Coutrige
Jim Duncan
Sven Emmerman
Paul Galis
Terry Kasber
Carl McWha
Ryan Miller
James O'Neal
Douglas Parish
Pat Perlson
Dr. Patrick Scott
Ernest Taylor
Henry Tenaglia
Bob Thomas
Donald Ward
Bob Wilson
Oceanside Unified School District
Pacific Telephone
The Blade Tribune
The Los Angeles Times
The San Diego Union
City of Carlsbad
City of Vista
City of San Clemente
County of San Diego
Oceanside Chamber of Commerce
Susan McCabe

Oceanside Yacht Club
INCORPORATED 1963
Member SCYA
1950 HARBOR DRIVE NORTH OCEANSIDE, CALIFORNIA 92054

November 10, 1978

TO: Dana Whitson, Oceanside Planning Department

FROM: Board of Directors, Oceanside Yacht Club

SUBJECT: Site approval in the Harbor Precise Plan for a small boat hoist to be located near the Oceanside Yacht Club.

Listed below are the major reasons for our request for a site approval for a small boat hoist (Two (2) ton capacity).

1. To provide recreational boating to a segment of the public unable to maintain a boat in the water or to acquire slip space.

2. To encourage the development of a junior sailing program for the growth and future of recreational boating.

3. To stimulate interest and access to recreational boating for young adults.

4. To acquire approval for a site that will permit Oceanside Yacht Club to construct and maintain such a hoist for small boats at our expense.

Your consideration for this request to be included in the Harbor Precise Plan will be appreciated.

Sincerely,

JOE McARDLE, Commodore

FRANK RIPREE, Vice-Commodore

ROBERT WHITE, Rear-Commodore

DREW BARNETT, Secretary

LARRY HENSON, Treasurer

JEAN BURNS, Director

GEORGE GREEN, Director

BILL HEERSEMA, Director

BILL MYSSETT, Director

RALPH OLSON, Director

JOHN WHITE, Director

cc: Doug Avis, Oceanside City Councilman
Don Riley, Oceanside Harbor
Tom Gorman, L.A. Times

M E M O R A N D U M

DATE: November 15, 1978

TO: Robert Gentles, Acting Planning Director

FROM: James F. Turner, Superintendent
Water and Sewer Department

SUBJECT: COMMENTS ON OCEANSIDE HARBOR PRECISE PLAN/EIR

Page 5-20 Water -

During periods of peak demand, the 8" water line within the Harbor is not adequate at the present time. A case in point is when the Harbor turns on their irrigation system, the top floors of the Marina Towers are without water. To combat this situation, we have asked the Harbor personnel to stagger their irrigating. This has corrected the problem, but a constant increased demand could aggravate the Marina Towers predicament.

Page 6-1 Services -

It is questionable whether additional demands can be imposed on the existing water system. (See remarks above)

James F. Turner

JT:co

M E M O R A N D U M
November 17, 1978

TO: Robert Gentles, Acting Planning Director

FROM: W. B. Longman, Fire Marshal

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT and PRECISE PLAN - OCEANSIDE SMALL CRAFT HARBOR.

After reviewing the Oceanside Harbor Operating Procedures, it was found that the Oceanside Fire Department provides all fire protection for all the harbor land areas.

The present fire flow in the harbor is estimated to be approximately 2500 gallons per minute. For growth to continue, the required estimated fire flow is a minimum of 4000 gallons per minute. Ten inch mains will be required to obtain the required fire flow. Some consideration should be given to upgrade the present water system.

W. B. Longman
FIRE MARSHAL

WBL/ph
att. - E.I.R.

RECEIVED
NOV 20 1978
PLANNING DEPT.
CITY OF OCEANSIDE

M E M O R A N D U M

TO: Robert Gentles, Acting Planning Director

FROM: Merrell L Watts, Redevelopment Director

DATE: November 13, 1978

SUBJECT: HARBOR PRECISE PLAN/DRAFT EIR

My comments on the subject document as it relates to the Study Area are as follows.

