Revised Draft

Local Coastal Program Background Study, City of Oceanside

Prepared for
City of Oceanside

January 2018 – revised October 2018

ESA

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Chapter 1
INTRODUCTION

1.1 PURPOSE

The Coastal Act

In 1976, the California Legislature enacted the Coastal Act, which requires coastal cities and counties to protect coastal resources and maximize public access to the shoreline through a comprehensive planning and regulatory program called a Local Coastal Program (LCP).

Pursuant to Section 30001.5 of the Coastal Act, the state's basic goals for coastal zones are to:

- Protect, maintain, and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.
- Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- Maximize public access to and along the coast and minimize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.
- Assure priority for coastal-dependent and coastal-related development over other development on the coast.
- Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

COASTAL ZONE

Public Resources Code section 30103 defines California's coastal zone as the area that generally extends from the State's seaward limit of jurisdiction to 1,000 yards inland of the mean high tide line. In significant coastal estuarine, habitat, and recreational areas, it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less.

Local Coastal Program

The two primary components of the LCP are the Land Use Plan (LUP) and the Implementation Plan (IP). The LUP establishes the kinds, locations, and intensities of new development allowed in the coastal zone, applicable resource protection and development policies, and other policies as necessary to achieve the objectives of the Coastal Act. The IP typically consists of zoning regulations that establish development standards and procedural requirements

that govern development within the jurisdictional area of the LCP. The Coastal Act provides that once an LCP is certified by the California Coastal Commission, the local government assumes responsibility for issuing Coastal Development Permits for most development within its jurisdiction. The California Coastal Commission retains permit authority over development located in certain portions of the coastal zone and has the right to appeal actions taken by the City of Oceanside (City) on Coastal Development Permits under certain circumstances (see Section 1.3.4 for more detail).

Local Coastal Program Update

The City of Oceanside's current LCP was certified by the California Coastal Commission in 1986. At the time the LCP was certified, the city's coastal zone suffered from extensive blight, limited coastal access and few recreational facilities. Over the past 31 years, the city's coastal zone has experienced significant change and revitalization in the form of public improvements, resource protection and private development. Many of these changes have responded to and achieved the policy directives of the 1986 LUP. However, Oceanside's coastal zone now faces new challenges, including changed physical conditions, increasing visitor traffic, more stringent water quality and habitat management requirements, beach erosion, and aging infrastructure. In addition, as the potential impacts of sea-level rise and associated coastal hazards become more apparent, the State of California expects that cities study their vulnerability to this phenomenon and prepare adaptation strategies. The City of Oceanside acknowledges the need to prepare a comprehensive LCP update that aligns with the changed physical conditions in the city's coastal zone, evolving policies and regulations, and new information about coastal hazards.

The City is undertaking the LCP Update with the support of the California Coastal Commission, which awarded the City a $200,000 grant in August 2016 toward the effort. The City intends to work closely with California Coastal Commission staff throughout the update process to ensure that updated LCP policies and regulations further the goals of the Coastal Act while addressing the unique challenges, assets, and opportunities that characterize Oceanside's coastal zone.

Land Use Plan Update

The first phase of the comprehensive LCP Update includes an update to the LCP LUP. The IP will be updated in a subsequent phase. Some of the key objectives of the LUP Update are to:

- Align the LUP with ongoing planning efforts, including but not limited to the General Plan Update and Coast Highway Vision and Strategic Plan.
- Align the LUP with existing and foreseeable physical conditions within the coastal zone.
- Obtain policy direction and input from the general public, stakeholders, and decision-makers to guide the LUP Update and ensure it reflects the

local community's collective vision for the future of Oceanside's coastal zone.

- Address the current regulatory setting, including policies, standards, and guidelines promulgated by entities with jurisdiction in the city's coastal zone.
- Plan for future hazardous conditions associated with sea-level rise by understanding theses hazards and enhancing the resiliency of public and private assets.
- Create an intelligible and forward-looking LUP tailored to a broad audience.
- Create a catalyst for future public and private investment in the coastal zone.

The LUP Update will include the preparation of supporting documents. These include:

- Background Study – this study will be used to inform the update by documenting existing conditions within the coastal zone including coastal assets, ongoing deficiencies, threats (e.g., sea-level rise) and opportunities. It will also identify key issues and preliminary policy recommendations and will serve as a basis for informing changes in policy direction.
- Coastal Hazard Vulnerability Assessment – this study will include an inventory and identify assets within the city's coastal zone vulnerable to coastal hazards including sea-level rise. The study will also include exposure and vulnerability mapping.
- Coastal Hazard Adaptation Plan – this will serve as the city's long-range planning guide for sea-level rise management. It will include potential adaptation measures and recommended strategies for adapting to sea-level rise hazards, including strategies for accommodation, protection and retreat. A cost-benefit analysis will be included that identifies economic implications of sea-level rise and a preferred adaptation strategy.

1.2 The City's Coastal Zone

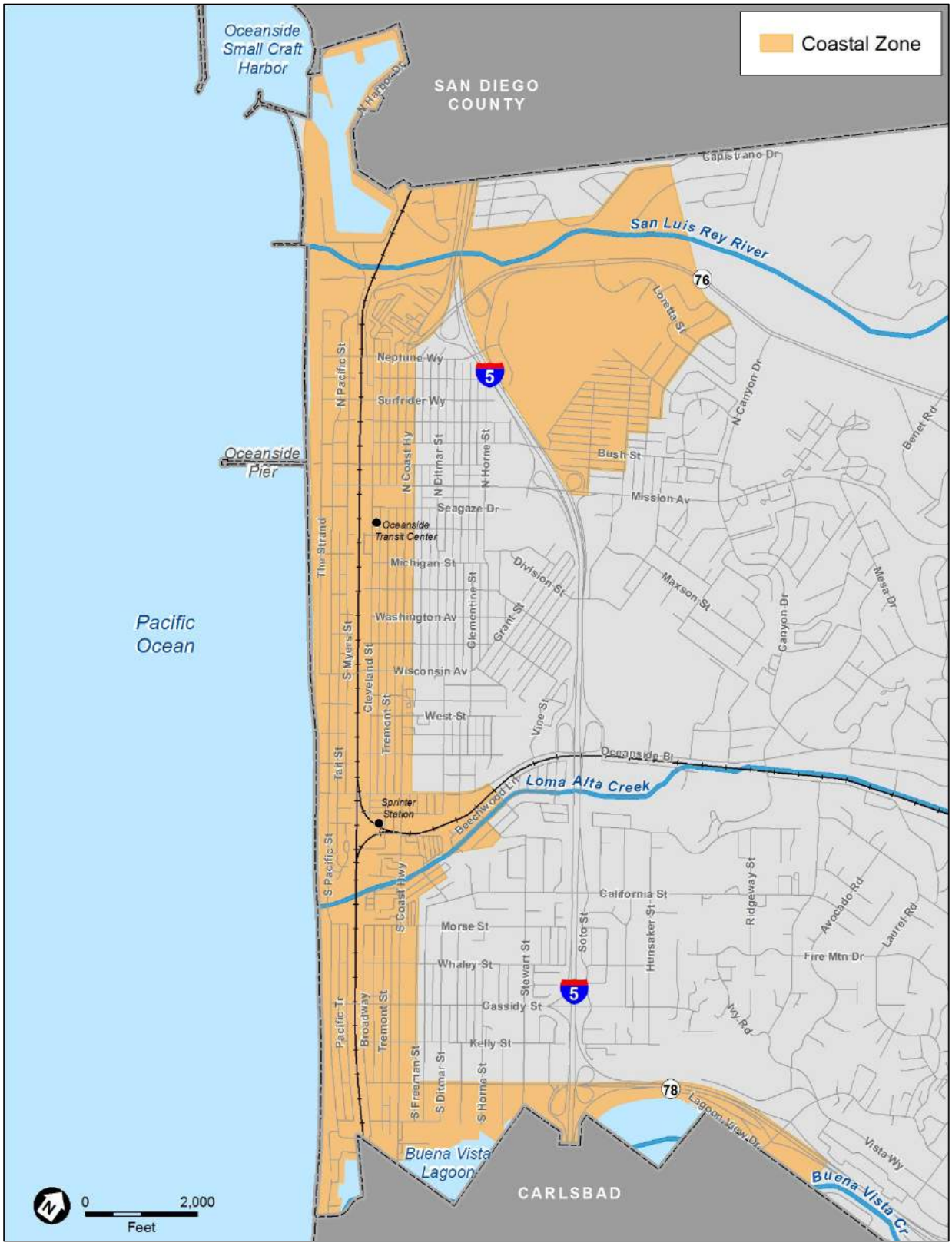
The city of Oceanside is located in North County San Diego. It is approximately 40 miles from the city of San Diego and is bordered by Marine Corps Base Camp Pendleton and the unincorporated community of Fallbrook to the north, the unincorporated community of Bonsall and the city of Vista to the east, and the city of Carlsbad to the south (see **Figure 1-1**).

Oceanside's coastal zone includes over 3 miles of coastline between Marine Corps Base Camp Pendleton and the city of Carlsbad. The city's coastal zone includes all property from the inland side of Coast Highway to the Pacific Ocean, as well as property that extends in and around the Oceanside Small Craft Harbor (Harbor) and upstream areas along the San Luis Rey River,

Loma Alta Creek, and Buena Vista Lagoon (see **Figure 1-2**). Portions of the coastal zone nearest to the beach (generally west of the railroad tracks) and areas alongside the San Luis Rey River and Buena Vista Lagoon lie within the appeal jurisdiction of the California Coastal Commission (see **Figure 1-3** and Section 1.3.4 for more detail). Oceanside's coastal zone does not include tidelands, submerged lands (mean high tide line and seaward), and public trust lands because the California Coastal Commission retains permit authority over development occurring on such lands.

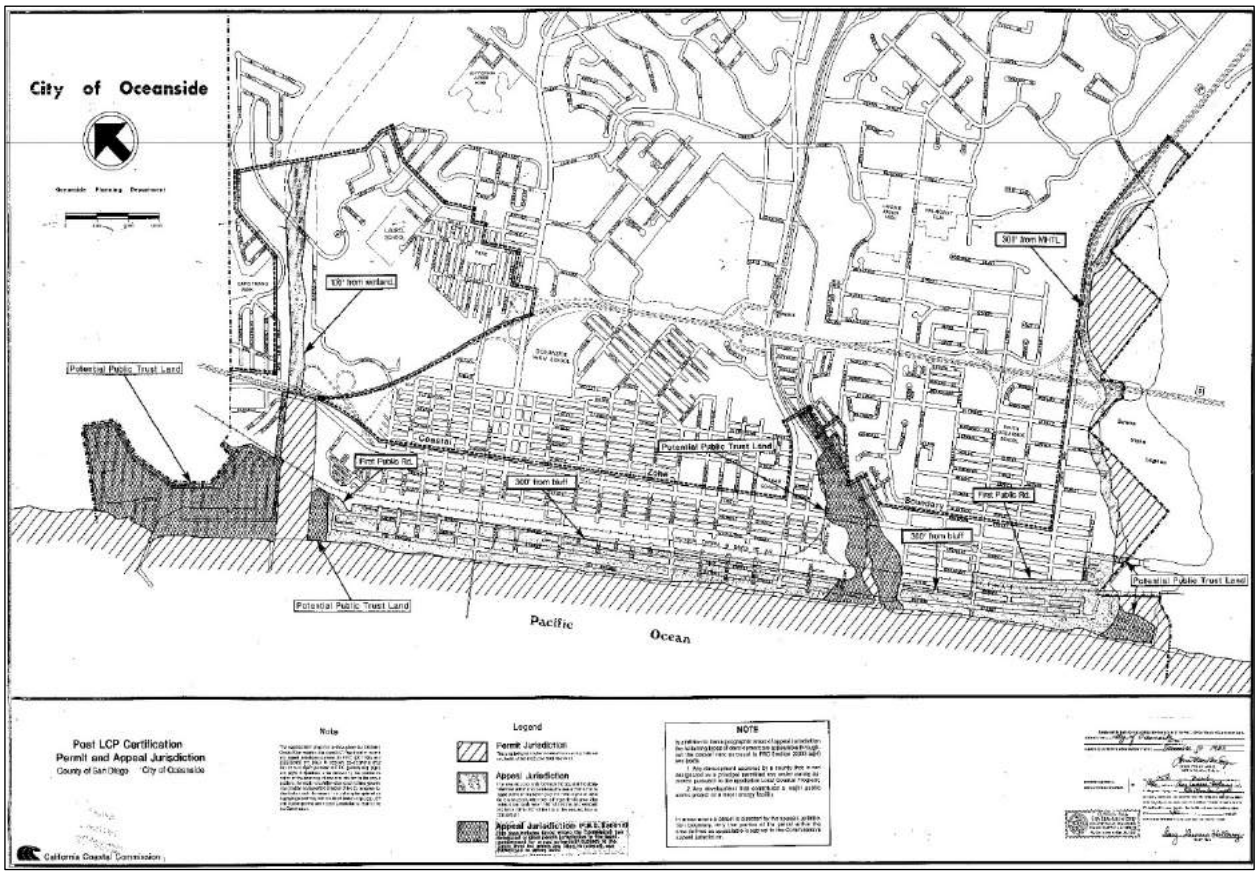
Source: ESRI; SanGIS 2017

Figure 1-1. Regional Location



Source: City of Oceanside; SanGIS

Figure 1-2. Oceanside Coastal Zone



Source: City of Oceanside, 1986

Figure 1-3. Post Local Coastal Program Certification Permit and Appeal Jurisdiction

Served by Interstate-5 and State Routes 76 and 78, and home to a regional transit hub (Oceanside Transit Center), regional bicycle trails and a small craft harbor, Oceanside's coastal zone is one of the most accessible coastal communities in southern California. Oceanside is a draw for surfers from around the world who come to enjoy some of the most consistent surf breaks in southern California. The city's coastal area is also becoming a cultural destination, where visitors come to enjoy the Oceanside Art Museum, the California Surf Museum, the Buena Vista Audubon Society Nature Center, the Sunshine Brookes theater, and a growing number of restaurants and craft breweries. In 2017, an estimated 4.9 million people visited Oceanside's beaches.

Along with its small craft harbor, Oceanside boasts several coastal amenities unique to north coastal San Diego County, including a municipal pier, a beachfront amphitheater, a public road on the beach (the Strand), a bicycle trail along San Luis Rey River, and Pacific Street Linear Park and Pacific Promenade, which offer pedestrian trails that run parallel to the beach and provide panoramic views of the Pacific Ocean.

Major public facilities and infrastructure in the coastal zone include a wastewater treatment plant (La Salina), lifeguard and police stations, the Oceanside Ocean wastewater outfall, and breakwater and jetties protecting the Harbor. Several public restrooms on the beach were renovated in 2015. The City intends to construct additional restrooms, a beach maintenance building, and a police substation immediately south of the Junior Seau Amphitheater.

Private development in the coastal zone generally consists of retail, hospitality and other visitor-serving uses, beachfront single-family homes and condominium complexes, and eclectic residential neighborhoods. The majority of such development are present in the following major areas of the coastal zone:

- **Eastside Capistrano** is a single-family residential community generally bordered by Mission Avenue to the south, Interstate 5 to the west, San Luis Rey River to the north, and Benet Road to the east beyond the coastal zone boundary. The area includes the Joe Balderrama Park and Laurel Elementary School.
- The **Downtown District** is the most densely developed area of the coastal zone, characterized by a mix of multi-story and single-story residential, hotel, retail, and institutional buildings. It serves as the gateway to the city's main tourist areas and is a popular destination for both residents and visitors. The Downtown District corresponds to a land use designation that extends from the Harbor to Wisconsin Avenue and includes the Mission Avenue corridor from Horne Street to the beach (see Figure 2-2 in Chapter 2 Land Use and Cultural Resources). The Downtown District is subject to the Downtown Zoning Ordinance, which applies unique regulations to this area of the coastal zone. In addition to privately developed areas, the Downtown District includes the San Luis Rey river, large segments of the beach, the Strand, and parks and open space areas along the beach and surrounding the base of the municipal pier. The Strand consists of a bike lane and one-way road that runs parallel to the beach, with the beach and ocean on the west and public recreational uses and residential uses, including beach rentals, to the east. Beach-front residential uses, from Breakwater Way to the pier, include a mix of large-scale, multi-unit residential buildings (such as the North Coast Village, the city's largest ocean-front condominium complex), 1940s and 1950s era cottage and bungalow developments, and a scattering of single-family houses. Most of the residential development along the Strand is two stories in height and adheres to height limits that restrict the height to remain below the height of the adjacent bluff.

  The Downtown District has seen fundamental change since the turn of the century, with the development of new hotels, five-story mixed-use buildings, small-lot single-family houses, and small attached housing projects. Over the same period of time, the neighborhoods that extend along both sides of the railroad have added a considerable number of new

housing units, mostly in the form of two- to four-unit projects on small lots. Mission Avenue, serves as a major east-west route to the beach and as a visitor-serving corridor. Mission Avenue was renovated in 2014 with complete street improvements to better accommodate pedestrians and bicycles and to create a more attractive gateway to the coast. The Oceanside Transit Center is adjacent to the Downtown District and one of the most robust transit centers on the west coast in terms of the number of transit services offered. These transit options make the areas around the Oceanside Transit Center ideal for transit-oriented development.

- The **Coast Highway corridor** extends from Harbor Drive and Interstate 5 on the north to the border between Oceanside and Carlsbad on the south end of the coastal zone. Coast Highway corridor serves as the major north-south backbone street and gateway to Oceanside's coastal zone. It is a palm-tree-lined street dominated by strip commercial development. The corridor is a locally designated historic resource because of its unique role in the city's development, though there are no particular physical features within the public right-of-way that have been identified as historically significant (City of Oceanside, 1997).

  While the Coast Highway corridor has not seen significant redevelopment since the inception of the LCP, the corridor has recently experienced a great deal of adaptive reuse of existing buildings, adding many new restaurants and a variety of new retail establishments.

- The **South O** area is located between Oceanside Boulevard on the north and Eaton Street and Buena Vista Lagoon to the south. It encompasses the commercial corridor along Coast Highway as well as residential neighborhoods located west of Coast Highway and adjacent to Buena Vista Lagoon. The South O commercial area is recognized for its beach character consisting of eclectic, primarily single-story retail storefronts and murals. The residential neighborhoods located west of Coast Highway consist of a mix of residential densities and housing types. Larger, custom houses are located along the north shore of Buena Vista Lagoon, buffered from the lagoon by a steep embankment and dense vegetation.

- **Saint Malo** is a gated single-family residential community located on the north shore of Buena Vista Lagoon between the railroad tracks and the ocean. The architectural design of the entire community is French Provincial and is regulated by a homeowner's association. Founded in the 1920s, Saint Malo may be eligible for formal designation as a historic district.

In addition to major developed areas, the coastal zone features three watersheds: San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon. These watersheds support sensitive habitat and have all been sources of local flooding during major storm events. Lawrence Canyon, which extends down to San Luis Rey River from the Eastside Capistrano community, is occupied by a number of sensitive species.

Historic and cultural resources are present in the coastal zone. There are many residences built in the late 19th Century or early 20th Century that are still used as homes. The residences could be eligible for listing on local, state or national registers. Iconic cultural landmarks include the Oceanside Pier, Star Theatre on Coast Highway, the U.S. Post Office on Seagaze Drive, 101 Café on Coast Highway, and Roberts Cottages on the Strand. Native American cultural resources and paleontological resources are also present in the coastal zone.

1.3 Local Coastal Program Overview

1.3.1 Land Use Plan

The existing certified Land Use Plan is composed of the following major components:

- Chapter 1 Introduction: This section identifies the purpose of the Coastal Act, the public outreach that the City took before adopting the LUP, and an organizational summary of the LUP.
- Chapter 2 Policy Group Summaries: This section includes a summary of major findings, objectives, and policies on a variety of themes. *Objectives and policies are listed verbatim in the final sections of Chapters 2 through 7 of this Background Study.*
- Chapter 3, Land Use Plan and Permit Regulations: This section identifies land use designations, allowed uses, the permit process and the type of discretionary approvals by major land use. *Land use designations are provided verbatim in Chapter 2 of this Background Study.*
- Beach Accessways: This section identifies standards for design, construction, and maintenance of public access to and along the coast. *The standards are provided verbatim in Chapters 4 and 5 of this Background Study.*
- Coastal Development Design Standards: This section identifies design standards for new development and redevelopment and addresses views, neighborhood preservation, streetscape, circulation and parking, landscaping, and building and site design. *The standards are provided verbatim in Chapters 4 and 5 of this Background Study.*
- Exhibit B: This is a map of the permit appeal area *(see Figure 1-3).*
- Exhibit C: This is a table of existing beach access points.
- Exhibit D: New Development Neighborhood Areas.
- Exhibit E: This is a table and map identifying public view corridors.

1.3.2 Implementation Plan

The existing certified Implementation Plan is composed of the following major components:

- Zoning Map: This map identifies the zoning districts within the coastal zone. *See Figure 2-4 in Chapter 2 of this Background Study.*
- The 1986 Zoning Ordinance: The ordinance establishes the regulations and development criteria that implement the policies of the LUP. It defines the city's zoning districts in the coastal zone and their associated development standards, and specifies the ministerial, administrative, and discretionary processes for the permitting of development within the coastal zone.
- The 2010 Redevelopment Zoning Ordinance: This document establishes the regulations and development criteria for the Downtown land use designation.
- Oceanside Small Craft Harbor Precise Plan: This precise plan applies to the Harbor and is combined with a focused Environmental Impact Report. Volume I contains the project summary and detailed descriptions of the short- and long- range plans for the Harbor. Volume II contains the various technical and procedural elements which were used in developing and evaluating the plan.

1.3.3 Related Documents

The Coastal Permit Handbook is not a component of the certified LCP. However, it is used as a manual by City staff to determine procedural requirements for projects within the coastal zone.

1.3.4 Oceanside Permitting and Appeals Jurisdiction

The City of Oceanside is certified to grant Coastal Development Permits for nearly all development projects within the coastal zone. Portions of the city are subject to the permitting or appeals authority of the California Coastal Commission based on criteria established in the Coastal Act. The California Coastal Commission retains permitting authority over development occurring on tidelands, submerged lands (mean high tide line and seaward), and public trust lands, as stated in Section 30519(b) of the Coastal Act. Figure 1-3 identifies areas that are potential public trust lands.

The Appeals Jurisdiction refers to lands in which action by the City on a Coastal Development Permit may be appealed to the California Coastal Commission. Section 30603 of the Coastal Act identifies these lands as those located:

1. Between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tideline of the sea where there is no beach, whichever is the greater distance.

2. On tidelands, submerged lands, public trust lands.
3. Within 100 feet of any wetland, estuary, or stream.
4. Within 300 feet of the top of the seaward face of any coastal bluff.
5. In a sensitive coastal resource area not listed above.

Coastal Development Permits for any development that constitutes a major public works project or a major energy facility may also be appealed to the California Coastal Commission.