Figures 3-5, 9-5 and 9-6 - The existing vacant parcel of land located immediately north of the Agea Condominiums and between the Atchison, Topeka & Santa Fe Railroad right-of-way and Pacific Street should not be designated for future new commercial use. A preferred use is public parking, with multi-family residential as an alternate land use. These latter uses are consistent with approved Oceanside Redevelopment Agency land use regulations.

Pages 3-32 and 9-8 - It is suggested that future residential development in the Southwest District should be at lower densities than in the past. The Oceanside Redevelopment Agency has approved a Neighborhood Plan which allows 40 dwelling units per acre. The Redevelopment Agency has recently approved residential projects in the Southwest District and on the east side of the railroad in the range of 40 dwelling units per acre. Thus, it appears that the Redevelopment Agency has established a policy which allows high density development in the Study Area.

Merrell L Watts
Redevelopment Director

MLW:oc

M E M O R A N D U M

TO: Robert Gentles, Acting Planning Director
Don Riley, Harbor Superintendent

FROM: Merrell L Watts, Redevelopment Director

DATE: November 30, 1978

SUBJECT: PRECISE PLAN OF OCEANSIDE SMALL CRAFT HARBOR

The Harbor parking lot located easterly of the Atchison, Topeka & Santa Fe Railroad right-of-way is also within the boundaries of the Downtown Redevelopment Project Area.

The short range plan for the Harbor provides for a continuation of the existing land uses of open space and parking. Improvements include restriping the parking and adding landscaping. The land uses identified in the short range plan are compatible with the public/open space/recreational uses set forth in the Redevelopment Plan. The short range plans are also consistent with the objective and land uses of this District in the Redevelopment Agency's "Development Criteria and Land Use Regulations" as noted hereinafter.

j. Open Space District - 10

(1) Design Theme

The objective of this use district is to provide a joint open space and recreational area within the floodplain of the San Luis Rey Riverbed. Structures which provide for permanent residential occupancy shall be prohibited.

(2) Primary Land Uses

(a) Open space.

(b) Passive recreational uses.

(3) Alternate Land Uses

(a) Active recreational uses, including but not limited to, tennis courts, miniature golf courses, handball courts, and related clubhouse facilities.

(b) Campgrounds and recreational vehicle parks for transient usage only.

The long range plan for the Harbor provides for improved pedestrian and vehicular access to the river park, Hill Street and the Harbor west of the railroad embankment. Specialty commercial uses would be allowed on top of a pedestrian deck over parking at grade. Although the identified specialty commercial uses would be developed on or above land owned by the public and may be recreational oriented, such uses were probably not envisioned when the Redevelopment Plan was adopted.

The provision of a long range plan in addition to a short range plan is sound because it provides a framework which can respond to changing market conditions, demands and funding opportunities. When the Board of Directors of the Oceanside Small Craft Harbor initiates action to allow commercial uses in this area, it may be necessary to amend the community General Plan and the Redevelopment Plan to provide for compatibility of land use. However, until such time as there is an actual proposal to construct the specialty commercial uses, it is suggested that the General Plan and Redevelopment Plan remain unchanged.

Merrell L Watts
Redevelopment Director

MLW:oc

November 30, 1978

The Jolly Roger Inc.
17042 Gillette Avenue
Irvine, California 92714
(714) 546-0331

Mr. Robert F. Gentles
Acting Planning Director
City of Oceanside
320 North Horn
Oceanside, California 92054

Dear Mr. Gentles:

In response to your letter dated October 29, 1978 asking for comments to the Oceanside Harbor Precise Plan and Draft Environmental Impact Report, I would like to offer the following comments and suggestions for your consideration on behalf of The Jolly Roger, Inc. We are requesting that The Jolly Roger Expansion alternative as defined in Section 9.10 of the Precise Plan (as modified in this letter) be approved and adopted as the primary recommendation for the Short Range Plan for the Oceanside Small Craft Harbor.