In Oceanside, the inland border of the Appeals Jurisdiction is generally west of the seaward side of Myers Street but varies from north to south. At the north end of the coastal zone, south of San Luis Rey River, the inland border is marked at the first public road which is North Pacific Street. Towards the middle portion of the coastal zone, the inland border is marked as 300 feet from the bluffs. At the south end of the coastal zone, the inland border is marked at the first public road, which is Broadway Street, south of Cassidy. The Appeals Jurisdiction is also mapped along portions of the San Luis Rey River and Buena Vista Lagoon. The coastal zone and appeals jurisdiction are shown on Figure 1-3.

1.3.5 LCP Certification Process

Changes to a certified LCP must be submitted to the California Coastal Commission for review and certification. The California Coastal Commission reviews the LUP for conformance with the coastal resources planning and management policies of the California Coastal Act. At least one public hearing is required prior to LUP certification; additional meetings may be required if the California Coastal Commission finds substantial conformity issues. Review of the implementation plan (IP) focuses on its adequacy to carry out the provisions of the certified LUP, including the public access component. At least one public hearing is required before certification of proposed zoning.

1.3.6 CEQA Compliance

The preparation and adoption of LCPs and LCP amendments by local governments is statutorily exempt from CEQA (Section 15265(a)1). The City plans to file a Notice of Exemption for the LUP update. The California Secretary for Resources has determined that the California Coastal Commission's process of reviewing and adopting LCPs provides the consideration of environmental impacts, project alternatives, and mitigation measures required by CEQA, and is legally the "functional equivalent" of the documentation provided in an EIR or negative declaration. As such, the California Coastal Commission's published reports and findings supporting its action on a LCP must contain a discussion of environmental impacts, project alternatives, and suitable mitigation measures, as appropriate.

1.4 Outreach Efforts

In December 2017 and January 2018, a series of 13 interviews were conducted with key stakeholder groups to introduce these groups to the LCP Update process, solicit input regarding valued coastal resources and future development within the city's coastal zone, present preliminary sea-level rise hazard maps, obtain feedback regarding interviewees' experience with coastal and riverine flooding, and initiate a discussion of appropriate methods to adapt to sea-level rise. The key groups interviewed included:

- Coastal advocates
- Shoreline preservation/protection experts
- Neighborhood groups
- Business advocates
- Resource conservation/water quality groups
- Neighboring jurisdictions
- Public safety
- Public works
- Transportation agencies/providers
- Developers
- Harbor
- Utilities

A summary of the key themes and feedback provided throughout the interviews is provided in Appendix A. The feedback on existing conditions has been incorporated into this Background Study throughout Chapters 2 through 7, and as key policy considerations in Chapter 8.

Additional outreach efforts have been conducted in support of the LCP update and are described on the project website at: http://www.ci.oceanside.ca.us/gov/dev/planning/local_coastal_program_update/local_coastal.asp.

Chapter 2

LAND USE AND CULTURAL RESOURCES

The coastal zone is developed with a mix of land uses, including residential, commercial, industrial, recreational, and public/institutional. It also has a large area set aside as open space adjacent to San Luis Rey River and Buena Vista Lagoon.

The Land Use Plan of the City's Local Coastal Program designates allowed land uses in the coastal zone. The 1986 Zoning Ordinance and the 1988 Redevelopment Zoning Ordinance establish the regulations and development criteria that implement the policies of the Land Use Plan.

According to the 2010 Census, almost 17,000 people live in the coastal zone.

There has been documentation of prehistoric and historic-period sites within the coastal zone, including Native American, paleontological, archaeological, and built cultural resources.

2.1 Existing Conditions

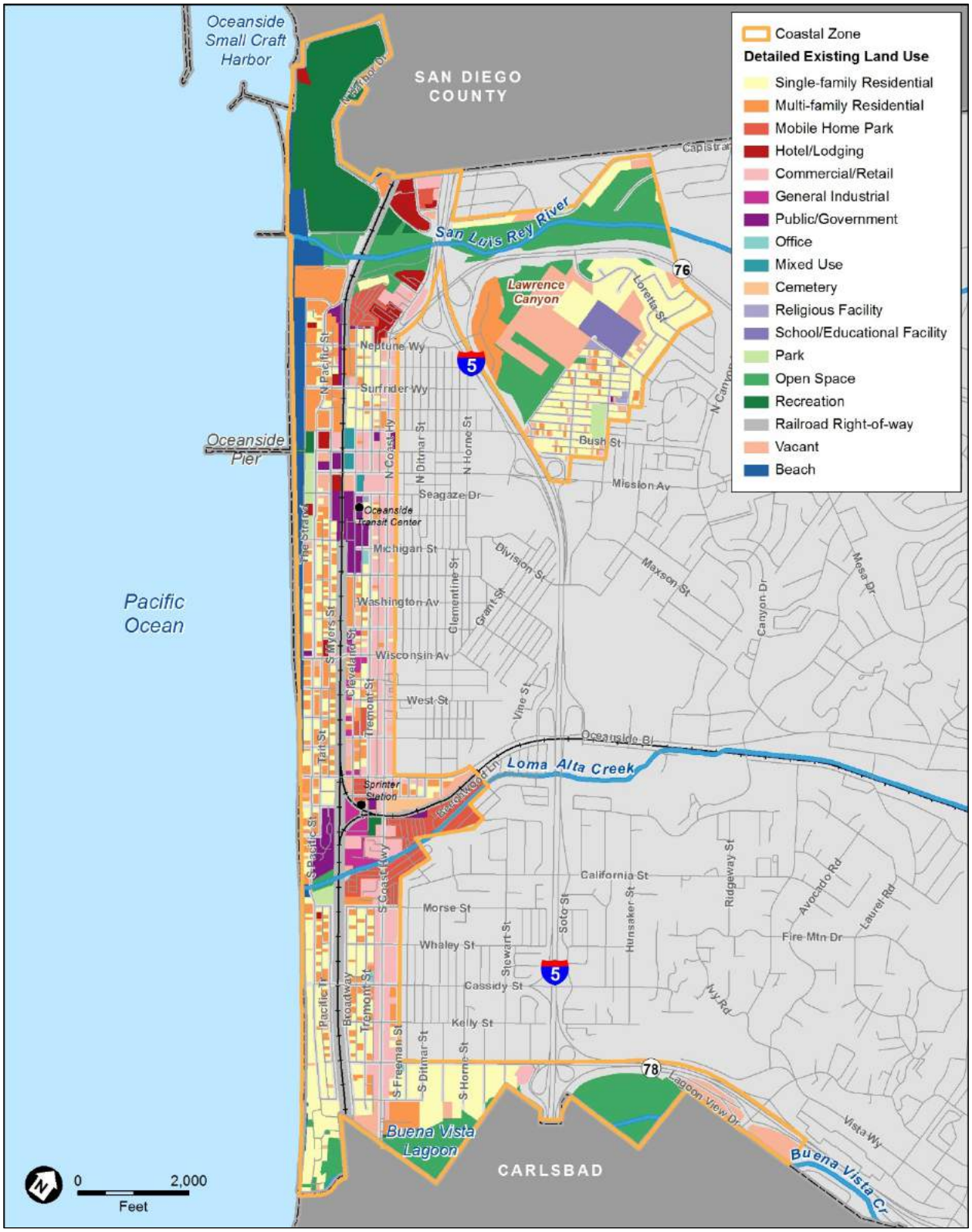
2.1.1 Existing Land Use

The San Diego Association of Governments (SANDAG) Geographic Information Systems (GIS) assigns each individual parcel within San Diego County a land use based on the present use of a site. SANDAG GIS relies on a standardized list of land uses to classify each property. For purposes of this Background Study, the SANDAG GIS data was collected and land uses were grouped into seven major land use categories and 15 subcategories as listed below:

1. **Residential** – single-family, multi-family, mobile home/RV park
2. **Commercial** – commercial/retail, hotel/lodging, mixed-use, office
3. **Industrial** – general industrial
4. **Recreation** – beaches and public recreation, parks
5. **Public/Institutional** – cemetery, public/government, religious facility, school/education facility, railroad right-of-way
6. **Open Space**
7. **Vacant**

These categories of existing land uses were then mapped (see Figure 2-1). The spatial distribution of existing land uses was also determined based on the acreage of each land use and the percentage it represents within the coastal zone boundaries (see Table 2-1). Open water, public rights-of-way, and freeway rights-of-way also comprise the coastal zone but were not included in the calculations and maps presented below.

As shown in **Figure 2-1**, residential areas make up the largest existing land use category, composed mainly of single-family and multi-family residential uses, with some mobile home/RV park properties. The second largest existing land use category is open space, which is mostly present along San Luis Rey River and the Buena Vista Lagoon. **Figure 2-1** and **Table 2-1** describe the distribution of existing land uses in the coastal zone.



Source: City of Oceanside; SanGIS

Figure 2-1. Existing Land Use – Detailed

Table 2-1. Existing Land Use in Coastal Zone

Land Use	General Description and Location	Acres	Percent of Coastal Zone
Residential		**376**	**35%**
Single-family Residential	Single-family and multi-family residential are intermixed throughout the coastal zone, mostly located along the beach and on either side of the railroad tracks. Single-family is the more predominant residential use in the Eastside Capistrano neighborhood, east of Interstate 5, and St. Malo neighborhood, near Buena Vista Lagoon.	217	20%
Multi-family Residential	Multi-family and single-family are intermixed throughout the coastal zone, mostly along the beach and on either side of the railroad tracks. Multi-family is the more predominant residential use north of Pier View Way.	113	11%
Mobile Home/RV Park	Mostly located on Coast Highway, Cleveland Street, and Oceanside Boulevard	46	4%
Commercial		**118**	**11%**
Commercial/Retail	Mostly present along Coast Highway corridor	91	9%
Hotel/Lodging	Hotels are clustered at the northern end of Coast Highway corridor and the Downtown District, with small motels scattered along the length of Coast Highway. Over the past 20 years, hundreds of hotel and timeshare rooms have been built in the coastal zone, including the Wyndam, Springhill Suites, Trend West, and Holiday Inn. Over the next 5 years, several hundred additional hotel rooms will be constructed in the coastal zone, concentrated in the Downtown District (City of Oceanside, 2018).	22	2%
Mixed-Use	While not a high percentage of the total land use in the coastal zone, mixed-use development is becoming a more popular form of new development, and is concentrated in the Downtown District.	4	<1%
Office	Only one property was classified by SANDAG GIS as office in the coastal zone and is associated with the North County Transit District offices located on Michigan Avenue and S. Tremont Avenue.	1	<1%

Table 2-1. Existing Land Use in Coastal Zone

Land Use	General Description and Location	Acres	Percent of Coastal Zone
Industrial		**10**	**1%**
General Industrial	Mainly located east of the railroad tracks between Minnesota Avenue and Loma Alta Creek.	10	1%
Recreation		**58**	**5%**
Beaches and Public Recreation	Sandy beaches are located along most of Oceanside's coastline. Public recreation is associated with the Oceanside Small Craft Harbor, near the northern city limits, and Junior Seau Beach Community Center, below Oceanside Pier.	47	14%
Parks	Located in Eastside Capistrano (Joe Balderrama Park and Recreation Center) and in close proximity to the beach (Strand Beach Park, Tyson Street Park, and Buccaneer Beach Park)	11	1%
Public/Institutional		**485**	**11%**
Cemetery	Oceanview Memorial Cemetery located on Coast Highway	4	<1%
Public/Government	Associated with buildings near the Oceanside Transit Center, parking lots along the railroad tracks, and La Salina Wastewater Treatment Plant	29	3%
Religious Facility	Several facilities located in Eastside Capistrano	2	<1%
School/Education Facility	Associated with Laurel Elementary School in Eastside Capistrano	13	1%
Railroad Right-of-way	Railroad right-of-way runs north/south bisecting the coastal zone, and east/west generally between Oceanside Boulevard and Loma Alta Creek	70	5%
Open Space		**199**	**19%**
Open Space	Large areas of open space area present along San Luis Rey River and the Buena Vista Lagoon.	199	19%

Table 2-1. Existing Land Use in Coastal Zone

Land Use	General Description and Location	Acres	Percent of Coastal Zone
Vacant		**85**	**8%**
Vacant	Although the coastal zone has been extensively developed, SANDAG GIS classified certain properties as vacant. These properties are scattered throughout the coastal zone and include undeveloped properties, parking lots, private open space, land adjacent to rights-of-way, and land associated with open space. The largest concentrations of land classified as vacant are present in Lawrence Canyon as part of the large contiguous open space south of San Luis Rey River, along the north side of the east/west railroad right-of-way, and on the north bank of Buena Vista Lagoon.	85	8%

Source: SanGIS, 2017

2.1.2 Local Coastal Program Land Use Designations

The existing certified Local Coastal Program (LCP) Land Use Plan establishes 10 land use designations that serve to regulate the distribution and intensity of land uses in the coastal zone. **Table 2-2** provides the description of each designation **verbatim** from the Land Use Plan (specifically, Chapter 3 Land Use Plan and Permit Regulations, Section 1 Coastal Zone Land Use Classifications). Many of the descriptions are outdated with respect to on-the-ground conditions, include street names that have since been renamed, and include language not typically used for land use designations. **Figure 2-2** shows the location of the land use designations and **Table 2-3** describes their distribution in the coastal zone and allowed intensities/densities.

The city has General Plan land use designations that apply to properties citywide, inland of the coastal zone. These General Plan land use designations address similar categories of land use but use different nomenclature than the existing LCP. As part of the LCP Update process, the General Plan land use designations will be used as reference to guide revisions to the LCP land use designations to ensure consistency between both documents.

Table 2-2. Local Coastal Program Land Use Designations

Land Use Designation	Certified Local Coastal Program Chapter 3 Land Use Plan and Permit Regulations, Section 1 Coastal Zone Land Use Classifications (1985)
Commercial	
General Commercial	This land use category allows a variety of retail, service, and office uses. Visitor uses, such as restaurants, hotels and motels may be located in this designation, especially on sites with good freeway access and exposure. The major general commercial corridor in the coastal zone is along Hill Street.
Coastal Dependent, Recreation, and Visitor Serving Commercial	This land use category encompasses specialized commercial uses which are directly dependent, supportive or related to the coast. Such uses provide services or goods for coastal industries or recreationists, and include boat sales, supplies, and service; diving, commercial fishing, and sportfishing establishments; restaurants, snack bars and convenience markets; gift, sundries, and novelty shops; transient accommodations such as hotels, motels, tourist cottages, campgrounds and recreational vehicle parks; and recreational equipment rentals (such as bicycles, roller skates, surfboards). The majority of coastal dependent, recreation and visitor-serving commercial areas in the coastal zone are in three locations: in the Harbor area, near the San Luis Rey River, and east of the municipal pier.
Harbor	This classification applies to all land and water areas governed by the Oceanside Small Craft Harbor District. This is a multiple use category, primarily for boating and Harbor-dependent uses, and secondarily for harbor-related and support services such as open space, recreation, public facilities, visitor-serving commercial, and residential/transient accommodations. The intent of this classification is to ensure that the limited land and water areas in the Harbor are assigned to highest priority uses. Implementation of this land use classification is achieved through a specific plan. The Harbor Precise Plan, which was approved by the Harbor District on October 25, 1979, was prepared to serve that function.

Table 2-2. Local Coastal Program Land Use Designations

Land Use Designation	Certified Local Coastal Program Chapter 3 Land Use Plan and Permit Regulations, Section I Coastal Zone Land Use Classifications (1985)
Industrial	
Light Industrial	Industrial uses have generally been phased out of the coastal zone due to land use compatibility problems and a lack of sites large enough to successfully develop and buffer light industrial uses. Only one light industrial site of 11 acres remains in the coastal zone. This site is bordered by the Loma Alta Creek Channel on the south, the AT&SF Railroad and La Salina Sewage Treatment Plant on the west, the Escondido railroad spur line on the north, and the Hill Street commercial corridor on the east. First priority for use of this area would be small coastal-dependent or related industries such as boat building, sail making or a boat repair yard. If, because of the site's small size and isolated location, such coastal dependent uses are not possible, light industrial uses should be allowed. Any development on this site should be designed to be visually unobtrusive and compatible with the surrounding area.
Transportation and Utility	This classification encompasses the two major public utilities in the coastal zone: the La Salina Sewage Treatment Plant and the Atchison, Topeka and Santa Fe Railroad. The treatment plant site includes the plant itself (with area available for possible expansion) and the open space necessary to buffer the plant from surrounding land uses. In the future, land excess to those needs may be considered for conversion to public recreation use, such as beach parking. The railroad corridor serves as a link in the major passenger and freight line between Los Angeles and San Diego. The corridor includes open space which buffers the railroad from surrounding noise sensitive land uses and also serves as a reserve corridor for future transportation needs. Air rights or multiple-use of the rail corridor in the downtown area may be possible in the future, but only if future transportation options are not foreclosed and substantial public benefits can be gained. The railroad corridor also includes a site designated for a possible multi-modal transportation facility. This facility would interface rail, local bus, intercity bus, and taxi service in a single facility and, as such, is strongly supported in the LCP policies.
Residential	
Low Density Residential	This classification of 0-7 dwelling units per acre has been applied to neighborhoods which are predominantly built-out with single family residences. This designation is intended to preserve existing single family residences in neighborhoods which have basically sound stock with a substantial remaining economic life. Three neighborhoods which possess special character are within this designation: the single family neighborhood above Buena Vista Lagoon between Hill Street and I-5; the portion of the Eastside north of Laurel Street; and the St. Malo area.

Table 2-2. Local Coastal Program Land Use Designations

Land Use Designation	Certified Local Coastal Program Chapter 3 Land Use Plan and Permit Regulations, Section I Coastal Zone Land Use Classifications (1985)
Medium Density Residential	This classification allows up to 15 units per acre. It is proposed in areas which are generally inappropriate for traditional single family construction, but lack the infrastructure, physical characteristics, or access necessary for high density development. Medium density offers a transition between single family and high density development. A medium density designation is proposed for the mobile home parks located near Loma Alta Creek, as a means to protect that existing development.
High Density Residential	The need for affordable housing, energy considerations and the goal of protecting agricultural and rural areas all dictate that the City reserve areas for high density residential development. High density uses have been proposed for flat, accessible sites where community facilities and public services are available to serve the higher numbers of people. High density development should not be confused with overcrowding. The City should insist upon good design and site planning to ensure that new high density development does not detract from the attractiveness and "liveability" of the urban environment. In addition, the City should ensure that high density areas are served by higher levels of amenities and services, such as public transportation, shopping areas, parks, churches, etc. than are normally provided for low and medium density areas. The density range for this classification is 15 units per acre and up with the upper limit set by the Zoning Ordinance and Redevelopment Design Guidelines. The density for any given project in this category should be based upon site characteristics, compatibility with the surrounding neighborhood, project type, and service availability. For instance, a senior citizen project in the downtown area may be more appropriate for a higher density than a family-oriented project in South Oceanside. The high density areas in the coastal zone have generally been proposed for the lands west of Hill Street. In addition, high density use is also proposed for the one large vacant "unconstrained" parcel left in the coastal zone, which is located above Lawrence Canyon.
Mixed High Density/Transient Residential	This category is intended to allow both high density residential use and transient accommodations, such as hotels, motels, tourist cottages, and seasonal rentals. Also, limited office or commercial uses which are incidental or ancillary to transient residential uses, such as seasonal rental or property management offices, may be allowed in this designation. Uses in this classification should be designed to be compatible with surrounding development and should not overcrowd public recreational amenities. The mixed high density/transient residential classification is proposed for shorefront properties from Ninth Street south to Cassidy Street.

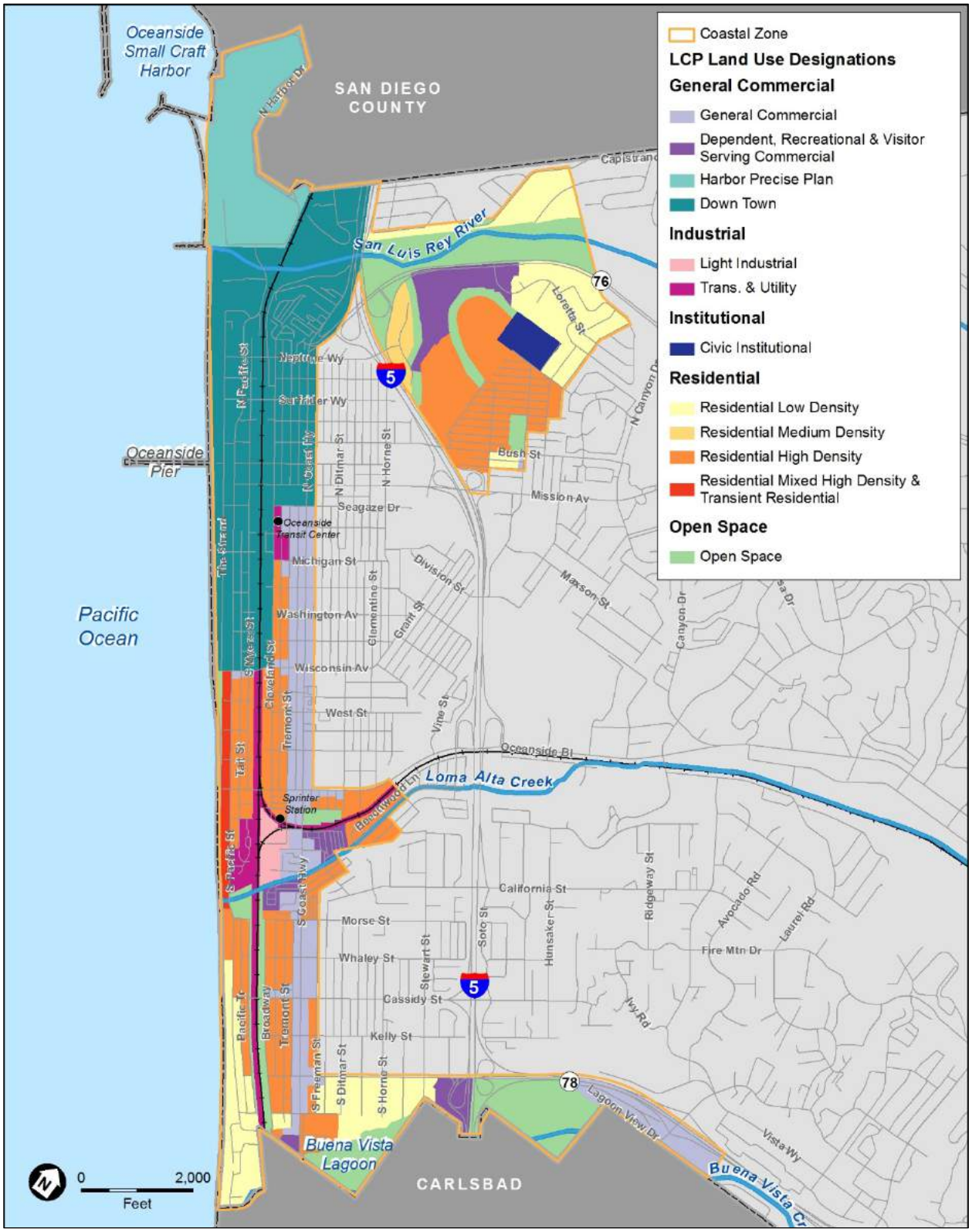
Table 2-2. Local Coastal Program Land Use Designations

Land Use Designation	Certified Local Coastal Program Chapter 3 Land Use Plan and Permit Regulations, Section 1 Coastal Zone Land Use Classifications (1985)
Open Space	
Open Space	This classification encompasses several distinct types of land use. Significant habitat areas such as the San Luis Rey River and Buena Vista Lagoon are to be left in a natural state, with only limited passive recreation use allowed. Public parks, beaches, and coastal accessways are intended to support active public recreation uses. The only "institutional" open space use in the coastal zone is Laurel School, which is used primarily for education purposes but does offer limited recreational benefits to the surrounding neighborhood. The final class of open space is constrained lands which are to remain undeveloped because of public health and safety concerns. These lands include the Loma Alta Creek Channel and steep slopes in the San Luis Rey River area.

City of Oceanside, 1985

In addition to the land use designations described in **Table 2-2**, the City of Oceanside (City) established two land use designations through subsequent amendments to the certified LCP: Down Town and Civic Institutional, which are included on **Figure 2-2**:

- **Down Town.** This is not a designation identified in Chapter 3 Land Use Plan and Permit Regulations of the LCP. It is a designation based on the land use element of the Oceanside General Plan and Oceanside GIS data. The General Plan identifies the Downtown Redevelopment Project Area as an area to promote the long-term viability and rejuvenation of the redevelopment area consistent with the overall policies and improvements of the City. The 1988 Redevelopment Zoning Ordinance identifies and implements land uses for this designation, as described in Section 2.1.3 below. Although the certified LCP land use map was not amended to recognize the Down Town/Redevelopment zoning designation, the LCP land use designations are so broadly defined, there are few, if any, discrepancies between zoning and land use designations within the coastal zone portions of the Downtown District.
- **Civic Institutional**. This is not a designation identified in Chapter 3 Land Use Plan and Permit Regulations of the LCP. It is a designation based on Oceanside GIS data and is applied only to the Laurel Elementary School site located at 1410 Laurel Street. According to the Land Use Element of the General Plan, the Civic Institutional designation "provides for public and quasi-public uses and facilities. These include, but are not limited to, public schools, colleges and universities, facilities for public services and utilities, community centers, and other government buildings."



Source: City of Oceanside; SanGIS

Figure 2-2. LCP Land Use Designations

Table 2-3. Local Coastal Program Land Use Designations - Distribution

Land Use Designation	Allowed Density (dwelling units/acre)	Acres	Percent of Coastal Zone
Commercial			
General Commercial	N/A	144	10%
Coastal Dependent, Recreation, and Visitor Serving Commercial	N/A	59	4%
Harbor Precise Plan	N/A	113	8%
Downtown	N/A	326	23%
Industrial			
Light Industrial	N/A	11	1%
Transportation and Utility	N/A	46	3%
Residential			
Low Density Residential	0-7 du/ac	185	13%
Medium Density Residential	Up to 15 du/ac	15	1%
High Density Residential	15 du/ac and up	273	19%
Mixed High Density/Transient Residential	N/A	16	1%
Institutional			
Civic Institutional	N/A	14	1%
Open Space			
Open Space	N/A	204	14%

SOURCE: City of Oceanside, 1986 LCP Land Use Plan; Oceanside GIS Data

The General Plan Land Use Element also establishes the Oceanside Small Craft Harbor Precise Plan as a special management area within the coastal zone. The Land Use Element includes a policy that requires development and land use within the Harbor District to comply with the Oceanside Small Craft Harbor Precise Plan and Oceanside Harbor Design standards. The General Plan includes a second policy that stipulates that the City would not support the use of the Camp Del Mar Basin for facilities supporting offshore oil and gas drilling operations.

2.1.3 Local Coastal Program Zoning Districts

The 1986 Zoning Ordinance establishes the regulations and development criteria that implement the policies of the Land Use Plan. The main intent of the 1986 Zoning Ordinance includes furthering the objectives and establishing consistency with the Land Use Element of the General Plan, protecting the public health, safety and general welfare of the residents, and providing economic and social benefits from an orderly planned use of land resources. The 1986 Zoning Ordinance establishes the city's zoning districts and their associated development standards, and specifies the administrative processes for the permitting of development within the city.

The 1988 Redevelopment Zoning Ordinance establishes the regulations and development criteria specifically for the Down Town land use designation described in Section 2.1.2. The Down Town land use designation extends beyond the coastal zone boundaries.

Figure 2-3 shows the location of zoning districts within the coastal zone, and **Table 2-4** describes their distribution. The figure and table reflect both the 1986 Zoning Ordinance and 1988 Redevelopment Zoning Ordinance standards and zoning districts.

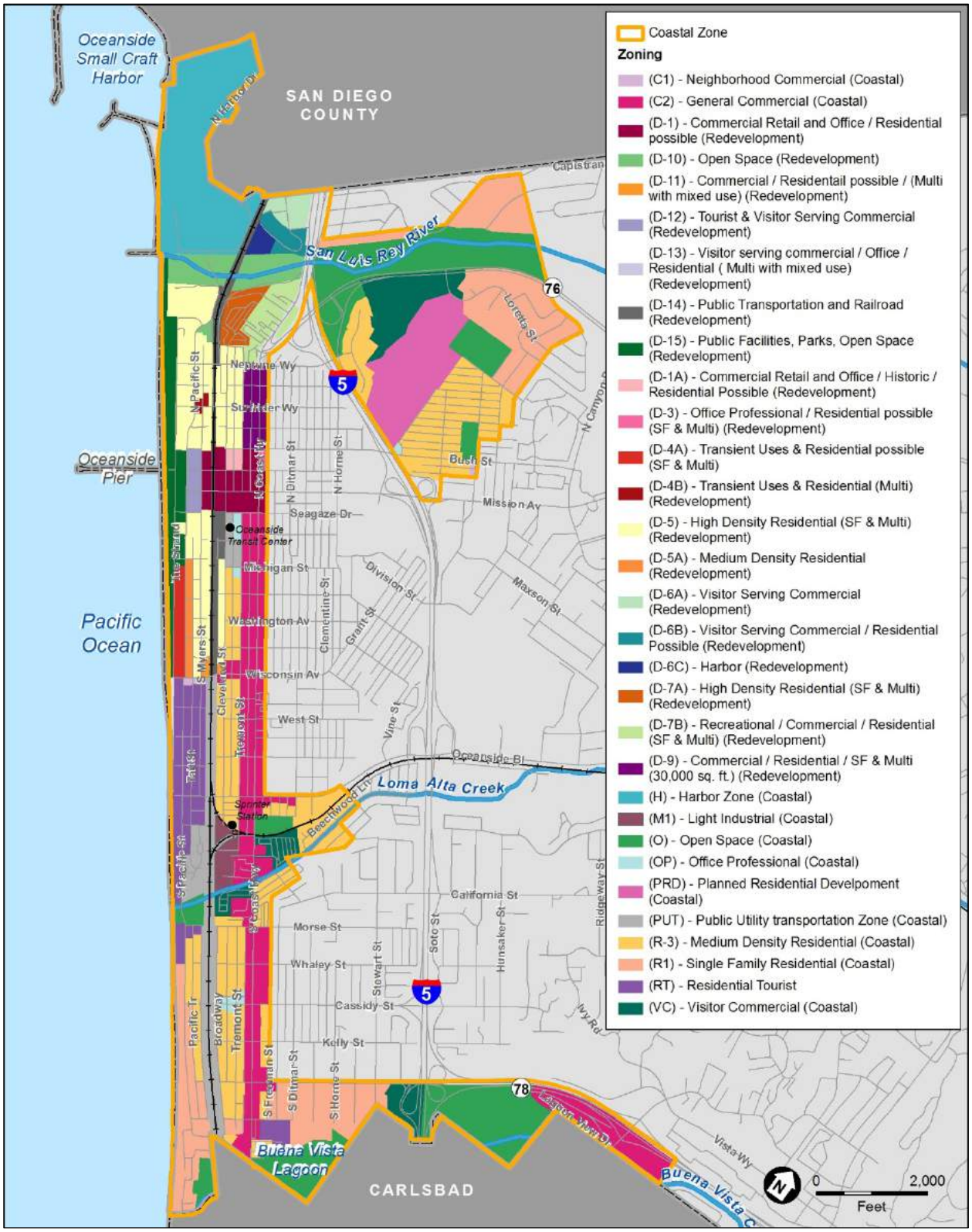
Table 2-4. Local Coastal Program Zoning Districts

Zoning District	Acres	Percent of Coastal Zone
Residential		
R-1 Single Family Residential Zone	179	13%
R-3 Medium Density Residential Zone	202	15%
R-T Residential Tourist Zone	51	4%
PRD Planned Residential Development Zone	60	4%
Commercial		
O-P Office Professional Zone	6	<1%
C1 Neighborhood Commercial Zone	2	<1%
C-2 General Commercial Zone	142	10%
V-C Visitor Commercial Zone	58	4%
H - Harbor Zone	113	8%
Industrial		
M1 Light Industrial Zone	9	1%
Resource Protection		
"O" Open Space Zone	193	14%

Table 2-4. Local Coastal Program Zoning Districts

Zoning District	Acres	Percent of Coastal Zone
Government		
PUT Public Utility and Transportation Zone	61	4%
Downtown		
(D-1) - Commercial Retail and Office / Residential possible (Redevelopment)	25	2%
(D-10) - Open Space (Redevelopment)	30	2%
(D-11) - Commercial / Residential possible / (Multi with mixed use) (Redevelopment)	2	<1%
(D-12) - Tourist & Visitor Serving Commercial (Redevelopment)	7	<1%
(D-13) - Visitor serving commercial / Office / Residential (Multi with mixed use) (Redevelopment)	0.4	<1%
(D-14) - Public Transportation and Railroad (Redevelopment)	26	2%
(D-15) - Public Facilities, Parks, Open Space (Redevelopment)	37	3%
(D-1A) - Commercial Retail and Office / Historic / Residential Possible (Redevelopment)	3	<1%
(D-3) - Office Professional / Residential possible (SF & Multi) (Redevelopment)	1	<1%
(D-4A) - Transient Uses & Residential possible (SF & Multi)	9	1%
(D-4B) - Transient Uses & Residential (Multi) (Redevelopment)	2	<1%
(D-5) - High Density Residential (SF & Multi) (Redevelopment)	94	7%
(D-5A) - Medium Density Residential (Redevelopment)	7	1%
(D-6A) - Visitor Serving Commercial (Redevelopment)	10	1%
(D-6B) - Visitor Serving Commercial / Residential Possible (Redevelopment)	9	1%
(D-6C) - Harbor (Redevelopment)	4	<1%
(D-7A) - High Density Residential (SF & Multi) (Redevelopment)	12	1%
(D-7B) - Recreational / Commercial / Residential (SF & Multi) (Redevelopment)	18	1%
(D-9) - Commercial / Residential / SF & Multi (30,000 sq. ft.) (Redevelopment)	16	1%

Source: City of Oceanside, 1986, 1988; Oceanside GIS Data



Source: City of Oceanside; SanGIS

Figure 2-3. Local Coastal Program Zoning Districts

2.1.4 Neighborhoods

The Land Use Plan identifies three distinct neighborhoods in the coastal zone as shown in **Figure 2-4** and described in **Table 2-5**. The identification of these neighborhoods was part of a citywide effort, further outlined in the General Plan Land Use Element, to create community plans that would cover all areas within the city, including the coastal zone. These community plans have not been prepared.

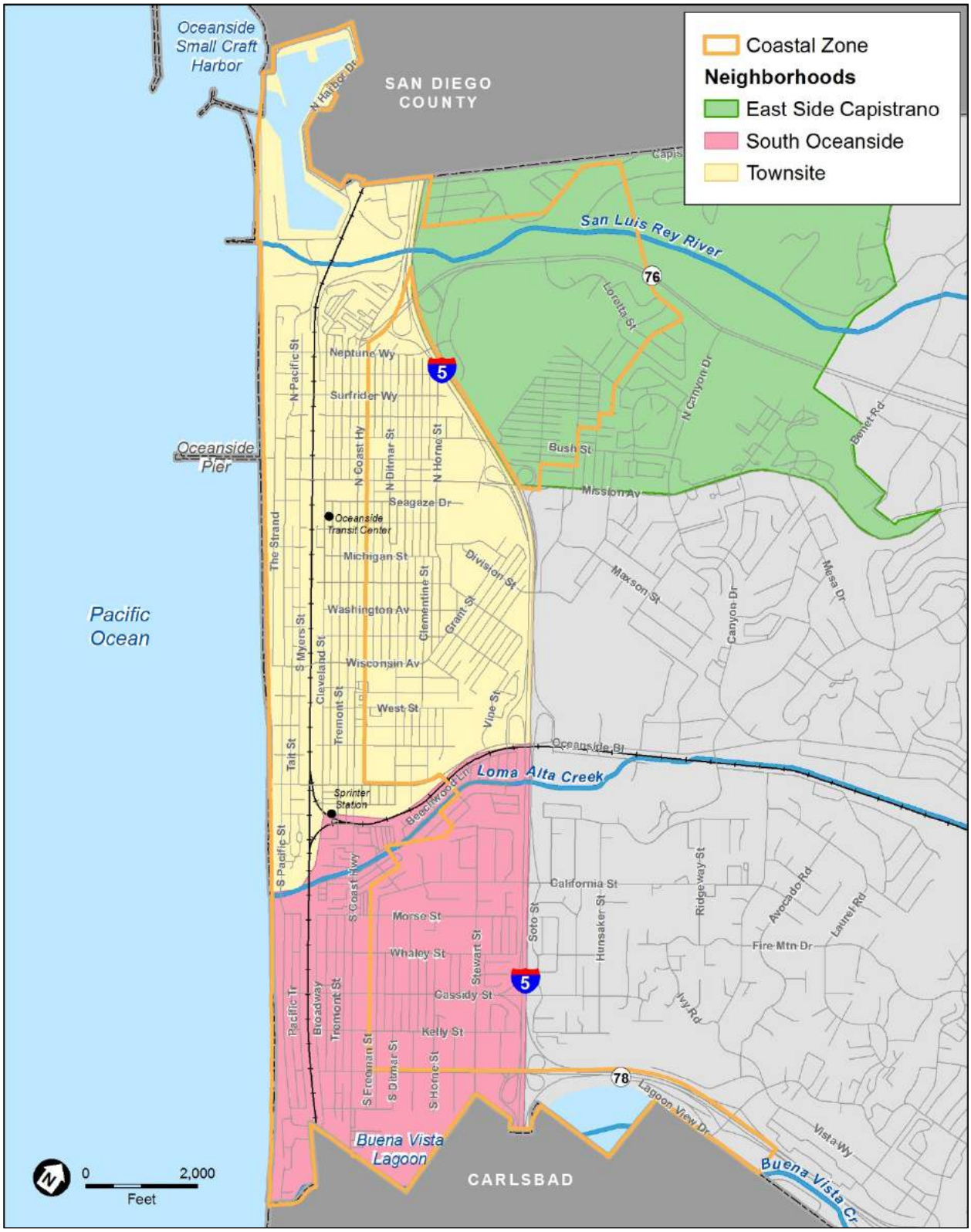
Table 2-5. Neighborhoods in the Coastal Zone

Neighborhood	Key Characteristics
Eastside Capistrano	This area is located in the northern portion of the coastal zone, east of Interstate-5. The neighborhood includes San Luis Rey River, a large vegetated buffer surrounding the River, Lawrence Canyon, Laurel Elementary School, and residential development.
Townsite	This neighborhood extends from the northern city limits south to Oceanside Boulevard, west of Interstate-5 and Coast Highway. Major features and areas present in the neighborhood include the Downtown District, Oceanside Small Craft Harbor, and the Oceanside Transit Center.
South Oceanside	This area extends from Oceanside Boulevard south to the southern city limits. Major features present in the neighborhood include Loma Alta Creek, Buena Vista Lagoon, and Sprinter Station.

Source: City of Oceanside

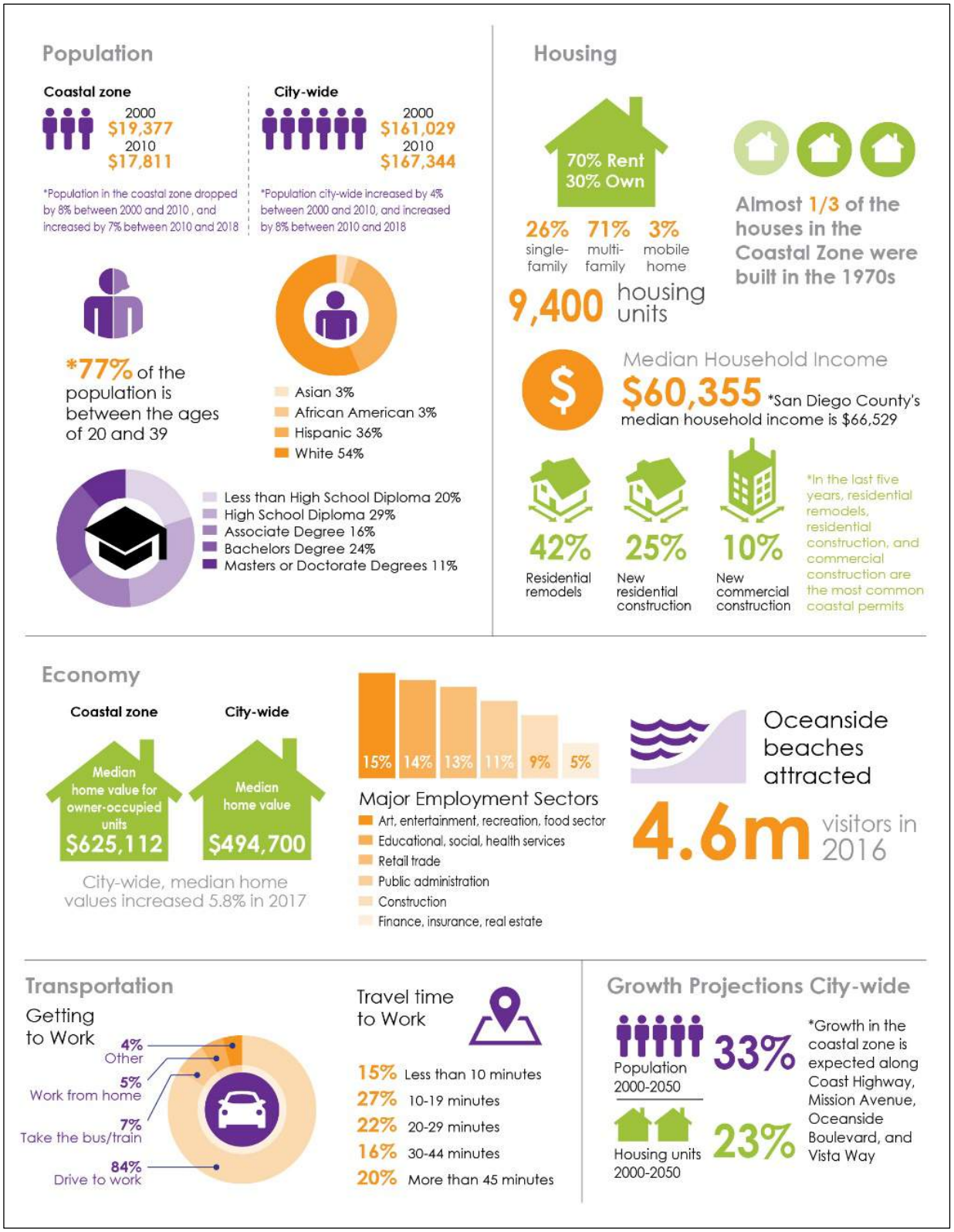
2.1.5 Population and Growth

Figure 2-5 below describes existing population and housing characteristics within the coastal zone, as well as information regarding population and employment projected by 2050.



Source: City of Oceanside; SanGIS

Figure 2-4. Coastal Neighborhoods



Sources: American Fact Finder, 2000, 2010; Zillow, 2017; City of Oceanside, 2013; Environics Analytics, 2018

Figure 2-5. Population and Housing Characteristics in the Coastal Zone

2.1.6 Cultural Resources

The following discussion describes identified cultural resources within the coastal zone, and considers potential cultural resources constraints in the event of future development or changes in existing land use associated with the proposed LCP Update. The discussion is based on existing information and includes a cultural resources records search conducted by staff at the California Historic Resources Inventory System South Coast Information Center (Information Center), a Sacred Lands File search conducted by the California Native American Heritage Commission (Heritage Commission), a review of historical maps and aerial photographs, and a paleontological resources records check prepared by the San Diego Natural History Museum (Natural History Museum).

Records Search

A records search for the Oceanside Coast Highway Corridor Study was conducted by staff at the Information Center housed at San Diego State University on July 10, 2016. The records search radius encompasses approximately 95 percent of the coastal zone. The Information Center records search consulted the following sources of information, along with official maps and records:

- National Register of Historic Places
- California Register of Historical Resources
- California Inventory of Historical Resources
- California State Historical Landmarks
- California Points of Historical Interest

The records search was used to identify cultural resources within the coastal zone, and to assess what additional cultural resources studies may be required for future development within the coastal zone.

Sacred Lands File Search

The Heritage Commission maintains a confidential Sacred Lands File, which is a database containing information on sites of traditional, cultural, or religious value to the Native American community. The Heritage Commission conducted a search of the Sacred Lands File specific to the coastal zone.

Prehistoric and Historic Setting

Ethnography

Native Americans living in Oceanside coastal zone at the time of Spanish contact are now known as the Luiseño, after the Mission San Luis Rey where many of them were relocated following the arrival of the Spanish at the end of the 18th century. The language of the Luiseño people has been identified as belonging to the Cupan group of the Takic subfamily, which is part of the larger

Uto-Aztecan language family.[1] Luiseño territory includes portions of northern San Diego, southern Orange, and Riverside Counties, and would have encompassed a diverse environment including lagoons and marshes, coastal areas, inland river valleys, foothills, and mountains. Luiseño Villages were typically located in proximity to a food or water source, or in defensive locations, often near valley bottoms, streams, sheltered coves or canyons, or coastal strands.[2] It is estimated that there may have been around 50 Luiseño villages with a population of about 200 each at the time of the first Spanish contact.[3]

The closest Luiseno groups to the coastal zone include the San Luis Rey Band of Mission Indians, the Pala Band of Mission Indians, the La Jolla Band of Luiseño Indians, and the Pechanga Band of Luiseño Indians

Prehistory

The prehistory of coastal Southern California is typically divided into three general periods: the Early Holocene (11,000 to 8,000 before present [B.P.]), the Middle Holocene (8,000 to 4,000 B.P.), and the Late Holocene (4,000 B.P. to A.D. 1769). The Early Holocene is marked by the first presence of humans in southern California dating to about 11,000 years before present (B.P.), if not earlier. These peoples were highly mobile and likely exploited a wide range of littoral and terrestrial resources.[4] During the Middle Holocene, there is evidence for the processing of acorns for food and for the increased importance of hunting.[5] Accompanying this is the development of distinctive spear point types and an increase in ground stone tools for processing plants. During the Late Holocene, native populations of southern California were becoming less mobile and populations began to gather in small sedentary villages with satellite resource-gathering camps. Evidence indicates intensification of regional trade during this time with asphaltum (tar), seashells, and steatite being traded from southern California to the Great Basin. Major technological changes appeared as well, particularly with the advent of the bow and arrow in the latter half of the late Holocene, which largely replaced the use of the dart and atlatl.