The Jolly Roger, Inc. has operated a Jolly Roger Restaurant in the north end of the Harbor since 1973. We feel that this operation has been extremely successful for all concerned parties: The Jolly Roger, the City of Oceanside and the general public. We have satisfied a need of the general public who utilize the Harbor by providing an attractive dining facility serving quality food and beverages at a reasonable price. During the period from our opening to date, we have generated rental income to the Harbor District of more than $130,000, paid property and possessory interest taxes of more than $118,000 and sales taxes in excess of $350,000 of which the City of Oceanside received over $58,000. On the average we provide permanent employment for 60-70 employees, the majority of who live in the surrounding area and contribute to the local economy. As you are aware, each dollar paid out in local payrolls turns over several times in the local community. To date we have paid out more than $1.3 million in local payrolls. From an economic standpoint alone, we believe that we have more than surpassed the Harbor District's economic expectations in granting us a lease to operate in the Harbor.

In presenting our original proposal to the Harbor District for the parcel of land which we presently occupy, we submitted a two phase proposal. The first phase was the construction of the restaurant facility which presently exists. The second phase (Phase II) contemplated additional development of the property in the form of commercial property to be developed by us at a later date. Our proposal was accepted and, in fact, our lease was written to specifically allow for multiple uses within Parcel K. Based on the acceptance of our proposal and discussions with the City, we proceeded in good faith with Phase I of our two phase program. To date we have invested more than $750,000 in Phase I (The Jolly Roger Restaurant and cocktail lounge) and have expended a considerable amount of time and energy studying various alternatives to determine the best possible use for the remaining development area within Parcel K. As a result of our research, we have determined that an additional restaurant with a menu and concept which would compliment The Jolly Roger would be the best development and use to provide maximum benefits for us, the City of Oceanside and the patrons of the Oceanside Harbor.

For almost a year we have been working with the Oceanside Planning Department and Oceanside Small Craft Harbor Leasing Committee to obtain the necessary approvals to begin final planning stages on Phase II of this project. We feel that our proposed restaurant operation "Monterey Bay Canners Restaurant and Fish Market", which will be discussed in greater depth further on in this letter, would provide maximum benefits to all concerned parties. Unfortunately, if the Precise Plan is adopted in its present form without the substitution of the alternative discussed in Section 9.10, it appears highly unlikely that we will ever be able to implement any or all portions of the second phase of our original proposal to and agreement with the City of Oceanside. We feel that this would be unfair to us and not provide maximum benefits to the City of Oceanside and the users of the Harbor facilities.

In discussing the alternative as discussed in Section 9.10, the authors of the Precise Plan find this alternative acceptable with only the issue of the adequacy of adjacent parking facilities a questionable item. This item could be removed as a questionable

item completely if the Yearly Sailboat Sales expansion is eliminated from the Short Term Plan. Present parking spaces available in Parking Lot 3 and The Jolly Roger parking lot total 304 (199 and 195 respectively). Present requirements call for 108 parking spaces in Lot 3 for slip owners and the present sailboat sales, and 87 for The Jolly Roger Restaurant. If the alternative which we recommend is adopted, there will be a need for additional parking requirements of 26 spaces for the boat slip expansion on Docks C, D and E and 60 spaces for our proposed restaurant. Additionally, another 14 spaces presently existing on our site would be lost with construction of the new restaurant. If our alternative proposal were to be adopted, there would still be 9 spaces excess to current requirements. To sum it up, if our alternative is adopted, the parking situation would be as follows:

Available Parking:

Lot 3	199
Jolly Roger Lot	105
	304

Required Parking:

Slip Owners (Present)	106
Slip Owners (Proposed Expansion)	26
Yearly Sailboat Sales	2
Jolly Roger	87
Monterey Bay Canners	60
Spaces lost due to building construction	14
	295
Excess Parking Spaces	9

In considering the recommended decision to adopt The Jolly Roger alternative and eliminate the expansion of the Yearly Sailboat Sales, several factors should be considered:

The restaurant facility which we are proposing to construct adjacent to our existing Jolly Roger Restaurant would service a broader base of public and provide a greater economic return to the Harbor District and the City of Oceanside. Based on projected revenues and our existing lease, we would anticipate that this facility would annually generate at least $35,000 in additional rentals, $100,000 in sales tax and $10,000 in various property and possessory interest taxes without any requirements for expenditures on the part of either the Harbor District or the City of Oceanside.