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[1] Bean, L.J., and F.C. Shipek, 1978. Luiseño. In *California*, edited by Robert F. Heizer, pp. 550-563. Handbook of North American Indians, Vol. 8, W. C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

[2] Ibid.

[3] Ibid.

[4] Horne, Melinda C., and Dennis P. McDougall. 2003. *Cultural Resources study for the City of Riverside General Plan 2025 Update Program EIR*, Prepared for Cotton Bridges and Associates Urban and Environmental Consultants, on behalf of the City of Riverside Planning Department, Prepared by Applied Earthworks, Inc.

[5] Ibid.

History

The first European presence in the broader vicinity of the coastal zone came in 1542, when Juan Rodriguez Cabrillo led an expedition along the coast. Europeans did not return until 1769, when the expedition of Gaspar de Portola traveled overland from San Diego to San Francisco. In the late 18th century, the Spanish began establishing missions in California and forcibly relocating and converting native peoples.[6] The nearest mission to the project area is Mission San Luis Rey de Francía (San Luis Rey), founded in 1798 by Father Fermín de Francisco Lasuén de Arasqueta. Many local Luiseño inhabitants were relocated to the mission, disrupting Native American traditions and ways of life that had existed for centuries.

In 1821, Mexico, which included much of present-day California, became independent from Spain, and during the 1820s and 1830s the California missions were secularized. Mission property was supposed to have been held in trust for the Native Californians, but instead was handed over to civil administrators and then into private ownership. After secularization, many former Mission Indians were forced to leave the Missions and seek employment as laborers, ranch hands, or domestic servants.[7]

In 1848, gold was discovered in California, leading to a huge influx of people from other parts of North America. In 1850, California became part of the United States of America. The opening of the Butterfield Overland Stage route in 1858, which ran from El Paso, Texas to Los Angeles, and later the California Southern Railroad line in 1882 greatly increased the number of people coming to Southern California.

In 1882, the California Southern Railway, a branch of the Santa Fe Railroad, was constructed through what is present day Oceanside. The railway linked San Diego to San Bernardino and opened the San Diego County coastline for development.[8] That same year, Andrew Jackson Myers, a local storekeeper, applied for a Homestead Grant on the Oceanside Mesa and was allotted 160 acres making him the first occupant of what would soon become the city of Oceanside.[9] Five years later, on July 3, 1888, the city was incorporated with a population of 1,000.[10] In the coming decade, Oceanside expanded at a rapid rate with the construction of three hotels, two drug-stores, two livery stables, two blacksmiths, a hardware store, a bakery, a harness shop, a lumber yard, a barber shop, a school, and six churches, as well as the establishment of a newspaper. In 1942, the United States Navy purchased the land held by the Santa Margarita Rancho, a previous Mexican land grant, and constructed the

[6] Ibid.

[7] Ibid.

[8] City of Oceanside. n.d. *History*, electronic resource, http://www.cityofoceanside.net/about/history.asp, accessed July 29, 2015.

[9] Ibid.

[10] Ibid.

nation's largest Marine Corps Base, Camp Pendleton, to train troops for service during World War II.[11] The construction of Camp Pendleton triggered rapid population growth in the city as serviceman and their families moved into the region and the city's population increased from 4,652 in 1940 to 12,888 in 1950 (City of Oceanside n.d.). Today, Oceanside is the third-largest city in San Diego County with a population of 167,086 and is serviced by Interstate-5 and State Route-76.

Cultural Resource Categories

Cultural resources are defined as prehistoric and historic-period sites, structures, districts, and landscapes, or any other physical evidence associated with human activity considered important to a culture, a subculture, or a community for scientific, traditional, religious or any other reason. Paleontological resources, although not associated with past human activity, are grouped within cultural resources. Cultural resources may be categorized into four groups: archaeological resources, historic-period built resources, including architectural/engineering resources, contemporary Native American sacred sites, and paleontological resources. Each of these types of resources are known to be located within or adjacent to the coastal zone.

In general, cultural resources are considered to be significant if they are listed in or eligible for listing in the National Register of Historic Places (National Register), the California Register of Historical Resources (California Register), or as part of a local register. The City of Oceanside's Historical Preservation Ordinance outlines the criteria and procedures for the nomination of historical areas or sites. Resources not listed or not eligible for listing in the National Register, California Register, or a local register are typically not considered to be significant resources. However, resources that have not been previously evaluated, have the potential to be considered a significant resource.

Archaeological Resources

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric-era (before European contact) or historic-era (after European contact). The majority of such places in California are associated with either Native American or Euro-American occupation of the area. The types of archaeological resources known to exist within the coastal zone include the following:

- Shell middens: these prehistoric archaeological sites are comprised of shell and other habitation refuse that have accumulated through either long term occupation of a site, or repeated seasonal use of a site over a long period of time.

[11] Ibid.

- Shell scatters: these prehistoric sites are comprised of low density scatters of economic shell species and indicate the ephemeral use or processing of shell species for subsistence
- Lithic scatter: these prehistoric sites are comprised of scatters of stone tool making debris and may include flakes and shatter, as well as whole or fragmented stone tools
- Prehistoric isolates: these resources consist of one or two isolated artifacts that may include shell fragments, stone tool making debris, or groundstone.
- Refuse scatters/deposits: these historic-period archaeological sites of discarded refuse including bottle glass, metal fragments, tableware, cut bone, as well as hole-in-top/cap and sanitary cans that are older than 45 years and may be comprised of surface scatters or subsurface deposits.

Built Resources

Historic-period built resources include standing structures, infrastructure, and landscapes of historic or aesthetic significance that are generally 50 years of age or older. In California, historic resources considered for protection tend to focus on architectural sites dating from the Spanish Period (1529-1822) through the early years of the Depression (1929-1930), although there has been recent attention paid to World War II and Post War era facilities. Earlier historic resources are often associated with archaeological deposits of the same age. Some resources, however, may have achieved significance within the past 50 years if they meet the criteria for exceptional significance. A number of historic-period built resources are located within the coastal zone and include single-family residences, commercial buildings, and bridges.

Native American Cultural Resources

Native American cultural resources, also called ethnographic resources, can include archaeological resources, rock art, and the prominent topographical areas, features, habitats, plants, animals, and minerals that contemporary Native Americans value and consider essential for the preservation of their traditional values. These locations are sometimes hard to define and traditional culture often prohibits Native Americans from sharing these locations with the public. The Sacred Lands File search indicates the presence of Native American cultural resources within the coastal zone.

Paleontological Resources

Paleontology is a branch of geology that studies the life forms of the past, especially prehistoric life forms, through the study of plant and animal fossils. Paleontological resources are the fossilized remains or traces of multi-cellular invertebrate and vertebrate animals and multi-cellular plants, including their imprints from a previous geologic period. Fossil remains such as bones, teeth, shells, and leaves are found in the geologic deposits (rock formations) where they were originally buried. Paleontological resources include not only the

actual fossil remains, but also the collecting localities, and the geologic formations containing those remains. Paleontological resources within the coastal zone include fossilized impressions plants, as well as the fossilized remains of marine invertebrates and terrestrial mammals.

Existing Resources

The Information Center records search indicates that 112 cultural resources have been previously documented within the coastal zone. The Sacred Lands File search conducted by the Heritage Commission indicates the presence of Native American cultural resources within the coastal zone. The paleontological resources records check prepared by the Natural History Museum indicates that 12 previously documented fossil localities are located within the coastal zone, and that the area contains geological formations that have moderate and high sensitivities for paleontological resources.

Archaeological Resources

Thirteen archaeological resources have been previously recorded within the coastal zone. Of the 13 previously recorded archaeological resources, six are prehistoric archaeological sites, three are historic-period archaeological sites, two are multicomponent archaeological sites, and two are prehistoric isolates. Of the 13 resources only those that are eligible or potentially eligible for listing in the National Register, California Register, or local register are included in **Table 2-6**.

Table 2-6. Archaeological Resources

Primary # (P-37)	Trinomial	Resource Type	National/ California/ local register Status
012600	12600	Prehistoric archaeological site: lithic scatter	Not evaluated
013211	13211	Prehistoric archaeological site: shell scatter	Not evaluated
013212	13212	Multicomponent archaeological site: shell scatter and historic-period refuse scatter	Not evaluated
014266	14058	Prehistoric archaeological site: shell scatter	Not evaluated
014277	14059	Prehistoric archaeological site: shell scatter	Not evaluated
025937	17245	Historic-period archaeological site: refuse scatter	Not evaluated
027207	17796	Multicomponent archaeological site: prehistoric shell midden; historic-period railroad maintenance yard and associated refuse	Not evaluated
027452	17907	Historic-period archaeological site: cemetery	Not evaluated
028351	18348	Prehistoric archaeological site: shell scatter	Not evaluated
033105	20845	Historic-period archaeological site: refuse scatter	Not evaluated

Source: SCIC, 2016

Built Resources

The Information Center records search indicates that 99 architectural and built resources have been previously documented within the coastal zone. The vast majority of these resources are architectural resources consisting of residences constructed during the late 19th and early 20th centuries. Of these 99 resources, 91 are considered eligible or potentially eligible for listing in National Register, California Register, or local register. These 91 resources are included in **Table 2-7** and shown in **Figure 2-6**.

Table 2-7. Previously Identified Built Resources within the Coastal Zone

Primary #	Other Designation	Resource Type	National/ California/local Register Status
016260	818 Washington Street	Historic architectural resource: single family residence constructed in 1947	
016261	421 South Horne Street	Historic architectural resource: single family residence constructed in 1926	Local register eligible
017220	902 Seagaze Drive	Historic architectural resource: single family residence constructed in 1913	Local register eligible
035430	2002 South Coast Highway	Historic architectural resource: commercial building constructed in 1947	Not evaluated
-	Pier View Way	Historic-period landscape: Melchoir Pieper Gardens	Not evaluated
-	100 South Myers Street	Historic architectural resource: residence constructed in 1915	Local register eligible
-	101 Mission Avenue	Historic architectural resource: residence constructed in 1895	Local register eligible
-	102 North Pacific Street	Historic architectural resource: residence constructed in 1887	National Register eligible
-	106 North Pacific Street	Historic architectural resources: residence constructed in 1907	Local register eligible
-	109 South Tremont Street	Historic architectural resource: residence constructed in 1886	Local register eligible
-	110 South Pacific Street	Historic architectural resource: residence constructed in 1906	National Register eligible
-	123 Coast Highway	Historic architectural resource: residence constructed in 1908	Local register eligible
-	123 East Vista Way	Historic architectural resource: Sundowner	Not evaluated
-	124 South Tremont Street	Historic architectural resource: residence constructed in 1905	Local register eligible
-	133 Coast Highway	Historic architectural resource: Keisker/Dolphin Hotel constructed in 1927	National Register eligible

Table 2-7. Previously Identified Built Resources within the Coastal Zone

Primary #	Other Designation	Resource Type	National/ California/local Register Status
-	200 Cleveland Street	Historic architectural resource: Atchison Topeka and Santa Fe Railroad Depot	Not evaluated
-	200 Mission Avenue	Historic landscape resource: Washington Palm planted in 1915	Local register eligible
-	201 Coast Highway	Historic architectural resource: First National Bank constructed in 1925	Local register eligible
-	202 Coast Highway	Historic architectural resource: Bank of Italy constructed in 1927	Local register eligible
-	202 South Pacific Street	Historic architectural resource: residence constructed in 1889	Local register eligible
-	216 Meyers Street	Historic architectural resource: residence	Not evaluated
-	216 South Tremont Street	Historic architectural resource: residence constructed in 1908	Local register eligible
-	217 Coast Highway	Historic architectural resource: residence	Not evaluated
-	232 Coast Highway	Historic architectural resource: residence constructed in 1929	Local register eligible
-	301 Coast Highway	Historic architectural resource: residence constructed in 1932	Local register eligible
-	301 North Cleveland Street	Historic architectural resource: commercial building constructed in 1907	Local register eligible
-	303 Cleveland Street	Historic architectural resource: commercial building constructed in 1920	Local register eligible
-	303 S Myers Street	Historic architectural resource: residence constructed in 1887	Local register eligible
-	305 North The Strand	Historic architectural resource: Oceanside Bath House constructed in 1930	Local register eligible
-	306 Meyers Street	Historic architectural resource: residence	Not evaluated
-	308 Missouri Avenue	Historic architectural resource: residence	Not evaluated
-	309 Coast Highway	Historic architectural resource: residence constructed in 1908	Local register eligible
-	311 North Tremont Street	Historic architectural resource: commercial building constructed in 1928	Local register eligible
-	312 Mission Avenue	Historic architectural resource: commercial building constructed in 1908	Local register eligible
-	312 North Cleveland Street	Historic architectural resource: residence constructed in 1909	Local Register eligible
-	316 Surfrider Way	Historic architectural resource: residence constructed in 1887	Local Register eligible

Table 2-7. Previously Identified Built Resources within the Coastal Zone

Primary #	Other Designation	Resource Type	National/ California/local Register Status
-	318 Meyers Street	Historic architectural resource: residence	Not evaluated
-	321 South Tremont Street	Historic architectural resource: residence	Not evaluated
-	322 North Cleveland Street	Historic architectural resource: Traveler's Hotel constructed in 1886	Eligible
-	327 South Tremont Street	Historic architectural resource: residence	Not evaluated
-	328 East Vista Way	Historic architectural resource: Club Vista	Not evaluated
-	402 Coast Highway	Historic architectural resource: Star Theater constructed in 1956	Local register eligible
-	405 South Tremont Street	Historic architectural resource: residence constructed in 1926	Local register eligible
-	414 South Pacific Street	Historic architectural resource: residence constructed in 1905	Local register eligible
-	417 North Tremont Street	Historic architectural resource: residence constructed in 1886	Local register eligible
-	421 North Tremont Street	Historic architectural resource: commercial building constructed in 1890	Local register eligible
-	424 North Tremont Street	Historic architectural resource: residence constructed in 1903	Local register eligible
-	501 North Cleveland Street	Historic architectural resource: residence constructed in 1886	Local register eligible
-	505 Mission Avenue	Historic architectural resource: commercial building constructed in 1924	Local register eligible
-	510 Kelly Street	Historic architectural resource: apartments constructed in 1930	Local register eligible
-	510 Sportfisher Way	Historic architectural resource: residence constructed in 1891	Local register eligible
-	511 North Tremont Street	Historic architectural resource: residence constructed in 1887	Local register eligible
-	514 Meyers Street	Historic architectural resource: residence	Not evaluated
-	516 S Cleveland Street	Historic architectural resource: residence constructed in 1890	Local register eligible
-	517 Michigan Avenue	Historic architectural resource: ancillary structure constructed in 1890	Local register eligible
-	517 Seagaze Drive	Historic architectural resource: Ocean U.S. Post Office constructed in 1935	National Register eligible

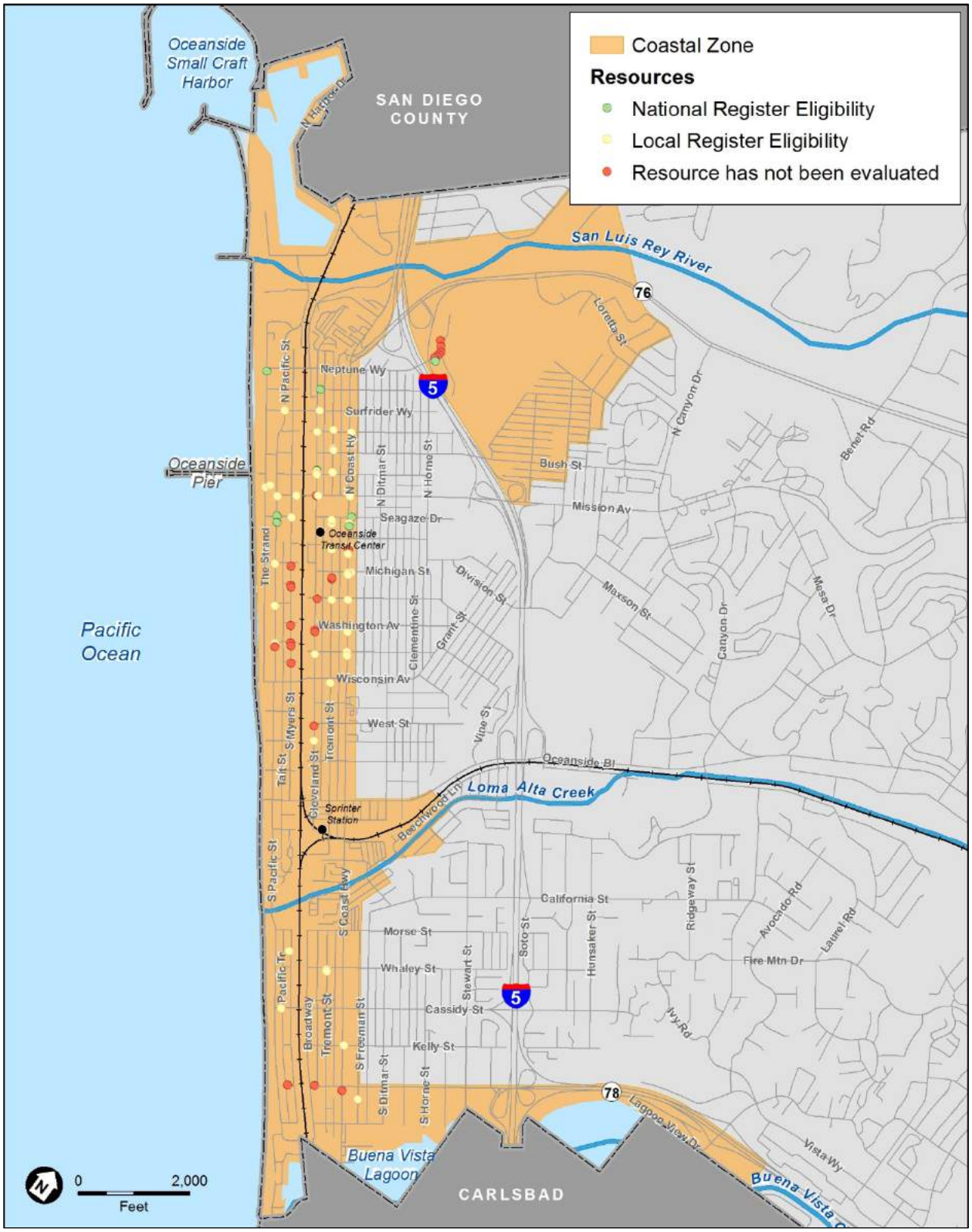
Table 2-7. Previously Identified Built Resources within the Coastal Zone

Primary #	Other Designation	Resource Type	National/ California/local Register Status
-	518 South Cleveland Street	Historic architectural resource: residence	Not evaluated
-	524 Coast Highway	Historic architectural resource: residence constructed in 1888	Local register eligible
-	526 South Cleveland Street	Historic architectural resource: residence	Not evaluated
-	600 Coast Highway	Historic landscape resource: palm trees planted in 1899	Local register eligible
-	600 North Pacific Street	Historic landscape resource: Washington palm planted in 1915	Local register eligible
-	601 North Pacific Street	Historic architectural resource: residence constructed in 1890	Local register eligible
-	602 Meyers Street	Historic architectural resource: residence	Not evaluated
-	602 South Pacific Street	Historic architectural resource: residence constructed in 1885	Local register eligible
-	607 North Pacific Street	Historic architectural resource: residence constructed in 1887	Local register eligible
-	608 South Pacific Street	Historic architectural resource: residence constructed in 1905	Local register eligible
-	618 Meyers Street	Historic architectural resource: residence	Not evaluated
-	619 South Cleveland Street	Historic architectural resource: residence constructed in 1908	Not evaluated
-	620 South Cleveland Street	Historic architectural resource: residence constructed in 1888	Local register eligible
-	624 South Pacific Street	Historic architectural resource: residence constructed in 1927	Not evaluated
-	631 Coast Highway	Historic architectural resource: 101 Café constructed in 1928	Local register eligible
-	702 Meyers Street	Historic architectural resource: residence	Not evaluated
-	704 North The Strand	Historic architectural resource: beach cottages	National Register eligible
-	819 South Tremont Street	Historic architectural resource: residence constructed in 1905	Local register eligible
-	821 North Pacific Street	Historic architectural resource: residence constructed in 1886	Local register eligible
-	1007 South Cleveland Street	Historic architectural resource: residence	Not evaluated

Table 2-7. Previously Identified Built Resources within the Coastal Zone

Primary #	Other Designation	Resource Type	National/ California/local Register Status
-	1028 Neptune Way	Historic architectural resource: residence constructed in 1908	National Register eligible
-	1046 South Cleveland Street	Historic architectural resource: residence constructed in 1928	Local register eligible
-	1300 Nevada Street	Historic-period built resource: State Route 76 Alignment	Not evaluated
-	1310 Nevada Street	Historic-period built resource: State Route 76 Alignment	Not evaluated
-	1320 Nevada Street	Historic-period built resource: State Route 76 Alignment	Not evaluated
-	1330 Nevada Street	Historic-period built resource: State Route 76 Alignment	Not evaluated
-	1350 Nevada Street	Historic-period built resource: State Route 76 Alignment	Not evaluated
-	1370 Nevada Street	Historic-period built resource: State Route 76 Alignment	Not evaluated
-	1705 South Tremont Street	Historic architectural resource: residence constructed in 1928	Local register eligible
-	1709 South Tremont Street	Historic architectural resource: residence constructed in 1928	Local register eligible
-	2034 South Freeman Street	Historic architectural resource: residence constructed in 1939	Local register eligible
-	Cassidy Street Bridge	Historic built resource: Cassidy Street Bridge constructed in 1927	Local register eligible
-	Meyers Street Gas Vent	Historic-period built resource: gas vent	Local register eligible
-	Oceanside Pier	Historic-period resource: Oceanside pier	Local register eligible

Source: SCIC, 2016



Source: SCIC, 2016

Figure 2-6. Built Cultural Resources

Native American Cultural Resources

The Heritage Commission has indicated that Native American cultural resources are known to be located within the coastal zone and that the San Luis Rey Band of Mission Indians, and the La Jolla Band of Luiseno Indians be contacted for additional information.

Paleontological Resources

The paleontological records check conducting by the Natural History Museum indicates that the coastal zone is underlain by the Bay Point Formation, considered to be of high paleontological sensitivity, and additional deposits as exposed in major drainages that bisect the area including the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon.[12] These include Holocene-age (generally younger than 10,000 years old) alluvial flood plain and wash deposits, the middle Miocene-age (approximately 14 to 16 million years old) San Onofre Breccia, and the middle Eocene-age (approximately 40 to 49 million years old) Santiago Formation. The San Onofre Breccia has produced fossilized remains of marine invertebrates and mammals, and is assigned a moderate paleontological sensitivity.[13] The Santiago formation has produced significant terrestrial vertebrate fossils and is considered to have high paleontological sensitivity.

The Natural History Museum indicates that 12 recorded fossil localities have been previously documented within the Local Coast Plan Area. Of these 12 localities, two originate from fluvial and estuarine deposits of the Bay Point Formation and consist of fossilized impressions plants, marine invertebrates, and terrestrial mammals.[14] The remaining ten localities occur in the late Pliocene- to late Miocene-age (approximately 2 to 7 million years old) San Mateo Formation.

Areas of Sensitivity

The Information Center and Natural History Museum records searches indicate that the coastal zone is highly sensitive for the presence of archaeological, architectural, and paleontological resources. Prehistoric archaeological resources within the coastal zone are primarily comprised of shell and artifact scatters, and are mainly located in the vicinity of the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon. The historic-period archaeological sites are primarily comprised of refuse deposits uncovered during construction within the developed portions of the coastal zone.

Ninety-nine architectural and built resources have been documented within the coastal zone, and are primarily comprised of residences and commercial

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[12] McComas, Katie. 2016. *Paleontological Record Search – Coast Highway Corridor Study Project.* Letter report prepared by the San Diego Natural History Museum, July 15, 2016.

[13] Ibid.

[14] Ibid.

buildings constructed during the late 19th and early 20th centuries. These architectural resources are primarily centered around Oceanside's Downtown District (see **Figure 2-6**).

The Natural History Museum paleontological records check indicates the Oceanside coastal zone is underlain by a number of paleontologically sensitive geologic units including the San Onofre Breccia and Santiago Formation, which produced 12 fossil specimens primarily centered in the northern portion of the Oceanside coastal zone.

Adopted regional and local plans identify policies and programs to guide future growth and development citywide and within the coastal zone.

2.2 Adopted Plans

2.2.1 Regional Plans

San Diego Forward – The Regional Plan

The San Diego Forward, the Regional Plan was adopted by SANDAG in 2015 to provide a blueprint for a sustainable future for San Diego County and all 18 cities located within the county (SANDAG, 2015). It identifies how the region will grow, how SANDAG will invest in transportation infrastructure to provide more choices, strengthen the economy, promote a healthy environment, and support thriving communities.

2.2.2 Local Plans

City of Oceanside General Plan: Land Use Element

The Land Use Element of the City of Oceanside's General Plan identifies the type and location of future land uses within the city, inland of the coastal zone (City of Oceanside,1986). The land uses identified in the Land Use Element also reflect the community's goals for its future form and character. The element establishes objectives and policies that seek to ensure "…preservation and improvement of the environment, values, aesthetics, character, and image of Oceanside as a safe, attractive, desirable and well-balanced community" (Goal I Community Enhancement). As described in Section 2.1.2, the Down Town and Civic Institutional land use designations identified in the General Plan Land Use Element have been applied to properties in the coastal zone. As part of the LCP Update, these designations will be added to the updated Land Use Plan.

City of Oceanside General Plan: Housing Element

The Housing Element of the City of Oceanside's General Plan identifies goals, policies, programs and objectives that seek to meet existing and projected housing needs of all economic segments of the community (City of Oceanside, 2013). The Housing Element includes an analysis of the city's demographic and housing characteristics and trends; an evaluation of land, financial, and administrative resources available to address housing goals; a review of

potential constraints to meeting the community's housing needs; and a housing action plan.

City of Oceanside Coast Highway Vision and Strategic Plan

In 2009, the City of Oceanside adopted the Coast Highway Vision and Strategic Plan (City of Oceanside, 2009). This plan serves as a blueprint for the revitalization and enhancement of the Coast Highway corridor between Harbor Drive in the north and Buena Vista Lagoon in the south. The primary components of the document include: the Vision and Illustrative Plan, the Implementation Strategy; and the Design Guidelines. The plan is meant to illustrate a revitalized Coast Highway: a great, prosperous, urban space with a "memorable sequence of authentic and vibrant community places and tourist destinations where a mix of uses" that celebrate and reflect the city's ocean-side location, culture, diversity and community spirit converge. The Coast Highway Corridor Study, initiated in 2014, seeks to implement the Vision and Strategic Plan through roadway improvements and zoning incentives. The City is currently processing an Environmental Impact Report for the Corridor Study (see Section 2.3.1 for more detail).

City of Oceanside Redevelopment Plan for Downtown

The Redevelopment Plan for Downtown presents a process and basic framework to encourage the rehabilitation and revitalization of the Downtown District located within the coastal zone (City of Oceanside, 1975). The purpose and intent of the Redevelopment Plan for Downtown are to: eliminate the conditions of blight existing in the area, insure that the causes of blight will be eliminated or protected against, provide participation for owners and tenants, encourage the rehabilitation, rebuilding, and redevelopment of the area, encourage and foster economic revitalization, relocate owners and occupants as needed, and redevelop and rebuild the public facilities in the area to provide safer and more efficient service.

The City is undergoing several long-range planning efforts to guide future development citywide and within the coastal zone. These include improvements to Coast Highway corridor, establishment of policies to promote growth in the city's economy and reduce its carbon footprint, and provide enhanced customer service for the development community by consolidating various zoning ordinances.

2.3 Long-Range Planning Efforts

2.3.1 Coast Highway Corridor Study

In 2014, the City of Oceanside initiated a study and design project for street enhancements and changes proposed as part of the Oceanside Coast Highway Vision and Strategic Plan. This project, called the Coast Highway Corridor Study, will assess existing and future transportation conditions along the corridor and on surrounding streets in order to identify the preferred approach to implementing the recommendations contained in the 2009 Coast Highway Vision and Strategic Plan.

Over the course of this multi-year project, the Coast Highway Corridor Study effort has focused on assessing projects that are consistent with the Vision and Strategic Plan and address the needs of the community through:

- Improving pedestrian and bicycle infrastructure with a focus on safety and comfort
- Enhancing access to transit
- Modifying the roadway with roundabouts to improve traffic flow
- Increasing the supply of parking to improve access to businesses along the corridor
- Encouraging economic development through improvements in mobility and the public streetscape

In addition to planned street improvements, the Coast Highway Corridor Study includes the preparation of the Coast Highway Development Incentive District. The intent of the District is to implement the Coast Highway Vision and Strategic Plan and provide incentives that will encourage redevelopment within the Corridor consistent with the vision. The vision seeks to enhance and revitalize the corridor by:

- encouraging mixed-use development, with vertical mixed-use near transit stops;
- creating vibrant public spaces;
- designing human-scale development;
- providing robust transportation choices;
- strong pedestrian orientation; and
- design excellence.

In order for the Coast Highway Development Incentive District to go into effect, the City would have to adopt a new zoning ordinance and amend the General Plan and Local Coastal Program. Amendments would include re-designating all properties currently designated as Light Industrial to General Commercial and re-designating several properties currently designated as High Density Residential to General Commercial.

2.3.2 General Plan Update

In 2016, the City of Oceanside began updating their existing General Plan with the preparation of two new chapters: Economic Development Element and Energy/Climate Action Plan Element. The policies and strategies outlined in the two new chapters will promote the growth of the city's economy and reduction of its carbon footprint. These policies will apply citywide, including the area in the coastal zone.

Economic Development Element

The Economic Development Element will outline strategies to revitalize the local economy. It will establish objectives, policies, and implementation

measures to promote existing businesses, recruit new businesses, incentivize commercial and industrial development, balance housing and employment opportunities, encourage entrepreneurialism, and support employment readiness.

Energy/Climate Action Plan Element

The Energy/Climate Action Plan is intended to proactively support statewide efforts to cut greenhouse gas (GHG) emissions by expanding local renewable energy generation, reducing energy use, promoting recycling and reuse, facilitating active transportation, and encouraging other sustainable practices. The Energy/Climate Action Plan will build upon a variety of City projects that promote energy efficiency, increased renewable energy use, water conservation, and solid waste reduction. These include the Oceanside Boulevard Vision Statement, which encourages the restoration of Loma Alta Creek in conjunction with a transit-oriented mixed-use development, the Coast Highway Vision and Strategic Plan, which promotes environmentally and economically sustainable infill and redevelopment within the Coast Highway corridor, the Water Conservation Master Plan, the Zero Waste Plan, and the Energy Roadmap. As part of this effort to ensure a sustainable future, the City is now preparing a GHG emissions inventory and a Climate Action Plan, both of which will inform the Energy/Climate Action Plan.

2.3.3 Zoning Ordinance Consolidation

Under City Council direction, Planning Division staff has embarked on a multi-phase effort to update and consolidate the following City zoning ordinances in order to provide enhanced customer service: the 1986 Zoning Ordinance for coastal areas, the 1992 Zoning Ordinance for inland areas, and the Redevelopment Zoning Ordinance for the Downtown District. The project will help to remove any discrepancies between zoning ordinances in administering regulations, development standards, and project processing procedures.

2.4 Coastal Policies

The Coastal Act and the City's Land Use Plan establish policies for specific land uses, development criteria, and cultural resource protections.

This section includes policies from the Coastal Act and the City's existing certified LCP Land Use Plan that relate to land use and cultural resources. The policies listed below are provided verbatim and have not been revised in any manner. As part of the LCP Update, the City will conduct a thorough policy review and identify those that should be carried forward, modified, or deleted based on their applicability to the current and anticipated future conditions of Oceanside's coastal zone. Policies will be reviewed for consistency with other City-adopted policy documents and compliance with the Coastal Act. Policies will also be reviewed for clarity, capacity for effective implementation, and to ensure they are reflective of the direction provided by the Oceanside community, stakeholders, and City-elected and appointed officials.

2.4.1 Coastal Act Policies

- Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required. (*Chapter 3, Article 5 Land Resources, Section 30244*)

  (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

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

  (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors. (*Chapter 3, Article 6 Development, Section 30250*)

- New development shall do all of the following:

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

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

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

  (d) Minimize energy consumption and vehicle miles traveled.

  (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses. (*Chapter 3, Article 6 Development, Section 30253*)

- Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a

wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support. (*Chapter 3, Article 6 Development, Section 30255*)

- Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible. (*Chapter 3, Article 7 Industrial Development, Section 30260*)

2.4.2 Existing Local Coastal Program Land Use Plan Policies

Land Use

Table 2-8. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Chapter 2 Policy Summaries			
Section IV San Luis Rey River Specific Plan	C	7	All private developments in the river area shall submit a development plan application for the City's approval unless a conditional use permit is already required.
Section IV San Luis Rey River Specific Plan	C	9	New development along the I-5 and Route 76 corridors shall include measures to attenuate noise problems, such as construction of barriers or use of building insulation.
Section IV San Luis Rey River Specific Plan	C	15	The City will periodically review the Specific Plan in light of changing conditions and needs in the river area.
Section IV San Luis Rey River Specific Plan	C	16	Construction of the State Route 76 Expressway will be allowed subject to the special design and environmental conditions specified in the "LCP Land Use Plan Supplement and Implementation Phase for State Route 76".
Section VII New Development and Public Work	C	Objective	The City endorses infilling and revitalization of the coastal zone for the purpose of creating an attractive, balanced, and economically sound urban environment.
Section VII New Development and Public Work	C	1	The City shall deny any project which diminishes public access to the shoreline, degrades coastal aesthetics, or precludes adequate urban services for coastal-dependent, recreation, or visitor serving uses.

Table 2-8. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Section VII New Development and Public Work	C	2	The City shall promote development of a high level of transportation facilities, public services and amenities in the coastal zone as a means for reducing energy consumption and vehicle miles traveled. Such actions include: ▪ Encourage preservation of existing and development of new neighborhood commercial uses such as markets, banks and small retail stores.

Cultural Resources

Table 2-9. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Chapter 2 Policy Summaries			
Section IV San Luis Rey River Specific Plan	C	10	The developer of Lawrence Canyon shall mitigate impacts to paleontological resources by: ▪ Working in close coordination with the Los Angeles Natural History Museum. ▪ Establishing a timetable for grading plans well in advance of commencement of that work. ▪ Removing significant fossil bearing soils from the construction site so that these soils can be examined thoroughly. ▪ Allowing continuous in-grading inspection by an on-site paleontologist. ▪ Temporarily deferring grading operations if significant new fossils are discovered to allow for recovery.
Section VI Visual Resources and Special Communities	C	2	The City shall encourage the preservation and/or rehabilitation of buildings of historical or architectural significance.

Chapter 3

PUBLIC WORKS

The City of Oceanside's water supply comes from both imported and local sources. The City purchases 85 percent of its water supply from the San Diego County Water Authority, and the remaining 15 percent is attained from local groundwater and recycled water.

The City owns and operates two major wastewater collection systems: the San Luis Rey Wastewater Treatment Plant, which collects wastewater from the central and eastern portions of the city and the La Salina Wastewater Treatment Plant, which collects water from the western portion of the city.

There are over 2,500 storm drainage facilities (30 inches or greater in diameter) throughout the city. Storm drainage facilities, culverts, detention basins, and urban open channels are present within the coastal zone.

3.1 Existing Conditions

3.1.1 Water Systems

Water Supply

The City of Oceanside's (City's) Water Utilities Department is responsible for providing potable (safe for human consumption) and recycled water services to customers in the city, including in the coastal zone.

The City purchases approximately 85 percent of its water supply from the San Diego County Water Authority, which provides approximately 85 percent raw water and 15 percent treated water (City of Oceanside 2016). Treated imported water is conveyed directly to the city's water distribution system, while untreated imported water is conveyed to the Robert A. Weese Filtration Plant, which serves at a capacity of 25 million gallons per day (mgd).

The remaining 15 percent of the city's overall water supply comes from groundwater within the Mission Basin and from recycled water produced at the San Luis Rey Wastewater Treatment Plant. Brackish groundwater is extracted and treated at the Mission Basin Groundwater Purification Facility to become potable water through a reverse osmosis desalting process. Recycled water produced at the San Luis Rey Wastewater Treatment Plant is used for irrigation and agriculture. The Robert A. Weese Filtration Plant, San Luis Rey Wastewater Treatment Plant, and Mission Basin Groundwater Purification Facility are located outside the coastal zone. The Mission Groundwater Basin's western most reach is located within the coastal zone along the San Luis Rey River and Oceanside Small Craft Harbor (see Chapter 7 Natural Resources for more detail about groundwater resources). These facilities are all operated and maintained by the Water Utilities Department.

The City is planning the expansion of its recycled water system through both additional non-potable recycled water deliveries and an indirect potable reuse project to increase water supply reliability (City of Oceanside 2015a). The indirect potable reuse project would produce advanced treated water that would eventually be used to meet potable demand. The city's past, existing, and projected future water supplies are summarized in **Table 3-1**.

Table 3-1. City of Oceanside Total Water Supply in Acre-Feet per Year

Water Supply Sources	2010	2015	2020	2025	2030	2035	2040
San Diego County Water Authority[1]	24,897	20,400	24,728	24,215	22,913	23,130	23,037
Groundwater[2]	3,732	3,213	3,300	3,700	3,700	3,700	3,700
Recycled Water[3]	119	104	400	1,700	2,900	3,060	3,500
Other (Advanced Treated Water Indirect Potable Reuse)	0	0	3,300	3,300	3,300	3,300	3,300
Total	28,748	23,717	31,728	32,915	32,813	33,190	33,537

Notes:

1 Includes treated and untreated water purchased from San Diego County Water Authority

2 Groundwater treated at the Mission Basin Groundwater Purification Facility

3 Recycled water produced at San Luis Rey Wastewater Treatment Plant

Source: City of Oceanside 2015a

Water Distribution and Storage

The Water Utilities Department operates and maintains over 500 miles of waterlines that distribute water to customers throughout the city and a total reservoir capacity of 50.5 million gallons. Within the coastal zone, water pipelines range in size between 4-inch to 16-inch and are located primarily within roadway right of ways (Oceanside 2014). There are no reservoirs located in the coastal zone.

Water Demand

Through the 2015 Urban Water Management Plan and 2016 Water Conservation Maser Plan Update, the City provides a forecast of water demand (both for potable and non-potable use) with and without conservation savings (**Table 3-2**). As part of the Water Conservation Master Plan Update, the City chose to undertake implementation of conservation "Program B" in its demand forecast, which includes aggressive water conservation, smart meters, and further implementation of recycled water conversions.

The City has been a signatory to the Memorandum of Understanding for urban water conservation with the California Water Conservation Council since 1997. The Memorandum of Understanding contains 14 best management practices (BMPs) that the City has committed to implement citywide, including but not limited to residential plumbing retrofits, landscape conservation programs, rebate programs, education programs, and conservation pricing. The City's 2015 Urban Water Management Plan explains that the City maintains compliance with all adopted BMPs. As the City continues to pursue and improve upon water conservation and implementation of the BMPs, the city's water demand per person is anticipated to decrease.

Table 3-2. City of Oceanside Total Water Use and Demand Projections in Acre-Feet per Year

Water Demand	2010	2015	2020	2025	2030	2035	2040
Baseline Demand	24,455	23,717	33,371	36,006	37,227	38,001	38,754
Demand with Passive Conservation (plumbing code and Water Conservation Maser Plan Program B)	-	-	31,728	32,915	32,813	33,190	33,537

Source: City of Oceanside 2015a

The City has met its most recent state-prescribed obligations to reduce per-capita water use. All urban water suppliers in California are mandated by the Water Conservation Act of 2009 (Senate Bill X7-7) to reduce per capita potable water demands by 20 percent by the year 2020 (City of Oceanside 2015a). For 2015, the City was required to have a per capita water use of 154 gallons per capita per day. The City's actual potable water demands for 2015 were 116 gallons per capita per day, which is well below the 2015 target.

Water System Deficiencies

No major deficiencies in supplying adequate amounts of water are anticipated with the implementation of identified improvement projects, described in Section 3.3.1.

3.1.2 Sewer Systems

Sewage Collection

The Wastewater Division of the City of Oceanside's Water Utilities Department provides wastewater collection, treatment, and disposal services for the city. The city's wastewater collection system consists of approximately 460 miles of gravity sewer pipelines (City of Oceanside 2015c). Within the coastal zone, wastewater pipelines range in size between 3-inch to 24-inch located primarily within roadway right of ways (Oceanside 2014b). In addition to wastewater pipelines, there are approximately 15 lift stations within the coastal zone (City of Oceanside 2015c). The City owns and operates two major wastewater collection systems: the San Luis Rey Wastewater Treatment Plant, which collects wastewater from the central and eastern portions of the city, and the La Salina Wastewater Treatment Plant, which collects water from the western portion of the city. The La Salina Wastewater Treatment Plant is located within the coastal zone.

Sewage Treatment Facilities

As shown in **Table 3-3** below, the San Luis Rey Wastewater Treatment Plant receives an existing sewer flow of 9.7 mgd. The plant has a secondary treatment capacity of 13.5 mgd and tertiary treatment capacity of 0.78 mgd.

The La Salina Wastewater Treatment Plant receives an existing flow of 2.8 mgd, and has a secondary treatment capacity of 5.5 mgd. As further detailed below in Section 3.3.2, the City is planning to decommission the La Salina Wastewater Treatment Plant, which is why future flows to the La Salina Wastewater Treatment Plant will be zero.

Table 3-3. City of Oceanside Existing and Projected Sewer Flow

Treatment Plant	Existing (2013) Sewer Flow (mgd)	Near-Term 2020		Long-term 2050	
		Sewer Flow (mgd)	Average Dry Weather Flow Increase (%)	Sewer Flow (mgd)	Average Dry Weather Flow Increase (%)
San Luis Rey Wastewater Treatment Plant	9.7	13.2	6.2%	16.5	32.0%
La Salina Wastewater Treatment Plant	2.8	-	-	-	
Total Dry Weather Flow	**12.5**	**13.2**	**6.2%**	**16.5**	**32.0%**

Treated Sewage Discharge

There are two land outfalls and an ocean outfall within the coastal zone, as shown on **Figure 3-1**. The San Luis Rey Treatment Plant and La Salina Wastewater Treatment Plant discharge treated effluent through the Oceanside Ocean Outfall, which extends approximately 8,850 feet offshore into the Pacific Ocean from the La Salina Wastewater Treatment Plant (City of Oceanside 2015c). The San Luis Rey Land Outfall connects the San Luis Rey Wastewater Treatment Plant to the Oceanside Ocean Outfall. The La Salina Land Outfall connects the La Salina Wastewater Treatment Plant to the Oceanside Ocean Outfall. In addition, the Fallbrook Outfall and Camp Pendleton Outfalls also connect to the Oceanside Ocean Outfall.

Sewer System Deficiencies

In the near-term, no major deficiencies in treating and discharging wastewater are anticipated with the implementation of identified improvement projects, described in Section 3.3.2. However, by 2050, the City would need to increase the treatment capacity of the San Luis Rey River Wastewater Treatment Plant to accommodate anticipated increases in average dry weather flows. As further detailed below in Section 3.3.2, the San Luis Rey Treatment Plant is expected to expand its capacity based on the city's projected growth and related capacity deficiencies.

Source: City of Oceanside; SanGIS

Figure 3-1. Oceanside Outfalls

3.1.3 Drainage and Flood Control Systems

The Oceanside Flood Control and Drainage Maintenance Division of Public Works is responsible for the maintenance and repair of drainage facilities within the city's right-of-way. There are over 2,500 drainage facilities (30 inches or greater) throughout the city (Oceanside 2013). Storm drainage facilities, culverts, detention basins, and urban open channels are present within the coastal zone.

Urban flooding events in the city can often be localized and associated with intense storms that overwhelm the local drainage system. Large-scale flooding can also occur associated with the flooding of the main watersheds in the city, including the San Luis Rey River, Loma Alta Creek, and Buena Vista Lagoon, all of which flow through the coastal zone. Additional information on creek and river flooding is provided in Chapter 7 (Coastal Hazards and Shoreline Protective Devices).

In response to historical flood events, three regional detention basins have been designed to reduce the potential for flood damage. Two detention basins have been constructed (Garrison and El Camino Real), and one is still in design (Rancho Del Oro). None of the regional detention basins are or would be located within the coastal zone.

3.2 Adopted Plans and Programs

The City of Oceanside has several adopted plans that include policies that seek to provide adequate water, sewage, and stormwater facilities; identify future improvements necessary to upgrade, improve, and expand facilities; and establish water shortage contingency planning. The City implements programs to protect surface water resources from stormwater and to limit water use.

3.2.1 Oceanside General Plan: Community Facilities Element

The Community Facilities Element of the City of Oceanside's General Plan addresses the community's need for public services and facilities identified at the time the element was prepared in 1990. The Community Facilities Element includes the conditions, capacities, and status of all public facilities serving the city, including water, wastewater, and storm drainage facilities. The Community Facilities Element establishes objectives and policies that seek to ensure that adequate public facilities and services are provided. The City aims to provide adequate water supply, storage, and distribution system, along with adequate sewage treatment facilities and stormwater facilities. The element is over 25 years old necessitating an update to more accurately account for current and projected future community needs.

3.2.2 Oceanside Integrated Master Plans

In 2015, the City published the Oceanside Integrated Master Plan Volume 1: Water Master Plan (Water Master Plan), and the Oceanside Integrated Master Plan: Sewer Master Plan (Sewer Master Plan). Both plans aid the City in the planning, development, and financing of water and wastewater facilities. The Water Master Plan and Sewer Master Plan consider existing conditions as well as future plans and growth based on the City's General Plan and San Diego Association of Governments' long-term growth projections. The objectives of

the plans are to serve as strategic planning guides for upgrading, improving, and expanding the city water and wastewater collection system, with a planning horizon of year 2050.