This facility would provide gainful employment for at least 60 local residents. Many of these positions would be in semi-skilled or unskilled categories and would probably reduce welfare and unemployment rolls. Annual payrolls amounting to $350,000 - $400,000 (not including tip income to employees of perhaps another $200,000) will be spent by local residents stimulating the local economy of the Oceanside area.

In approving our proposed expansion, the Harbor District will be dealing with a known operator with a proven track record for quality, success and financial strength.

In asking for permission to utilize a portion of the surplus parking stalls which are currently existing within the adjacent Parking Lot 3, we believe we are not without precedent. It is our understanding that a similar arrangement was made with the Chart House Restaurant, located at the southern end of the Harbor as there was not adequate parking provided within their lease parcel to meet code parking requirements.

So that you may better understand our proposed restaurant concept, we are enclosing a brochure which discusses the Monterey Bay Canners Restaurant and Fish Market concept in greater detail. This restaurant will operate with no cocktail lounge (beer and wine will be sold in the waiting area and dining room) and will

operate during more limited hours than The Jolly Roger (approximately 11:00am to 11:00pm). Its main purpose is to provide moderately priced seafood to its patrons in a warm friendly atmosphere. Although the building may be modified slightly to meet code requirements and the peculiarities of the site, we would anticipate that it would be very similar in design to our location in West Covina, California pictured in the enclosed brochure. Also included in the brochure is a proposed site plan showing where the new restaurant would be located.

We hope that this letter and brochure fully explains our reasoning for requesting an alternative approach to the Precise Plan. We feel that this alternative will maximize benefits to the City of Oceanside and provide the users of the Harbor and residents of the local community with a tasteful dining facility. We have thoroughly enjoyed our excellent relationship with the City of Oceanside and look forward to continuing this relationship in the future.

Very truly yours,

Douglas L. Salisbury
President

DLS/pdh

cc: Donald J. Riley, Superintendent
Oceanside Small Craft Harbor District
1540 Harbor Drive North
Oceanside, California 92054

The Honorable Paul G. Graham
President, Board of Directors
Oceanside Small Craft Harbor District
City Hall
City of Oceanside
704 Third Street
Oceanside, California 92054