3.2.3 Oceanside Urban Water Management Plan

Preparation of an Urban Water Management Plan is required by the California Department of Water Resources for all urban water suppliers within the State of California. The City adopted the 2015 Urban Water Management Plan in June 2016. The Urban Water Management Plan describes current water system services, facilities, supplies, demand, and provides planning guidelines for the future projections for water use. In addition, the Urban Water Management Plan includes a supply reliability assessment, water shortage contingency planning, and demand management planning.

3.2.4 National Pollutant Discharge Elimination System Permit Program

The Clean Water Act (CWA) Section 402 regulates point-source and nonpoint-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. The NPDES program provides both general permits (those that cover a number of similar or related activities) and individual permits. The permit places limits on what can be discharged, monitoring and reporting requirements, and other provisions to ensure that the discharge does not harm water quality or public health.

3.2.5 Oceanside Water Conservation Program

The City has implemented water conservation efforts to ensure adequate water supplies in response to recent state-wide droughts. The City has held educational workshops and classes and offers incentive/rebate programs for residences, businesses, and schools. The City has also identified and removed over 131,228 square feet of irrigable turf, saving approximately 5,774,032 gallons of water per year. In addition, the City has launched the Oceanside Water Smart program, so that individuals can manage water use, apply for available rebates, and implement water use efficiency measures.

3.3 Planned Improvements

Planned improvements in the coastal zone include fire flow improvements, small-diameter water pipeline replacements, upgrades to gravity sewer mains, wastewater pipeline upgrades, the decommissioning of the La Salina Wastewater Treatment Plant, and stormwater capacity improvements.

3.3.1 Water Systems

The City has adopted a Water Utilities Strategic Plan, which prioritizes repairs and replacements of its aging water infrastructure (City of Oceanside 2011). The City's assessment of infrastructure conditions and timely maintenance and replacement is an ongoing process.

In 2015, the City published the Integrated Master Plan Volume 1 Water Master Plan (Water Master Plan), which presents the recommended capital

improvement plan (CIP) for the city's water system. As detailed in the Water Master Plan, there are no water pressure deficiencies within the coastal zone, and no transmission main capacity improvements are recommended within the coastal zone (Oceanside 2015b). However, the coastal zone does include some small-diameter pipeline replacements and fire flow improvements, as detailed in **Table 3-4**. A proposed fire flow improvement would construct a new 300-foot 8-inch pipe within South Coast Highway. In addition, small-diameter pipeline replacements are proposed within the coastal zone, including replacements within the Strand, South Cleveland Street, South Freeman Street, and Tait Street. The pipeline replacements are proposed to be constructed in five phases, with the first phase already under construction and Phase 2 proposed to begin in 2018 (Oceanside 2017). No recycled water pipelines currently exist within the coastal zone, and while the City has plans to extend recycled water pipelines, none are planned to be located within the coastal zone (Oceanside 2015a).

Table 3-4. CIP Water Projects within the Coastal Zone

CIP ID	Type of Improvement	Location	Description	Existing Size (in)	Proposed Size (in)	Replace/ New	Length (ft)
FF-2	Pipe – Capacity	From the end of the 8" pipe on South Coast Hwy. to the end of the 8" pipe on Withery St. In Talone Zone	Fire Flow Enhancements – Priority 1	-	8	New	300
SDR-4"	Pipe – Capacity	Small-Diameter Pipeline Replacements (4")	Upsize all 4" diameter pipelines to 8"	4	8	Replace	55,200[1]
SDR-6"	Pipe – Capacity	Small-Diameter Pipeline Replacements (6")	Upsize all 6" diameter pipelines causing fire flow deficiencies to 8"	6	8	Replace	120,400[1]

Note:

[1] *The small-dimeter pipeline replacements are occurring citywide, including in the coastal zone. The length reflects the amount of replacement pipeline citywide lengths, not just within the coastal zone.*

Source: City of Oceanside 2015b

The City will be implementing improvements to the Robert A. Weese Filtration Plant and Mission Basin Groundwater Purification Facility (City of Oceanside 2015b). While these facilities are located outside of the coastal zone, they treat water that serves the coastal zone. Electrical and chemical system upgrades, installation of new solid lagoons, and other miscellaneous improvements are proposed for the Robert A. Weese Filtration Plant. Improvements at the Mission Basin Groundwater Purification Facility include expansion of infrastructure to incorporate indirect potable reuse. The City is

planning to expand its local water supply with indirect potable reuse, which would provide approximately 2.25 mgd of additional water supply by 2020, and 4.5 mgd of new supply to the system by 2050. If indirect potable reuse is implemented, advanced treated water would be stored in the Mission Basin for groundwater recharge through the use of a combination of injection and extraction. The recharge recycled water would help replenish the local groundwater basin, which would later be extracted for potable water usage.

The City is also exploring options for a seawater desalination plant (City of Oceanside 2015b). If seawater desalination is implemented, water would be extracted from the ocean by a series of wells near the mouth of the San Luis Rey River, within the coastal zone. The design of the wells would need to be such that the drawdown of the Mission Basin is prevented to avoid drawdown effects on the other city wells. The operation of the seawater barrier would also need to be considered in this analysis. The seawater would then be pumped from the extraction wells to the Mission Basin Groundwater Purification Facility site where the seawater reverse osmosis plant would be constructed.

3.3.2 Sewer Systems

The City's 2015 Integrated Master Plan Sewer Master Plan (Sewer Master Plan) presents the recommended CIP for the city's wastewater system. Existing system capacity deficiencies were found within the coastal zone, including gravity main deficiencies. Within the coastal zone, upgrades to the gravity mains are proposed to occur on South Myers Street/Tait Street, Pier View Way, and North Freeman Street/Topeka Street. Wastewater pipelines would be upgraded in five phases. In addition to pipeline upgrades, a replacement is proposed for the South Pacific Lift Station and South Pacific Force Main. These proposed CIP components are detailed below in **Table 3-5**.

Table 3-5. CIP Sewer Projects within the Coastal Zone

CIP ID	Type of Improvement	Location	Description	Existing Size (in)	Proposed Size (in)	Replace/ New	Length (ft)
WWC-1	Pipe	S. Myers St./ Tait St.	Sewer Line	Varies	8-30	Liner/ Replace	6,550
WWC-2	Pipe	Pier View Way	Alley south of N. Freeman Street to N. Cleveland Street	8	12	Replace	730
WWC-3	Pipe	N. Freeman St./Topeka St.	Alley south of S. Dirmars St. to Pier View Way	8-10	15	Replace	1,700
WWC-12	Lift Station	South Pacific Lift Station	2-1,500 gpm pumps with a firm capacity of 2.16 mgd	-	4.32	Replace/ Upsize	-

Table 3-5. CIP Sewer Projects within the Coastal Zone

CIP ID	Type of Improvement	Location	Description	Existing Size (in)	Proposed Size (in)	Replace/ New	Length (ft)
WWC-13	Force Main	South Pacific Force Main	Replace existing force main	6	12	Replace	215
WWO-1	New	La Salina Wastewater Treatment Plant	Demolition of the La Salina Wastewater Treatment Plant and construction of a new pump station from La Salina Wastewater Treatment Plant to San Luis Rey Treatment Plant	-	-	New	-
N/A	Relocation	Bandstand Lift Station	Relocate the existing sewer lift station near the Oceanside Pier south to Tyson Park. Pipe installation would occur along the Strand.	-	-	Relocate	-

Source: City of Oceanside 2015c, EDAW, Inc. 2005

The La Salina Wastewater Treatment Plant is located within the coastal zone. The City is considering its decommissioning, as the facility was originally constructed in 1948 and upgrades to the facility are too costly (City of Oceanside 2017a, City of Oceanside 2015c). The plant is expected to be replaced with a wastewater lift station that would pump wastewater flows to the San Luis Rey Wastewater Treatment Plant. The city's planned growth would be a factor in the design of the lift station and capacity of the San Luis Rey Treatment Plant. According to the Sewer Master Plan, the decommissioning project would include the following components:

- Site demolition of the La Salina Wastewater Treatment Plant.
- Relocation of the 24-inch Oceanside Land Outfall and 16-inch Fallbrook Outfall Pipe.
- Repurpose the 16-inch Fallbrook Public Utilities District line for conveying raw wastewater from the new pump station to the San Luis Rey Wastewater Treatment Plant.

- Convert the city's brine line to a reclaimed water pipeline to supply reclaimed water to the El Corazon sports facility and the Goat Hill Golf Course.
- Perform mechanical and electrical upgrades to the San Luis Rey Wastewater Treatment Plant.
- Construct a new 5.5 mgd with a peak hour of 10.2 mgd pump station on-site.
- Construct recycled water plan upgrades at the San Luis Rey Wastewater Treatment Plant.
- Construct a booster pump station and storage reservoir at Goat Hill and El Corazon.
- Sell the extra land from the La Salina Wastewater Treatment Plant after demolition of existing facilities and constructing the pump station.
- Implement park improvements at Buccaneer Beach Park, described in more detail in Chapter 5 Scenic Resources, Recreation and Visitor-Serving Facilities.

3.3.3 Drainage and Flood Control Systems

Storm drain improvements within Cleveland Street and Surfrider Way are proposed within the coastal zone (City of Oceanside 2017b; 2017c). Cleveland Street floods during small rain events and the existing storm drain pipe is deteriorating and prone to failure. The improvements involve constructing reinforced concrete storm drain pipes and appurtenances between the Strand and Cleveland Street on Surfrider Way, and between Surfrider Way and Seagaze Drive on Cleveland Street.

3.4 Coastal Policies

The Coastal Act and the existing Local Coastal Program Land Use Plan identify policies that regulate water, sewer, and stormwater facilities.

This section includes policies from the Coastal Act and the City's existing certified LCP Land Use Plan that relate to public works. The policies listed below are provided verbatim and have not been revised in any manner. As part of the LCP Update, the City will conduct a thorough policy review and identify those that should be carried forward, modified, or deleted based on their applicability to the current and anticipated future conditions of Oceanside's coastal zone. Policies will be reviewed for consistency with other City-adopted policy documents and compliance with the Coastal Act. Policies will also be reviewed for clarity, capacity for effective implementation, and to ensure they are reflective of the direction provided by the Oceanside community, stakeholders, and City-elected and appointed officials.

3.4.1 Coastal Act Policies

- New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development. (*Chapter 3, Article 6 Development, Section 30254*)
- Notwithstanding any other provision of law, the commission may not impose any term or condition on the development of any sewage treatment plant which is applicable to any future development that the commission finds can be accommodated by that plant consistent with this division. Nothing in this section modifies the provisions and requirements of Sections 30254 and 30412. (*Chapter 3, Article 6 Development, Section 30254.5*)

3.4.2 Existing Local Coastal Program Land Use Plan Policies

Table 3-6. Existing Local Coastal Program Land Use Plan Policies on Public Works

Section	Sub-section	Policy #	Objective/Policy
Chapter 2 Policy Summaries			
Section IV San Luis Rey River Specific Plan	C	8	Any deficiencies in the river area sewer and water facilities shall be corrected by developers at the time of development.
Section VII New Development and Public Work	C	Objective	New public works facilities in the coastal zone shall be sited and designed to meet all policies of the City's Local Coastal Program.
Section VII New Development and Public Work	C	3	New or expanded public works facilities shall be sized to serve new development and uses allowed pursuant to the LCP Land Use Plan.
Section VII New Development and Public Work	C	4	The City shall approve new development in the coastal zone only if essential public facilities will be available to serve that development.

Table 3-6. Existing Local Coastal Program Land Use Plan Policies on Public Works

Section	Sub-section	Policy #	Objective/Policy
Section VII New Development and Public Work	C	5	In the event that any public service capacity (such as sewer, water or street facilities) becomes limited, the City shall assign priority for the remaining capacity to the following uses: ▪ Coastal dependent land use ▪ Essential public services and basic industries vital to the economic health of the region, state or nation ▪ Commercial recreation and visitor serving land uses

Chapter 4

CIRCULATION, PARKING, AND COASTAL ACCESS

The coastal zone has a well-developed circulation system that serves vehicles, pedestrians, bicyclists, passenger and freight trains, busses, and boats. The coastal zone also supports the California Coastal Trail and several beach access points which provide vertical access to Oceanside's coastline.

LOS is a qualitative measure that describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS is described as a range between A and F, where LOS A represents a free-flowing system, and LOS F represents a highly congested, slow-moving system.

4.1 Existing Conditions

4.1.1 Vehicular Circulation

The city of Oceanside is served by three freeways: Interstate 5 (I-5), State Route 76 (SR 76), and State Route 78 (SR 78). I-5 links the city to the Los Angeles–Long Beach–Anaheim Metropolitan Statistical Area (MSA) to the north and the greater San Diego area to the south. Both SR 76 and SR 78 provide direct access to the coastal zone from the Interstate 15 (I-15) corridor. Additionally, these two east-west highways make Oceanside one of the most accessible coastal communities to the Inland Empire.

Local access to the coastal zone is provided primarily via Coast Highway and other connecting local roads, such as Vista Way, Cassidy Street, Oceanside Boulevard, and Mission Avenue. The main thoroughfare in the coastal zone, Coast Highway, extends from the northern to southern city limits. Mission Avenue, Oceanside Boulevard, Wisconsin Avenue, Cassidy Street, and Vista Way are the main surface streets connecting inlands parts of the city to the coastal zone.

Table 4-1 shows existing level of service (LOS) during the AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak hours for the main intersections in and around the coastal zone. The information displayed in **Table 4-1** is based on the Traffic Impact Analysis prepared by IBI Group for the Coast Highway Corridor Study Project Environmental Impact Report (City of Oceanside 2017). The City has established LOS D for intersections during peak-hour operations as an acceptable level of service (i.e., LOS E or LOS F are unacceptable service levels). As shown in **Table 4-1**, all of the main intersections in and around the coastal zone currently operate at LOS D or better. All intersections during the AM peak hour operate at LOS A or B with the exception of three intersections which operate at LOS C. There is increased traffic congestion during the PM peak hour, when four intersections operate at LOS D and seven intersections operate at LOS C. The remaining intersections operate at LOS A or B during the PM peak hour. No intersections operate at LOS E or F during AM or PM peak hours.

Table 4-1. AM and PM Peak-Hour Levels of Service (LOS) in the Coastal Zone

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Coast Highway & I-5 Ramps/Harbor Drive	Signalized	28.0	C	51.3	D
Coast Highway & SR-76 Ramps	Signalized	13.7	B	37.1	D
Surfrider Way & Pacific Street	AWSC	8.5	A	11.2	B
Coast Highway & Surfrider Way	Signalized	10.4	B	14.4	B
Coast Highway & Civic Center Drive	Signalized	13.7	B	15.1	B
Coast Highway & Pier View Way	Signalized	16.8	B	16.6	B
Pier View Way & Horne Street	AWSC	8.7	A	11.9	B
Mission Avenue & Pacific Street	AWSC	7.9	A	10.1	B
Mission Avenue & Cleveland Street	AWSC	8.1	A	10.6	B
Coast Highway & Mission Avenue	Signalized	13.1	B	13.8	B
Mission Avenue & Horne Street	Signalized	7.4	A	18.9	B
Seagaze Street & Tremont Street	SSSC	3.3	A	11.5	B
Coast Highway & Seagaze Street	Signalized	14.7	B	23.9	C
Seagaze Street & Freeman Street	SSSC	10.3	A	15.6	C
Seagaze Street & Ditmar Street	AWSC	7.9	A	12.5	B
Seagaze Street & Clementine Street	SSSC	7.9	A	13.1	B
Coast Highway & Missouri Avenue	SSSC	12.0	B	23.9	C
Coast Highway & Washington Avenue	SSSC	11.3	B	22.0	C
Wisconsin Avenue & Pacific Street	AWSC	8.1	A	9.8	A
Wisconsin Avenue & Tremont Street	SSSC	10.6	B	14.0	B
Coast Highway & Wisconsin Avenue	Signalized	8.9	A	12.2	B
Wisconsin Avenue & Freeman Street	SSSC	9.1	A	9.7	A
Wisconsin Avenue & Ditmar Street (North)	SSSC	9.7	A	10.1	B
Wisconsin Avenue & Ditmar Street (South)	AWSC	7.5	A	7.9	A
Oceanside Boulevard & Pacific Street	AWSC	8.0	A	9.0	A
Oceanside Boulevard & Tremont Street	SSSC	10.9	B	14.7	B
Coast Highway & Oceanside Boulevard	Signalized	29.7	C	39.7	D
Oceanside Boulevard & Ditmar Street	Signalized	5.7	A	6.8	A
Coast Highway & Morse Street	Signalized	9.0	A	9.8	A
Morse Street & Freeman Street	SSSC	9.0	A	10.0	B
Morse Street & Ditmar Street	SSSC	8.8	A	9.2	A
Cassidy Street & Pacific Street	AWSC	7.7	A	9.3	A
Cassidy Street & Broadway Street	SSSC	10.3	B	14.5	B
Cassidy Street & Tremont Street	SSSC	9.9	A	12.4	B

Table 4-1. AM and PM Peak-Hour Levels of Service (LOS) in the Coastal Zone

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Coast Highway & Cassidy Street	Signalized	9.1	A	14.0	B
Cassidy Street & Freeman Street	SSSC	10.2	B	12.7	B
Cassidy Street & Ditmar Street	AWSC	8.1	A	9.5	A
Cassidy Street & Stewart Street	AWSC	9.3	A	13.2	B
Vista Way & Broadway Street	SSSC	7.4	A	7.6	A
Coast Highway & Vista Way	Signalized	22.7	C	37.0	D
Vista Way & Freeman Street	SSSC	12.2	B	15.3	C
Vista Way & Ditmar Street	SSSC	13.0	B	18.7	C
Vista Way & Stewart Street	SSSC	12.3	B	17.4	C
Coast Highway & Eaton Street	SSSC	12.8	B	14.3	B
Coast Highway & Michigan Avenue	Signalized	7.3	A	9.0	A

Notes:

Delay is expressed as an average seconds of delay per vehicle
LOS – Level of Service
AWSC – All-way stop control intersection
SSSC – Side-street stop control intersection
OWSC – One-way stop control intersection
The minimum acceptable LOS is "D"

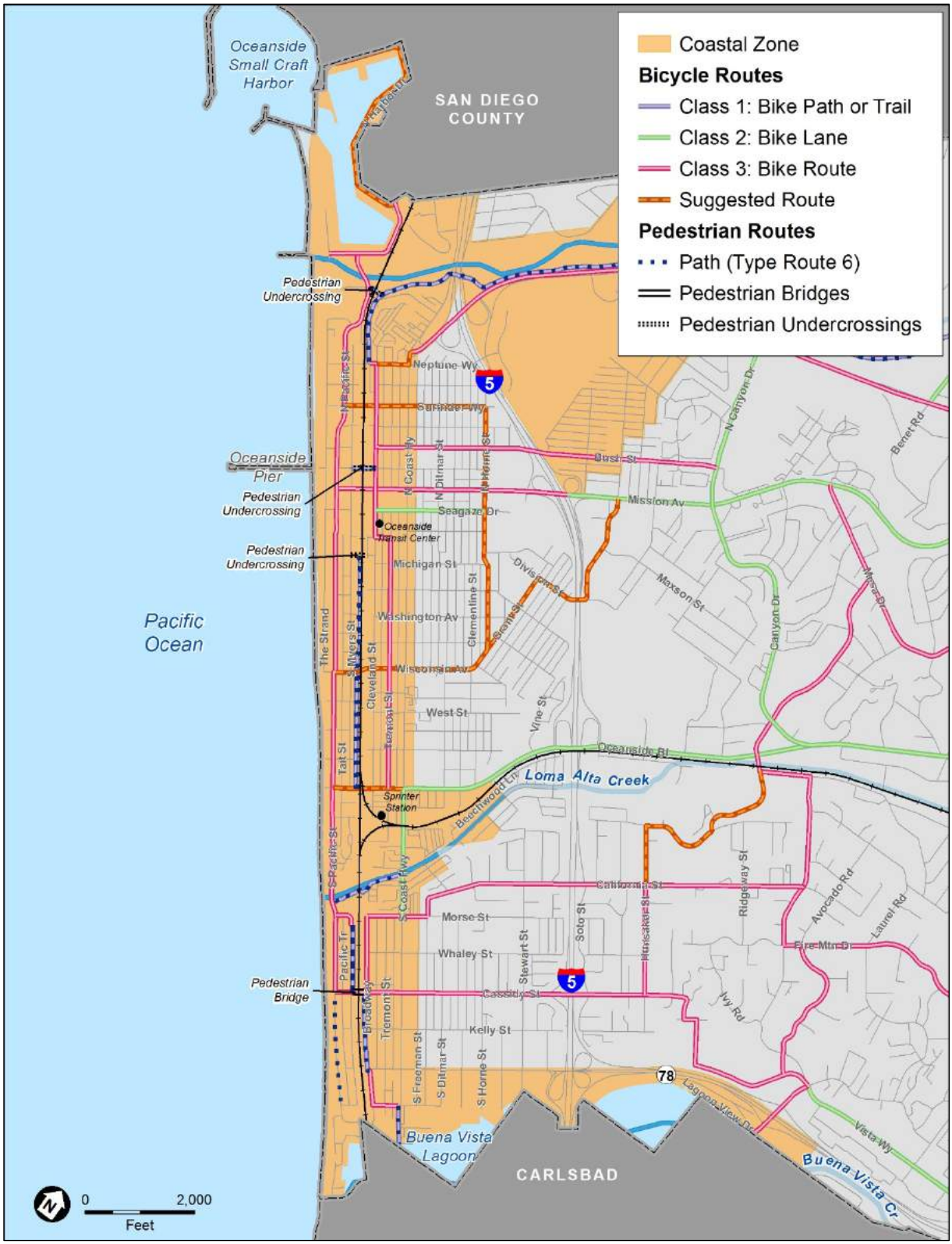
Source: IBI Group 2017.

According to the City's Circulation Element, bicycle facilities within the city are categorized into three classes as designated by Caltrans (City of Oceanside 2012):

1) *Class I Bike Paths: hard-surface routes within an exclusive right-of-way (ROW) physically separated from vehicular roadways and intended specifically for non-motorized use;*
2) *Class II Bike Lanes: marked bicycle lanes within roadways adjacent to the curb lane, delineated by appropriate striping and signage; and*
3) *Class III Bike Routes: marked by a series of signs designating a preferred route between destinations such as residential neighborhoods and shopping area. These routes share the ROW with on-road vehicles.*

4.1.2 Pedestrian and Bicycle Circulation

Figure 4-1 shows existing bicycle facilities within the coastal zone, categorized into three Caltrans-designated classes (see adjacent text box). Bicycle facilities extend along portions of Coast Highway, Pacific Street, Broadway Street, Seagaze Drive, Cassidy Street, Civic Center Drive, and Mission Avenue (City of Oceanside 2012). The majority of bicycle facilities run north-south in the coastal zone.



Source: City of Oceanside; SanGIS

Figure 4-1. Pedestrian and Bicycle Facilities

The Pedestrian Master Plan categorizes pedestrian facilities into four primary categories (City of Oceanside 2009):

1) ***Sidewalks:***
   - *District Sidewalks (Route Type 1) are sidewalks along roads that support heavy pedestrian levels in mixed-use concentrated urban areas.*
   - *Corridor Sidewalks (Route Type 2) are defined as sidewalks along roads that support moderate density business and shopping districts with moderate pedestrian levels.*
   - *Connector Sidewalk (Route Type 3) tend to have low pedestrian levels and are not along roads with moderate to high average vehicular traffic.*
   - *Neighborhood Sidewalk (Route Type 4) are sidewalks along roads that support low to moderate density housing with low to moderate pedestrian levels.*
2) ***Ancillary Pedestrian Facilities*** *(Route Type 5): are facilities away from or crossing over streets such as plazas, paseos, promenades, courtyards or pedestrian bridges, undercrossings, and stairways.*
3) ***Paths*** *(Route Type 6): are paved facilities with exclusive ROWs that act as corridors and have little or no vehicular cross flows.*
4) ***Trails*** *(Route Type 7): Unpaved walkways or roads used for recreational use or open space maintenance. They differ from paths in that they are not paved with concrete or asphalt.*

In addition to the bicycle network, the city includes an extensive pedestrian network consisting of various types of sidewalks, trails and paths, and pedestrian bridges and undercrossings.

The coastal zone includes pedestrian facilities from the four main categories noted in the adjacent text box. As described in the Pedestrian Master Plan, specific pedestrian facilities within the coastal zone consist of corridor sidewalks along Coast Highway, district sidewalks in the Downtown District and along and around the middle portion of Coast Highway, and various plazas within the Downtown District (City of Oceanside 2009). In addition, there are five pedestrian undercrossings under the railroad and a pedestrian bridge at the intersection of Cassidy Street and Pacific Terrace (**Figure 4-1**). Designated paths are located along the San Luis Rey River beginning at Neptune Way on the east side of the railroad, and continuing northeast along the river, along the railroad between the Oceanside Transit Center and Oceanside Boulevard and Morse Street and Vista Way, along Loma Alta Creek at Buccaneer Beach Park, and along Pacific Street between Cassidy Street and Eaton Street (**Figure 4-1**) (City of Oceanside 2009). See Section 4.17 for information about the Coastal Rail Trail which is a regional pedestrian and bicycle trail facility that contributes to the completion of the California Coastal Trail, a planned 1,200-mile public right-of-way spanning the entire California coastline.

The City's Pedestrian Master Plan identifies connectivity and access issues for pedestrians. Connectivity refers to the existence of safe, direct pedestrian paths (generally along streets) between where a walker starts and where she or he wants to go. In Oceanside, the typical challenges for pedestrian movement and access to the coastal zone include gaps in the sidewalk network, difficulty to cross roads, and sidewalk capacity and obstruction barriers, especially within the coastal zone and the Downtown District. Although, the North County Transit District (NCTD) rail corridor runs both north and south through the city and east and west, there are multiple roadway crossings with sidewalks and pedestrian undercrossings and overcrossings that allow pedestrians to cross the rail lines. The relocation of the rail stockyard from the Oceanside coastal zone to Camp Pendleton improved pedestrian movement in and around the railroad lines.

4.1.3 Railroad Facilities

In 1992, Santa Fe railroad company sold 82 miles of San Diego's tracks for $90.5 million to the North County Transit District (NCTD) and San Diego's Metropolitan Transit District as a component of its light rail system. The sale included the coastal tracks where the NCTD has operated its Oceanside to San Diego COASTER commuter trains as well as the east-west tracks from where NCTD has operated its Oceanside to Escondido SPRINTER commuter trains (Holle n.d.).

In 1996, Santa Fe and Burlington Northern railroad companies merged, becoming BNSF, which provides freight transportation through the region.

The LOSSAN Rail Corridor Authority, which is a joint powers authority originally formed in 1989, works to increase ridership, revenue, capacity, reliability, coordination and safety on the coastal rail line between San Diego, Los Angeles and San Luis Obispo.

Railroad Operators

In the city's coastal zone, there are approximately 3.3 miles of railroad line owned by NCTD. Multiple railroad operators use the coastal railroad.

- In the north to south coastal corridor, BNSF operates freight trains while NCTD, Amtrak, and Metrolink operate passenger trains. NCTD operates the Coaster trains, which serve the coastal cities from Oceanside to San Diego. Amtrak and Metrolink provide intercity passenger rail service between San Diego, Orange, Los Angeles, Riverside, San Bernardino, and Ventura Counties (Holle n.d.). Amtrak service extends north to Vancouver, British Columbia and east to multiple destinations throughout the country.
- In the east to west corridor from Escondido to Oceanside, NCTD operates the SPRINTER passenger light rail system which runs 22 miles along the SR 78 corridor and provides mobility between Escondido, San Marcos, Vista, and Oceanside. BNSF operates occasional freight trains (City of Oceanside 2012).

BNSF has an agreement with NCTD to operate freight trains on the coastal lines and on the Escondido line during late-night and weekend periods when the volume of passenger train traffic is relatively low.

Rail Service

The railroad operators that provide passenger train service serve the following communities.

- NCTD's COASTER provides multiple daily round trips between Oceanside and downtown San Diego and provides easy accessibility between the coastal cities within the county.
- NCTD's SPRINTER connects inland Escondido, San Marcos, and Vista with Oceanside.
- AMTRAK's Pacific Surfliner travels 351 miles from San Diego through Oceanside to Los Angeles, Santa Barbara, and finally to San Luis Obispo, along the LOSSAN Rail Corridor.
- Metrolink's Orange County Line connects Oceanside with various cities within Orange County and San Bernardino County and ultimately with Los Angeles.

The Oceanside Transit Center is the city's main railroad transit station within the coastal zone and serves as an important rail hub in southern California. The Oceanside Transit Center supports SPRINTER, COASTER, Metrolink and Amtrak train service. The Coast Highway Sprinter Station, located at Coast Highway and Godfrey Street, marks the point at which the SPRINTER line turns inland and extends to Escondido.

4.1.4 Bus Service

In addition to rail service, the public transit network within the city includes bus routes which provide transportation options throughout the city as well as linkages to other parts of the San Diego region. The Oceanside Transit Center provides bus connections with the Coaster, Amtrak, Metrolink, and SPRINTER train lines as well as NCTD bus routes 101, 302, 303, 313, 318, 392, 395 and Riverside Transit Agency Route 202 and Greyhound buses (NCTD 2016). The Coast Highway SPRINTER stop also provides connections to the SPRINTER train lines as well as NCTD bus routes 101, 302, and 318 (NCTD 2016). The NCTD bus routes listed above provide bus access throughout the coastal zone.

4.1.5 Summary of Rail and Bus Provider Services

Table 4-2 shows facilities and ridership statistics for the available transit providers' services. As shown in **Table 4-2**, Oceanside is a well-traveled through location for all modes of transit and continues to be well connected within the region.

Table 4-2. Regional Transit System Facilities Statistics

Modes of Transportation	Route End Destinations	Facilities	Average Weekday Ridership	Annual Ridership
NCTD Services				
COASTER Commuter Trains	Oceanside to Downtown San Diego	7 locomotives and 28 bi-level coaches	5,700 riders	1.7 million riders
SPRINTER Hybrid Rail Trains	Escondido to Oceanside	12 light rail diesel multiple unit (DMU) passenger trains	8,300 riders	2.5 million riders
Breeze and Flex Buses	North San Diego County	30 Breeze Routes and 4 Flex Routes	21,826 riders	6.7 million riders
Lift Vehicles (for ADA Passengers)	Any location in NCTD's service area that is ¾ mile from a bus route or rail station	N/A	N/A	150,000 riders
AMTRAK				
Pacific Surfliner	San Diego to San Luis Obispo	11 daily round trips	N/A	2.9 million riders
Metrolink				
Orange County Line	Oceanside to Los Angeles – Union Station	6 daily round trips	N/A	4.5 million riders
Inland Empire – Orange County Line	Oceanside to Downtown San Bernardino	2 daily round trips	N/A	N/A

N/A – not available

Source: NCTD 2017. Amtrak 2017. Metrolink 2017.

4.1.6 Oceanside Small Craft Harbor

The Oceanside Small Craft Harbor (Harbor) is operated by the Harbor Division of the City of Oceanside (City) Public Works Department. The Harbor has approximately 900 slips ranging in size from 26, 34, 43, and 51 feet in length. Slip rental rates are $13.10 to $14.30 per foot per month, with fees based upon hull length or length of slip, whichever is greater. Commercial slips are 25 and 33 feet in length, where commercial rental rates are $8.40 per foot per month. Currently, there is a waiting list for all slip sizes. The City grants live-aboard permits for those wanting to reside on their vessel within the Harbor at an additional charge of $3.30 per foot per month. Presently, all available live-aboard permits have been issued and there is an active waitlist for additional permits. In addition to the permanent slips, the Harbor also includes a boat ramp, where boaters can launch and take out their vessels for free. Parking lot fees in the launch ramp area are $8.00 from 4 a.m. to 8 p.m., $20.00 from 8 p.m. to 4 a.m., and $28.00 per day. A boat/RV wash down area and pump-out station are available for a nominal fee. Visitor boat parking is provided by 24 designated visitor slips and can be reserved with prior arrangements and payment. Visitors are allowed to stay for a maximum of 30 days and may use the Harbor's restroom, laundry, and shower facilities with a key deposit.

In addition to the boat slips, the Harbor also includes a yacht club and support facilities including live bait and fuel shops, dinghy racks, locker rentals, and shaded picnic areas include tables, barbecue grills, and restrooms. There is also a small Harbor Fishing Pier which overlooks the Harbor entrance and allows for recreational fishing. Additionally, there are retail stores and restaurants located within the Harbor.

The Oceanside Police Department Harbor Unit provides emergency response related to Maritime Law Enforcement, Search and Rescue, Marine Firefighting, Emergency Towing and Salvage, Emergency Medical Aid and Scuba-diving.

4.1.7 Coastal Access

California Coastal Trail Major Mile Marker under the Oceanside Pier

California Coastal Trail (Horizontal Access)

The California Coastal Trail (CCT) is intended to be a network of public trails for walkers, bikers, equestrians, wheelchair riders, and others along 1,200 miles of California coastline from Oregon to Mexico. While informal trails along the coast have been used for centuries, the CCT was formalized in 1972 when California passed Proposition 20, which recommended that a trails system be established along or near the coast. In 1999, the CCT was designated California's Millennium Legacy Trail by the Governor and the White House Millennium Trail Council. This was followed in 2000 by an official assembly declaration (AACR20) of the CCT as an official State trail. Presently, approximately half of the CCT has been completed. Since its creation in the 1970s, the CCT, with support from affiliated state agencies, has helped to

nurture and protect the coastal environment and guarantee public access to the shoreline.

As shown on **Figure 4-2**, the designated trail alignment for the CCT through the city has been determined, and is composed of the San Luis Rey River trail and the Coastal Rail Trail. In the coastal zone, the San Luis Rey River Trail travels along the southern bank of the San Luis Rey River in an east-west direction before turning south along the east side of the railroad tracks towards Neptune Way. Beginning at Neptune Way, and continuing south past Oceanside city limits is the Coastal Rail Trail. The Coastal Rail Trail is intended to contribute to the completion of the CCT, and is planned as a 44-mile bike trail providing continuous pedestrian and bicycle connectivity from Oceanside to San Diego, as part of the 2050 San Diego Regional Bicycle Plan (SANDAG 2010). Portions of the Coastal Rail Trail have been completed and are operational in Oceanside, Carlsbad, and Solana Beach. In the city's coastal zone, the Coastal Rail Trail begins at Neptune Way, and continues south to the Oceanside Transit Center along Cleveland Street. The trail crosses to the west side of the railroad tracks and continues south to Oceanside Boulevard and is designated as a Class I bike path. The Coastal Rail Trail begins again at Morse Street, continues south to Cassidy Street where the trail crosses the rail line, continues south along Broadway Street, on the east side of the tracks, and terminates at Vista Way. The trail continues south to Carlsbad on Coast Highway. The City is working to close existing gaps in the Coastal Rail Trail (see **Section 4.3** for more detail).

Both trails provide access to the coastal zone within the city and allow a safe corridor for pedestrians and bicyclists to travel to the beach and within the coastal zone overall.

Beach access points (Vertical Access)

Over 20 east-west streets along the coastal zone offer opportunities to directly access Oceanside beaches and are described in **Table 4-3** and displayed on **Figure 4-2.** All access points are owned and maintained by the City.

Source: City of Oceanside 2018, SanGIS 2018

Figure 4-2. California Coastal Trail

Table 4-3. Beach Access Locations

Location	Description
Breakwater Way	
Neptune Way	Staircase
Windward Way	Staircase
Surfrider Way	
Civic Center Drive	Staircase
Pier View Way	
Mission Avenue	Staircase
Seagaze Drive	
Tyson Street	Staircase
Pine Street	Staircase
Ash Street	Staircase
Wisconsin Street	
Hayes Street	
Marron Street	
Forester Street	
Oceanside Boulevard	
Crosswaithe Street	
Witherby Street	
City-owned parcels Block D Lots 12 and 13 of Map 909	
Buccaneer Beach Park	
Public access easement document #86-468953	
Cassidy Street	Staircase
Public access easement document #78-481970	
Harbor Drive	

Source: City of Oceanside, 2018

4.1.8 Public Parking

On-street parking is provided on the majority of surface streets, especially streets designated as collector streets and local streets. The City also issues Residential Permits to people who live in the Beach Parking Meter Area and on the South Strand (between Tyson and Wisconsin Streets) when it can be demonstrated that adequate on-site parking is not available. The qualifying areas for residential permits within the coastal zone are shown in the following graphic.

In addition, the City provides access to the beaches and Harbor with several conveniently located City parking lots (see **Table 4-4**). Currently, there are 30 City parking lots and structures located within the northern end of the coastal zone, primarily in and around the Harbor and the streets north of Wisconsin, where prices range from free to $20 and time limits range from 2-hours to 48-hours. The Oceanside Transit Center parking structure provides a convenient location to park and access different areas of the coastal zone, including the Downtown District, Coast Highway Corridor, and Oceanside beaches. The parking structure is open daily from 4:00 a.m. to 2:00 a.m. Similar to the Residential Permits program, the City also operates the Annual Beach Permits program, which allows patrons to park in the beach and Harbor pay lots without having to pay the parking fees. An Annual Beach Permit costs $100 for residents of the city and $200 for non-residents and is valid for 1 year between the months of July through June.

Table 4-4. City Public Parking Lots and Structures in the Coastal Zone

Lot Number	Description
Oceanside Small Craft Harbor	
1 401 Riverside Drive Lot	Surface parking lot Free parking Parking for oversize vehicles available
2 1960 Harbor Dr. North	Free Parking and Slip Renters Only
3 1870 Harbor Dr. North	Free Parking and Slip Renters Only
4 1351 Harbor Drive North	4-hour Free Parking 8am–6pm and Slip Renters

Table 4-4. City Public Parking Lots and Structures in the Coastal Zone

Lot Number	Description
5 1335 Harbor Drive North	72-hour maximum Free Parking and Slip Renters
6 240 Harbor Drive South	2-hour Free Parking 8am–6pm and Slip Renters
7 1202 North Pacific at Harbor Drive	September 16–May 14: $3 per hour; $10 all day May 15–September 15: $4 per hour; $15 all day Receipt good until midnight
8A 320 Harbor Drive South	4-hour Free Parking 8am–4pm Free after 4pm
8B 314 Harbor Drive South	2-hour Free Parking 8am–6pm Free after 6pm
9 284 Harbor Drive South	2-hour Free Parking 8am–6pm Free after 6pm
10 1201 North Pacific Street	September 16–May 14: $3 per hour; $10 all day May 15–September 15: $4 per hour; $15 all day Receipt good until midnight
11 1302 North Pacific Street	September 16–May 14: $10 4am–8pm May 15–September 15: $15 4am–8pm Lot closed 8pm–4am
11A 1304 North Pacific Street	September 16–May 14: $10 4am–8pm $20 8pm–4am May 15–September 15: $15 4am–8pm $20 8pm–4am Overnight camping allowed in marked stalls only
11B 1400 North Pacific Street	September 16–May 14: $10 4am–8pm $20 8pm–4am May 15–September 15: $15 4am–8pm $20 8pm–4am Overnight camping allowed in any space
12 1450 North Pacific Street	September 16–May 14: $10 4am–8pm $20 8pm–4am May 15-September 15: $15 4am–8pm $20 8pm–4am Overnight camping allowed September 16–May 14 only Lot closed 2am–5am May 15–September 15.
Pier and Beaches Parking Lots	
20 998 North Pacific Street	24-hour lot: $5 8am–6pm $2 6pm–8am $7 all day
21 222 Windward Way	$2 6am until closure: 8pm September 16–May 14, 10pm May 15–September 15
22 202 Surfrider Way	$2 6am until closure: 8pm September 16–May 14, 10pm May 15–September 15
23 300 North Cleveland Street	2-Hour Free Parking 6am–2am
24A 224 Pier View Way	24-hour Lot Access from North Pacific Street $5 all day Receipt good until midnight
24B 300 North Myers Street	24-hour lot $5 all day Receipt good until midnight

Table 4-4. City Public Parking Lots and Structures in the Coastal Zone

Lot Number	Description
26 102 South Myers Street	24-hour lot $5 4am–7:59pm $20 8pm–3:59am
27 200-700 South Myers Street	$2 6am until closure: 8pm September 16–May 14, 10pm May 15-September 15
28 351 North The Strand	Closed 11pm–6am September 16–May 14: $3 per hour until 11pm $10 all day until 11pm May 15–September 15: $4 per hour until 11pm $15 all day until 11pm
29 350 North The Strand	Closed 11pm–6am September 16–May 14: $3 per hour until 11pm $10 all day until 11pm May 15–September 15: $4 per hour until 11pm $15 all day until 11pm
30 101 North The Strand	Closed 11pm–6am September 16–May 14: $3 per hour until 11pm $10 all day until 11pm May 15–September 15: $4 per hour until 11pm $15 all day until 11pm
31 740 South The Strand	Closed 10pm–6am September 16-May 14: $3 per hour until 8pm $10 all day until 8pm May 15–September 15: $4 per hour until 10pm $15 all day until 10pm
Downtown Parking Lots	
34 320 North Tremont Street	4-hour free parking 8am–6pm
35 218 North Tremont Street	24-hour lot 2-hour free parking 8am–9pm
36 101 North Ditmar Street	24-hour lot Access from Seagaze Drive 72 hours maximum
C Civic Center Parking Structure (300 N. Coast Highway or 500 Civic Drive)	Lot closed 2am–5am
PS Oceanside Transit Center Parking Structure (290 Seagaze Drive)	Open Daily Free Parking All Day Closed 2am–4am

Multiple agencies at the state, regional, and local level have adopted plans that establish policies to address deficiencies in the circulation system and meet increasing demands for the movement of people and goods.

4.2 Adopted Plans

4.2.1 State Plans

Statewide Transportation Improvement Program

The California Statewide Transportation Improvement Plan (STIP), approved by the California Transportation Commission in May 2016, is a multiyear, intermodal program of transportation projects that is consistent with the statewide transportation planning processes, metropolitan plans, and Title 23 of the Code of Federal Regulations (CFR). The STIP is prepared by Caltrans in cooperation with the Metropolitan Planning Organizations (MPOs) and the Regional Transportation Planning Agencies. In San Diego County, the MPO and Regional Transportation Planning Agency is the San Diego Association of Governments (SANDAG). The STIP contains all capital and non-capital transportation projects or identified phases of transportation projects for funding under the federal Transit Act and CFR Title 23, including federally funded projects.

4.2.2 Regional Plans

San Diego Associated Governments (SANDAG) 2050 Regional Transportation Plan/Sustainable Communities Strategy

The 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SANDAG acts as a blueprint for maintaining and improving the region's transportation systems. The plan focuses on building a multi-modal transportation system that encompasses environmental sustainability, efficient land use patterns, and social equity. In addition to roadway planning, the RTP outlines plans for maintaining, improving, and developing regional modes of transit, including rail systems and bus rapid transit. The largest percentage of funds will be directed to highway improvements and the remaining will be applied to local roads and streets, transit services, and alternative modes of transportation.

The SCS component of the plan details how the region will reduce greenhouse gas emissions from automobiles and light trucks to state-mandated levels over time. The inclusion of the SCS is required by Senate Bill 375 (SB 375). The San Diego region is the first in California to produce an RTP with an SCS. SB 375 supports the implementation of Assembly Bill 32, which requires California to lower statewide greenhouse gas emissions to 1990 levels by 2020 by encouraging planning practices that create sustainable communities. SB 375 also charged the California Air Resources Board with setting regional targets for reducing greenhouse gas emissions by the years 2020 and 2035. The 2050 RTP for the San Diego region would result in a 14 percent reduction in emissions by 2020 (exceeding the state's target), and a 13 percent reduction by 2035 (equivalent to the state's target). Improving and increasing access to public transportation and alternative modes of transportation will help achieve

the goals of the SCS by reducing the amount of vehicle miles traveled in the San Diego region.

San Diego Associated Governments (SANDAG) San Diego Forward: The Regional Plan

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP), which is part of SANDAG's RTP. The purpose of the CMP is to monitor the performance of the region's transportation systems, develop programs to address near-term and long-term congestion, and better integrate transportation with land use planning. In October 2009, the San Diego region elected to be exempt from the State CMP. Since that decision, SANDAG has been abiding by Federal Highway Administration (FHA) 23 CFR 450.320 (Congestion Management Process in Transportation Management Areas) to ensure the region's compliance with the federal congestion management process.

FHA 23 CFR 450.320 requires that each transportation management area (TMA) address congestion management through a process involving an analysis of multimodal, metropolitan-wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding. San Diego Forward: The Regional Plan, the region's long-range transportation plan and Sustainable Communities Strategy, meet the requirements of 23 CFR 450.320 by incorporating the following federal congestion management process: performance monitoring and measurement of the regional transportation system, multimodal alternatives and non-single-occupancy vehicle analysis, land use impact analysis, the provision of congestion management tools, and integration with the Regional Transportation Improvement Program (RTIP) process. The RTIP is a multi-billion-dollar, multi-year program of proposed projects for major transportation projects in the San Diego region.

4.2.3 Local Plans

City of Oceanside General Plan: Circulation Element

The Circulation Element of the City of Oceanside's General Plan was updated and adopted in 2012. In tandem with the other elements of the General Plan, the Circulation Element establishes goals and policies related to the city's circulation system, including vehicular, pedestrian, and bicycle facilities. The Master Transportation Roadway Plan, a subsection of the Circulation Element, focuses on maintaining and improving the roadways that comprise the city's transportation network by providing level of service standards, objectives, and policies. The Master Transportation Roadway Plan is the Circulation Element's main policy tool for designating future road improvements, extensions, and special intersection design treatments. he Circulation Element includes "complete streets" policies that call for roadway improvements that accommodate pedestrians and bicycles as well as transit service.

City of Oceanside General Plan: Community Facilities Element

The Community Facilities Element of the City of Oceanside's General Plan was adopted in 1990 and addressed the community's need for public services and facilities at the time the element was prepared. The purpose of this element is to document the conditions, capacities, and status of all public facilities serving the city. The goals and policies established in this element provide for the continued maintenance and improvement of the city's public services and facilities. The Element addresses the following facilities:

- Parks and recreation facilities
- Library facilities
- Fire department facilities
- Police facilities
- Water and sewer systems
- Stormwater management system
- Civic Center
- Municipal Facilities Yard
- Harbor
- Downtown Redevelopment Area
- Oceanside Municipal Airport
- Circulation System
- Public Educational Facilities

The community facilities that are applicable to modes of circulation within the coastal zone include the Circulation System and the Harbor. The element is over 25 years old necessitating an update to more accurately account for current and projected future community needs.