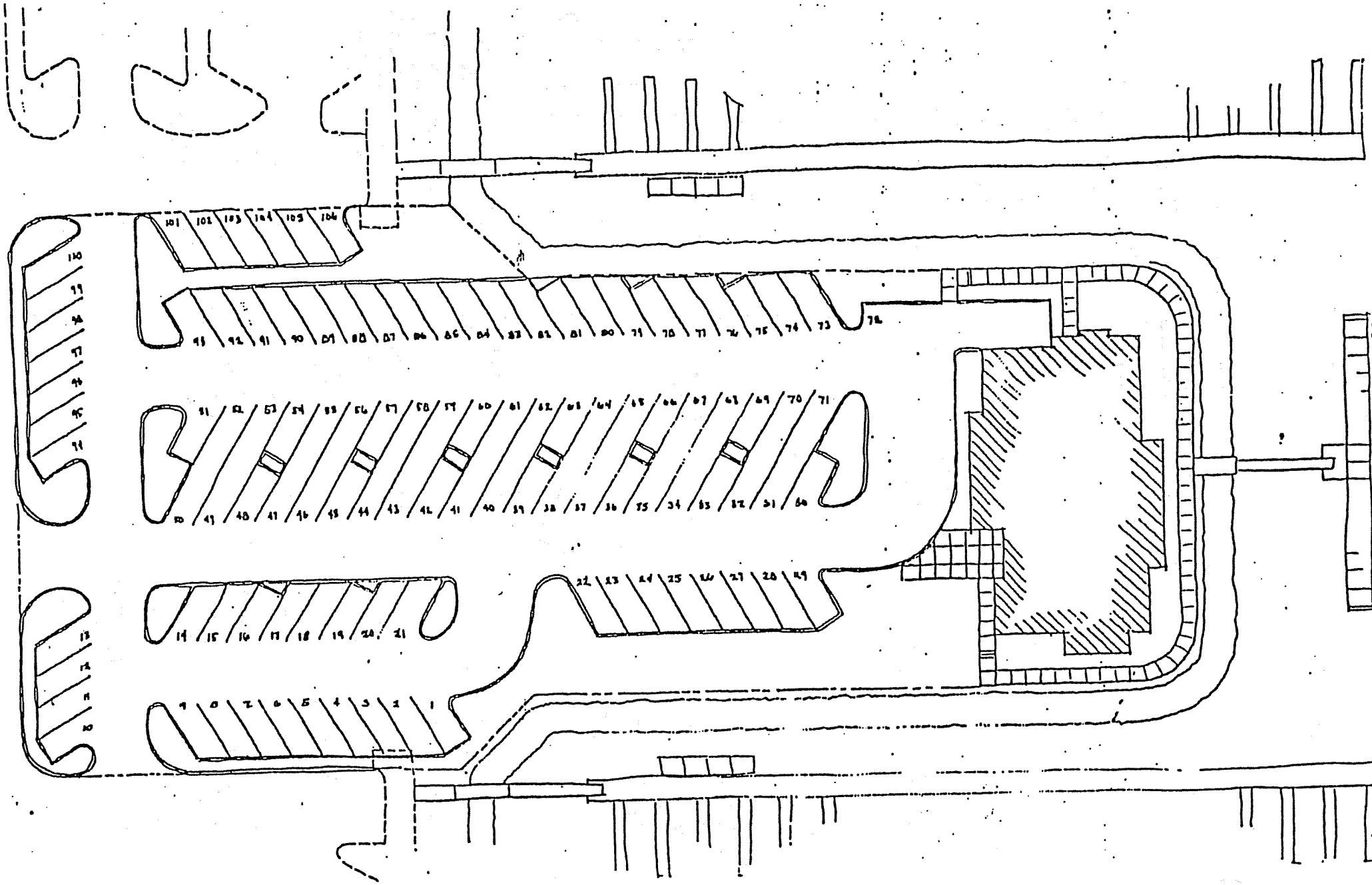
Members of the Board of Directors
Oceanside Small Craft Harbor District

William Bell
John Casey
Douglas Avis

EXISTING SITE PLAN FOR:

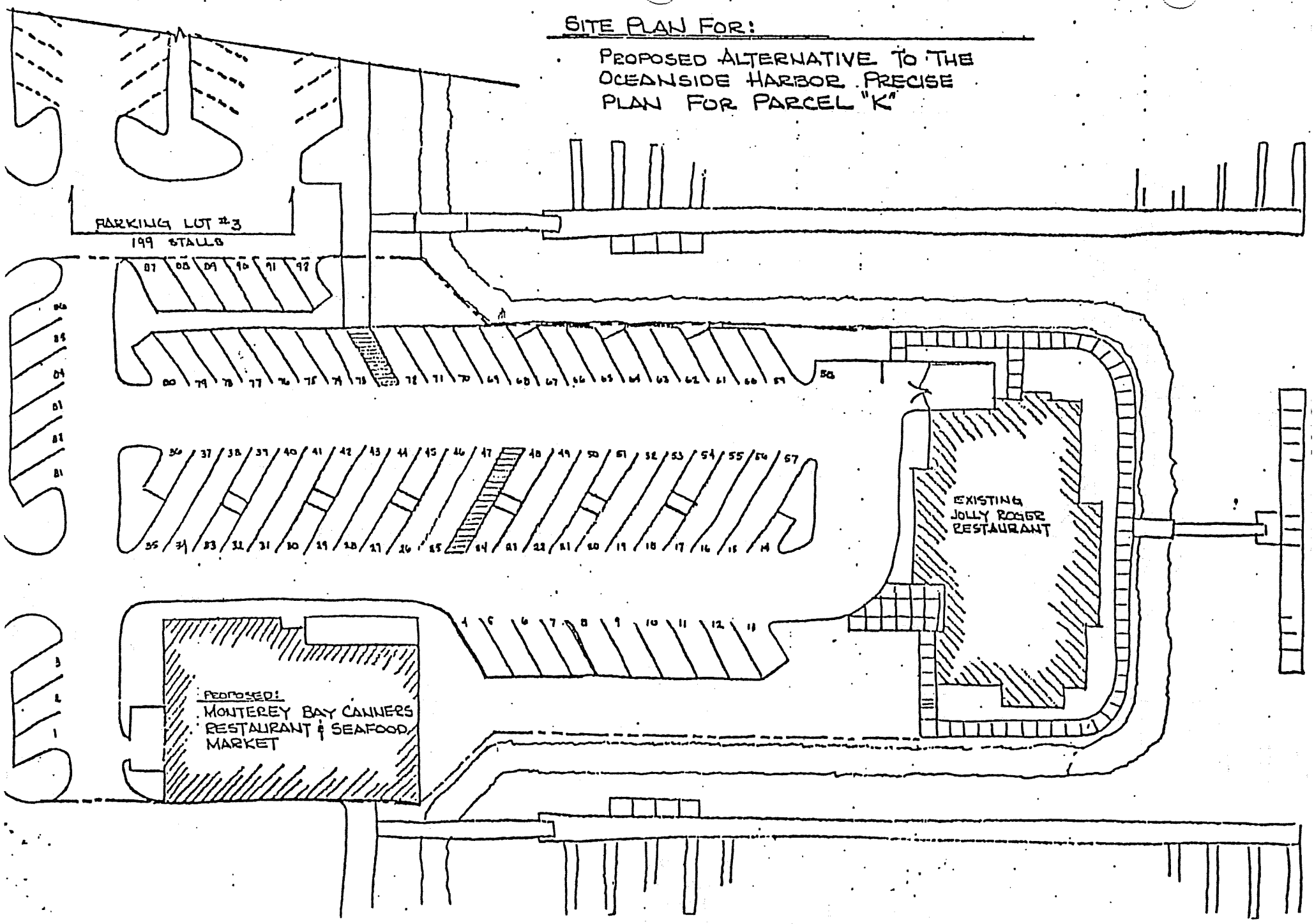
JOLLY ROGER RESTAURANT

1900 HARBOR DRIVE NORTH
OCEANSIDE, CALIF 92054



SITE PLAN FOR:

PROPOSED ALTERNATIVE TO THE OCEANSIDE HARBOR PRECISE PLAN FOR PARCEL "K"



emorandum

Date: NOV 39 1978

In Reply Refer
To: 420:DD

(916) 322-4517

1. Mr. L. Frank Goodson
   Projects Coordinator
   Resources Agency, 13th Floor
   Resources Building

2. City of Oceanside
   704 Third Street
   Oceanside, CA 92054

om: STATE WATER RESOURCES CONTROL BOARD
Division of Planning and Research
P. O. Box 100, Sacramento, California 95801

bject: REVIEW OF NOTICE OF INTENT: SCH 78110622 - DRAFT EIR, OCEANSIDE HARBOR PRECISE PLAN, SAN DIEGO COUNTY

Introduction:

We have coordinated the review of the subject environmental document with the Hydrogeologic/Geotechnical Section and Legal Division of the State Board and the California Regional Water Quality Control Board, San Diego Region.

Recommendation:

The final environmental impact report should address the following comments.

1. On page 5-28 the draft EIR discusses only dust-related impacts of construction activities on water quality. Additional impacts resulting from land disturbance, such as erosion, could occur. The final EIR should address the possibility for such impacts and, if they are expected to occur, recommend mitigation measures to prevent increases in turbidity, erosion, and siltation resulting from shoreline construction.

2. Mitigation measures should be considered to minimize the discharge of oil and grease in runoff from onshore facilities such as parking lots, if this discharge could create a significant impact.

If you have any questions on these comments, please contact David Deckman at (916) 322-4517.

Thomas E. Bailey
Assistant Chief

1. Mr. L. Frank Goodson
2. City of Oceanside

cc: California Regional Water Quality Control
Board, San Diego Region
6154 Mission Gorge Road, Suite 205
San Diego, CA 92120

Legal Division
State Water Resources Control Board
P. O. Box 100
Sacramento, CA 95801

ate of California — The Resources Agency

Memorandum

1. L. Frank Goodson, Projects Coordinator
   Resources Agency

2. City of Oceanside
   Planning Department

Date: November 28, 1978

m : Department of Fish and Game

bject: SCH78110622 - Oceanside Harbor Precise Plan and Draft Environmental Impact Report (DEIR)

We have reviewed the subject document which discusses both short-term (through 1980) and long-range (1981-1990+) development plans for the Oceanside small craft harbor.

We found that the document lacks an adequate description of the marine flora and fauna within the harbor complex. The only reference cited that pertains to such a description, is a Corps of Engineers study which, to our knowledge, has not yet been completed. To be considered adequate, with respect to CEQA, therefore, Section 4.3.5 of the DEIR should contain a description of the existing marine habitat types and associated flora and fauna or reference an existing and published study.

In addition to the impacts identified in Sections 5.4.2, 5.4.4 and 7.0 we believe a discussion of the following potential impacts should also be included along with proposals for mitigating any adverse impacts upon living marine resources:

1. Subsequent impacts to marine flora and fauna in the harbor water column, from possible increases in the level of contaminants from surface runoff (oil and grease and other chemical pollutants) entering the harbor, should be considered. Measures which would reduce, to some extent, the impacts of surface runoff could consist of an adequate drainage system to control runoff, periodic sweeping of parking and street areas, installation and maintenance of an adequate number of pumpout facilities within the harbor, etc.

2. Consider the long term chronic effect of pollutants on marine resources as a result of the continual buildup and increased concentration of contaminants in benthic sediments and associated marine organisms. Such consideration should include impacts from the accumulation of anti-fouling paints.

3. Consider possible impacts to the endangered California least tern, which nests in the vicinity of the Santa Margarita River mouth (just up coast from Oceanside), and which may utilize the harbor area for feeding activities. This species has been sighted within the vicinity of the harbor complex.

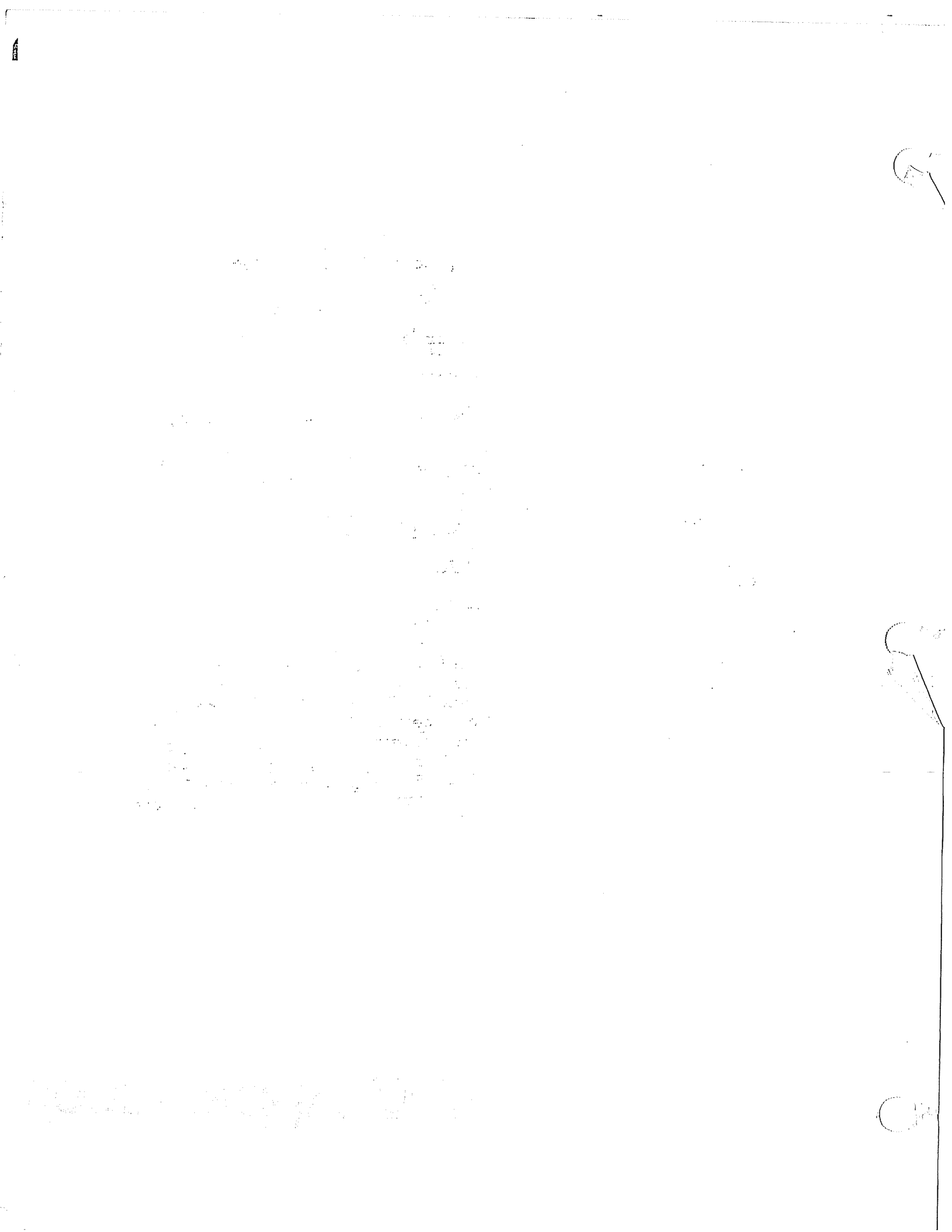
1. L. Frank Goodson
2. City of Oceanside

If there are any questions regarding our comments, please contact Mr. Rolf E. Mall, Environmental Services Supervisor, 350 Golden Shore, Long Beach, California 90802. The phone number is (213) 590-5140.

E C Fullerton

Director

13.0 Appendices



BIBLIOGRAPHY

Agencies/Individuals Contacted:

San Diego Regional Water Quality Control Board; Peter Michael

San Diego Gas and Electric; Mike Bleson, Jerry Sprint

City of Oceanside, Sewer and Water Department; Richard Badillo

City of Oceanside, Park and Recreation Department

City of Oceanside, Fire Department; Willis (Doc) Longman, Fire Marshall

City of Oceanside, Planning Department; Louis Lightfoot, Dana Whitson

Oceanside Harbor District; Don Riley, Harbor Master

U.S. Army Corps of Engineers; Claude Wong, Russ Bellmer, Gordon Reetz

U.S. Fish and Wildlife Service; John Wolfe

San Diego Regional Coastal Commission; Milton Phegley

Note: During the course of the preparation of the Harbor Precise Plan, over seventy personal and telephone interviews were held with local government officials, citizens, boating and other interest groups, USMC, Harbor lessees, Harbor Patrol, and others. Because of their great number they are not repeated here, but may be reviewed in the Working Papers for the Precise Plan.

_____; Oceanside Harbor, Checkpoint II Conference, Preliminary Field Draft, September, 1976

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_____; San Diego County California, Appendix IV, Phase 2, Beach Erosion Control Study, Letter from the Secretary of the Army, U.S. Government Printing Office, Washington, D.C., 1960.

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Leeds, Hill and Jewett, Inc.; Oceanside Harbor - The Plan and Its Feasibility, November, 1959.

Environmental Planning and Management, Inc.; Environmental Impact Statement, 12-Story Apartment Facility, Oceanside Harbor District, Oceanside, California, October, 1972.

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_____; California Coastal Plan, State of California, December, 1975.