City of Oceanside 2008 Bicycle Master Plan Update

The Bicycle Master Plan's purpose is to "maximize the efficiencies offered by multimodal connections between mass transit and bikeways, and to promote a viable alternative to automobile travel" within the city. It also aims to establish facility types to be implemented and identify points where the city's bikeway system could be integrated with the existing San Diego County regional bikeway system.

City of Oceanside 2009 Pedestrian Master Plan Update

The Pedestrian Master Plan's goals and objectives are to enhance pedestrian mobility by providing pedestrian planning that enhances design standards, installing and maintaining pedestrian facilities, and ensuring overall safe pedestrian circulation throughout the city.

The City has identified improvements to vehicular, pedestrian, and bicycle network throughout the coastal zone. There are also planned improvements to the transit system, California Coastal Trail, and the Oceanside Small Craft Harbor. Surface parking lots are in the process of being converted to parking structures as infill development occurs in the coastal zone.

4.3 Planned Improvements

4.3.1 Vehicular, Pedestrian, Bicycle

Through the Bicycle and Pedestrian Master Plans and the Circulation Element, the City has planned for improvements to the facilities that support all modes for transportation. As summarized in the **Table 4-5** below, there are many planned improvements to the transportation system within and adjacent to the coastal zone that are expected to improve coastal access for all types of travelers. As evident in the list of planned improvements shown below, the City is working to expand pedestrian and bicycle facilities to improve access to and within the coastal zone.

Table 4-5. City of Oceanside Major Planned Improvements to Vehicular, Pedestrian, and Bicycle Network in the Coastal Zone

Type	Location	Improvements	Description
Pedestrian			
Pedestrian Master Plan Priority Project #1	South Coast Highway, South Tremont and Cleveland Streets (Between Mission Ave and Leonard Ave)	Enhance street conditions, add green space, new streets, roundabouts and increased mixed use, add lighting.	
Pedestrian Master Plan Priority Project #2	Mission Avenue (Between Pacific St and Horne St)	Install more lighting, pedestrian warning signs, and enhanced crosswalks when the opportunity presents itself. Install traffic signal at Clementine St when the signal warrants are met.	
Pedestrian Master Plan Priority Project #3	Mission Avenue (Between Horne St and Archer St)	Install enhanced crosswalks when signal warrants are met and add more pedestrian warning signs.	
Pedestrian Master Plan Priority Project #4	Coast Highway (Between Morse St and Oceanside Blvd)	Redefine and extend walkway system to south if tracks to increase accessibility and walkability, add green space, and increase mixed use.	
Pedestrian Master Plan Priority Project #8	The Strand (Between Pier View Way and Wisconsin Ave)	Add crosswalks and stop sign at Seagaze Drive when signal warrants.	
Pedestrian Master Plan Priority Project #9	Pacific Street (Between Pier View Way and Wisconsin Ave)	Increase width of sidewalks based on level of use. Move bollards and install sidewalk into the adjacent planting to provide a wider walking path.	

Table 4-5. City of Oceanside Major Planned Improvements to Vehicular, Pedestrian, and Bicycle Network in the Coastal Zone

Type	Location	Improvements	Description
Pedestrian Master Plan Priority Project #10	South Cleveland Street (Between Oceanside Blvd and Wisconsin Ave)	Improve street conditions (street trees, repair sidewalks, add curb ramps, etc.)	
Pedestrian Master Plan Priority Project #11	Pier View Way Promenade (Streets including and bordered by Mission Ave, Tremont St, Civic Center and Myers St)	Provide bulbouts at corners and move parking signs off of the sidewalks. Move restaurant furniture away from pedestrians' path of travel.	
Pedestrian Master Plan Priority Project #12	Tremont Street and Cleveland Street (Between Washington Ave and Oceanside Blvd)	Connect and install sidewalks and curb ramps.	
Pedestrian Master Plan Priority Project #13	South Coast Highway (Between Eaton St and Cassidy St)	Improve and widen sidewalks. Add roundabouts and shade trees.	
Pedestrian Master Plan Priority Project #14	Oceanside Pier (Pier View Way and Pacific St)	Provide elevator from the Pier to the Strand. Provide a ADA accessible ramp between Pacific Street and the amphitheater. Clear obstacles from the sidewalks.	
Pedestrian Master Plan Priority Project #15	San Luis Rey River Mouth (West of I-5, between Windward Way and Harbor Dr.)	Provide "Arts Bridge" with a wide sidewalk promenade. Increase traffic calming with roundabouts, crosswalks, and street trees. Extend walkway grid system.	
Pedestrian Master Plan Priority Project #17	Freeman, Ditmar, Nevada, Clementine and Horne Streets (Between Oceanside Blvd and Seagaze Dr.)	Make pedestrian connections across railroad tracks and traffic calming on connector streets. Wider sidewalks. Add missing sidewalks.	
Pedestrian Master Plan Priority Project #18	Pacific Street (Between Wisconsin Ave and Morse St)	Add sidewalks when opportunities arise, remove landscaping within pedestrian path of travel, and revise driveways.	
Pedestrian Master Plan Priority Project #22	San Luis Rey Drive/I-5 Crossing (San Luis Rey Drive at Interstate 5)	Add lighting in the underpass and install paving between staircase and San Luis Rey Drive.	
Pedestrian Master Plan Priority Project #23	Pacific Street (Between Morse St and Eaton St)	Address ADA issues on east side of road with ADA accessible ramps. Install sidewalks on west side of Pacific St.	

Table 4-5. City of Oceanside Major Planned Improvements to Vehicular, Pedestrian, and Bicycle Network in the Coastal Zone

Type	Location	Improvements	Description
Bicycle			
Coastal Rail Trail	2.6 miles along railroad tracks	Extension of Class I Bike Path along railroad tracks.	Portions have been completed between Vista Way and Morse Street. Not enough room along the track north of the transit center to complete the trail system.
Class III Bike Route (4.9 miles)	SR 76 between Foussat Road and North Coast Highway	Width exists to make this facility Class II bike lanes. Coordination with Caltrans is necessary as this section is defined as a highway.	Provides access to the Oceanside Municipal Airport, I-5, and commercial uses
Class III Bike Route (1.4 miles)	Brooks Street/Division Street/Grant Street/ Wisconsin Avenue between Mission Boulevard and Pacific Street	Utilizes residential streets and an I-5 crossing without on/off ramps to connect Mission Boulevard to the beach area.	Provides access to Brooks Street Swim Center, Park & Ride, Senior Citizens Center, St Mary Star of the Sea Elementary, Beaches, Coastal Rail Trail, and residential uses
Class III Bike Route (1.3 miles)	Hunsaker Street and Cassidy Street between California Street and Broadway	Utilizes residential streets and an I-5 crossing with only a southbound on/off ramp to connect California Street to the Coastal Rail Trail	Provides access to Coastal Rail Trail, I-5, Beaches, South Oceanside Elementary, and residential uses
Vehicular			
Coast Highway and SR 76 (SANDAG ID O27)	Intersection of Coast Highway and SR 76	Construction of roundabout	Construction of a traffic circle at the intersection of North Coast Highway and SR 76; the traffic circle will be unsignalized; free traffic flow at all approaches

Source: City of Oceanside 2008; 2009; 2012. SANDAG 2011.

Inland Rail Trail – San Marcos to Vista

The Inland Rail Trail is a proposed 21-mile Class I bike facility through the cities of Oceanside, Vista, San Marcos, and Escondido, as well as unincorporated San Diego County. Portions of the bikeway have been completed in Escondido, San Marcos, and Vista, with Oceanside identified as the final phase of design and construction. The general alignment of the bikeway in Oceanside's coastal zone would be along the east to west NCTD railroad corridor, and the north to south NCTD railroad corridor between the SPRINTER station and the Oceanside Transit Center (SANDAG, 2018).

4.3.2 Transit

The San Diego Associated Governments 2050 Regional Transportation Plan/ Sustainable Communities Strategy identifies major planned improvements to transit facilities, including those applicable to Oceanside's coastal zone as described in **Table 4-6** below.

Table 4-6. Major Planned Improvements to Transit

Type	Location	Improvements	Description
Bus Route	Oceanside to UTC via Hwy 101 Coastal Communities, Carmel Valley	Increased bus frequencies	Bus Route #473
Bus Route	Oceanside to Vista via Mission Ave/Santa Fe Road Corridor	Increased bus frequencies	Bus Route #474
Light Rail	Oceanside to Downtown San Diego	Coaster Railroad Improvement	Double tracking/Increased Frequency between Oceanside and downtown San Diego with extension to Convention Center/Petco Park
Light Rail	Oceanside to Escondido	SPRINTER Improvement	Double tracking (Oceanside-Escondido) Increased Frequencies
Quiet Zone	Surfrider Way Crossing, Mission Avenue Crossing, Wisconsin Avenue Crossing, Oceanside Boulevard Crossing, Cassidy Street Crossing	At grade rail crossing improvements	Safety improvements at crossings including (but not limited to) pedestrian drop-down gates and barriers that will ultimately allow the city to implement a "quiet zone" along the railroad corridor.

Source: SANDAG 2011, Oceanside 2014 .

4.3.3 Oceanside Small Craft Harbor

The Harbor has aging infrastructure that requires upgrading and ongoing maintenance. The City intends to redesign and upgrade Dock J in the immediate future.

4.3.4 California Coastal Trail

Consistent with the 2050 San Diego Regional Bicycle Plan (SANDAG 2010), the City is planning to address the missing segments of the Coastal Rail Trail within Oceanside's coastal zone. The missing segments include:

1. Oceanside Boulevard south to Morse Street (at present, bicyclists utilize South Pacific Street). The City is currently in the design phase of constructing a bridge across Loma Alta Creek adjacent to the railroad tracks.

2. Vista Way south to Coast Highway. The City is planning to extend the trail south along the NCTD railroad right-of-way to the end of Broadway Street, and then connect east to Coast Highway via an access easement on property owned by Buena Vista Audubon Society.

4.3.5 Public Parking

In the last few years, public parking lots, especially in the Downtown District, have been converted to mixed-use development sites. The City has been closely monitoring the change in available public parking spaces and has avoided a net loss of public parking through a variety of methods, including incorporating parking structures into the design of new mixed-use developments, developing additional public parking lots on City-owned properties, and setting aside parking in the Oceanside Transit Center parking structure for the general public (City of Oceanside, 2015a, 2015b, 2016). As an example, the North Beach Promenade, located at 300 North Cleveland Street, will include a six-level parking lot with 357 parking spaces dedicated for public parking, which will replace the existing 178-space surface parking lot currently on the site. This trend of incorporating public parking spaces as a component of mixed-use development is anticipated to continue and will offset the loss of surface parking lots as development continues into the foreseeable future.

4.4 Coastal Policies

The California Coastal Act and the City's Land Use Plan establish policies for the protection and expansion of public access, and improvement of multi-modal access.

This section includes policies from the Coastal Act and the City's existing certified LCP Land Use Plan that relate to circulation, parking, and coastal access. The policies listed below are provided verbatim and have not been revised in any manner. As part of the LCP Update, the City will conduct a thorough policy review and identify those that should be carried forward, modified, or deleted based on their applicability to the current and anticipated future conditions of Oceanside's coastal zone. Policies will be reviewed for consistency with other City-adopted policy documents and compliance with the Coastal Act. Policies will also be reviewed for clarity, capacity for effective implementation, and to ensure they are reflective of the direction provided by the Oceanside community, stakeholders, and City-elected and appointed officials.

4.4.1 Coastal Act Policies

- In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. (*Chapter 3, Article 2 Public Access, Section 30210*)
- Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not

limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation. (*Chapter 3, Article 2 Public Access, Section 30211*)

- Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway. (*Chapter 3, Article 2 Public Access, Section 30212, Policy A*)
- For purposes of this section, "new development" does not include:

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

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

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

  (4) The reconstruction or repair of any seawall; provided, however, that the reconstructed or repaired seawall is not seaward of the location of the former structure.

  (5) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the commission determines that the activity will have an adverse impact on lateral public access along the beach.

  As used in this subdivision, "bulk" means total interior cubic volume as measured from the exterior surface of the structure. (Chapter 3, Article 2 Public Access, Section 30212, Policy B)
- Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution. (*Chapter 3, Article 2 Public Access, Section 30212, Policy C*)
- 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. (*Chapter 3, Article 2 Public Access, Section 30212.5*)

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

(1) Topographic and geologic site characteristics.

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

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

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

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

(c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs. (*Chapter 3, Article 2 Public Access, Section 30214*)

- The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to

serve the new development. (*Chapter 3, Article 6 Development, Section 30252*)

4.4.2 Existing Local Coastal Program Land Use Plan Policies

Circulation

Table 4-7. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
Chapter 2 Policy Summaries			
Section II Recreation and Visitor Serving Facilities, Parking	C	25	The City shall continue to work with the California Department of Transportation, North county Transit District and other affected agencies to improve alternatives to private automobile use, including public transit (bus or other means), bicycle and pedestrian travel, and multi-modal combinations.
Section IV San Luis Rey River Specific Plan	C	1	In order to enhance access in the river area, the City shall: ▪ Maintain the existing trail system on the north side of the river. ▪ If and when funds become available, establish a viewing area with interpretive signs on the south side of Capistrano Drive, across from Capistrano Park. ▪ Encourage passive recreation activities such as hiking, fishing and viewing. ▪ Where appropriate, require developers to participate in construction of on- and off-site site bicycle and pedestrian facility improvements.
Section VII New Development and Public Work	C	2	The City shall promote development of a high level of transportation facilities, public services and amenities in the coastal zone as a means for reducing energy consumption and vehicle miles traveled. Such actions include: ▪ Support continued high levels of North County Transit District Service to all portions of the coastal zone. ▪ Support expansion and upgrading of Amtrak service, commensurate with need, but oppose the proposed bullet train because of immitigable effects on coastal zone resources. ▪ Encourage continued development of bicycle and pedestrian facilities per the LCP access policies.
Beach Accessways			
Standard No. 14: Coastal Bikeways/Trails			Definition: A facility specifically designated to provide access to and along the coast by bicycle travel as classified in Section 2373 of the Street and Highways Code and the Non-Motorized Element of the General Plan. (a) CLASS I BIKEWAY (Bike Path or Bike Trail) Definition: Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

Table 4-7. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
			Specifications: The minimum width for a Class I tow-way bike path should be 8 feet and for a one-way path should be 5 feet with a minimum of a 2-foot-wide graded area next to the edge of the path. Overhead clearance should be a minimum of 8 feet and the maximum grade should not exceed 10 percent nor be steeper than 5 percent for more than 500 feet. The surface of the bike path should have a cross slope of 2 percent. A bike path located along a highway should be separated from the edge of the highway by a minimum of 5 feet unless a physical divider is provided. (b) CLASS II BIKEWAY (Bike Lane) Definition: Provides a restricted right-of-way in the established paved area of highways designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted. Specifications: The minimum width of a Class II bikeway should be 4 feet wide when located along roads in outlying areas where parking is prohibited, 5 feet wide where the overall roadway width allows parallel parking, and 11 to 13 feet wide on roadways where parallel parking is allowed but without specific striping on the roadway designating the parking area. (c) CLASS III BIKEWAY (Bike Route) Definition: Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists; used primarily to provide a continuous link between Class I and II Bikeways. Location and Distribution of Bikeways: Bikeways not only provide recreational opportunities, but also are used increasingly as a low cost, energy efficient mode of transportation. Bikeways should be provided throughout the coastal zone as part of the California Department of Transportation (Caltrans) program for the development of Non-Motorized Transportation Facilities. (d) HIKING/BIKING TRAIL Definition: A hiking/biking trail provides for separate but adjacent bicycle and pedestrian uses. Specifications: The desirable corridor width for a hiking/biking trail is at least 20 feet – allowing for an 8- to 10-foot-wide paved tow-way bikepath (Class I bikeway) and a total of 8 feet of unpaved pedestrian walkway, either on one side of the bikepath or separated into two directions of travel on either side of the bikepath. The remainder of the 20 feet is to be used for necessary landscaping, drainage structures, placement of signs, trash receptacles, benches, bike racks, etc., or as an additional buffer from surrounding development. Due to environmental constraints and the extent of existing development, it may not always be possible to obtain the

Table 4-7. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
			desirable 20 feet for a trail. At a minimum, however, 8 feet of paved bikepath and 3 feet of unpaved pedestrian walkway shall be provided in developing a hiking/biking trail. Location and Distribution: Where appropriate, the City shall require developers to participate in the construction of on- and off-site bicycle and pedestrian facility improvements in the San Luis Rey River area. (LUP SLR River policy #1d) Also, the City shall support the inclusion of a bicycle/pedestrian trail system in conjunction with the development of the Route 76 bypass project. (LUP SLR River policy #1e) (e) MULTIPURPOSE RECREATIONAL TRAILS Definition: A multipurpose recreational trail for hikers, joggers and bicyclists should be developed in lieu of the paved bikepath and adjacent to the pedestrian walkway. Such trails should be developed in areas where construction of a paved bikepath would be exceedingly difficult, costly, or have significant adverse environmental effects and/or it is not possible to obtain an adequate easement for a hiking/biking trail due to constraints imposed by existing topography, railroad right-of-way and the extent of existing development. Specifications: Recreational trails should be no less than 4 feet in width. This type of trail may not be paved, but the ground surface shall be compacted and smoothly graded as environmental and geological conditions permit. As such, these facilities should not be primarily signed as bikeways. Rather, they should be designated as recreational trails (or similar designation) along with regulatory signing restricting motorized vehicles.
Coastal Development Design Standards			
VI. Design Standards for Streetscape, Circulation and Parking	B		Circulation corridors are the primary point of reference for people's perception of Oceanside's character. The importance of streetscape and orderly movement cannot be minimized.
VI. Design Standards for Streetscape, Circulation and Parking	B		Pedestrian routes can be enhanced by the following: 1 Design walkways and parking facilities to minimize danger to pedestrians. 2 Use of different materials and surface textures to designate pedestrian paths across parking lots is encouraged. 3 Provide for telephones, attractive, vandal proof trash receptacles, lighting and restrooms in appropriate areas. 4 Alleys and small streets which are useable as part of the general network of pedestrian and serviceways are potential areas of activity and interest.

Table 4-7. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
VI. Design Standards for Streetscape, Circulation and Parking	B		Public transit routes, stops and transfer points can be more easily understood and remembered if they are: 1 Distinctly identified by signs, landscaping, and illumination. 2 Appropriate and consistent street furniture, including shelters, benches, phones and trash receptacles.
VI. Design Standards for Streetscape, Circulation and Parking	B		Recycle facilities should be provided along planned routes. 1 Lanes should be striped and signed; 2 Commercial development should provide bike racks for customers and employees.
VI. Design Standards for Streetscape, Circulation and Parking	B		Vehicular circulation and parking design is the most impactful on the urban environment and should receive critical attention. 1 Residential areas should be protected from noise pollution and physical danger of excessive traffic. Modifying long, wide straight sections of streets eliminates the opportunity or temptation for vehicles to speed. 2 Uninterrupted grid streets in flat areas often result in monotonous vistas, Closure formed with planting and varied parking areas contains the streetscape creating a more comfortable environment. 3 Striping and lettering of left and right turn pockets and other directional indications on the pavement shall be reflective paint. 4 "No parking" and "handicapped" areas should be clearly marked and signed. 5 Concrete curbing should be provided around parking lot perimeters and landscaped areas to prevent forward roll by autos. Maximum overlay for stalls into landscape areas is 2 feet. 6 Open, unlandscaped parking areas are dull and unattractive, and generally have a deleterious effect upon their surroundings. Screening, by vegetation and low fences of headlight glare from autos, must be considered in the design of any public parking and auto circulation. Care should be taken not to obstruct views. 7 Standard parking stall sizes are: – Regular Spaces – 9' x 20' – Handicapped Spaces – 11' x 20'. Two percent (2%) of all spaces must be handicapped spaces. These spaces must be located nearest to entries or use. – Compact Spaces – 7 ½' x 15'. If over 50 spaces are included, up to 40% of these can be compact spaces. – Parallel Spaces – 8' x 24'

Table 4-7. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
			– RV/Bus/Truck Spaces – 10' x 40'. Spaces this size should be provided at key tourist recreational areas. Circulation dimensions in these areas need to be a minimum of 55'-60'. All stalls should be clearly and individually marked.
VII. Site Development/ Building Design Standards, Circulation, Parking and Loading Design			The non-residential land use can generate a need for customer, employee and truck parking. Each site is expected to provide adequate demand in accordance with the Zoning Ordinance. The site should be organized so that there can be a free flow of vehicles in and out of the site as well as easy access to the various activity areas. Loading and parking areas should be separated. Parking can be integrated with landscaped setbacks (where allowed by the zoning code) so that parking areas do not detract from the aesthetics.
VII. Site Development/ Building Design Standards, Circulation, Parking and Loading Design		1	Parking areas shall be screened from public streets by means of landscaping, wall, etc.
VII. Site Development/ Building Design Standards, Circulation, Parking and Loading Design		2	Visitor parking should be located at the entrance of the building and clearly marked.
VII. Site Development/ Building Design Standards, Circulation, Parking and Loading Design		3	Pedestrian access from the parking areas to structures shall be integrated into the site design. Parking areas and placement of bumper stops should be designed to facilitate sweeping operations and eliminate trash buildup.
VII. Site Development/ Building Design Standards, Circulation, Parking and Loading Design		4	Automobile parking shall be separated from loading areas and truck parking areas.
VII. Site Development/ Building Design Standards, Circulation, Parking and Loading Design		5	Loading areas should be located to the rear of the site fully screened from public view. When it is not possible to locate loading facilities at the rear of the building, loading docks and loading doors should no dominate the frontage and should be screened from the street by landscaping and shall be offset from driveway openings.
VII. Site Development/ Building Design Standards, Circulation, Parking and Loading Design		6	Parking garages lack visual interest if they have extensive rows of doors, blank walls or exposed vehicles. Arcades, staggered entrances and landscaping should be considered in the design of such structures.

Table 4-7. Existing Local Coastal Program Coastal Access Objectives and Policies

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

Coastal Access

Table 4-8. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
Chapter 2 Policy Summaries			
Section I Coastal Access	C	Objective	Adequate access to and along the coast shall be provided maintained.
Section I Coastal Access	C	1	New vertical access shall be constructed from Pacific street to the beach as follows (Chapter 2, Policy Group Summaries, Section I Coastal Access, Subsection C Objectives and Policies, Policy #1): ▪ Provide pedestrian access within Redevelopment Area public right-of-way at Fourth Street. ▪ Additional public pedestrian accessways from Pacific Street to The Strand between Tyson and Wisconsin will be provided in the vicinity of Pine and Ash Streets, unless access can be provided an average of every 500 feet by one of the following mechanisms:

Table 4-8. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
			1. Persons developing 70 feet or more of frontage along The Strand will be required to dedicate and construct new accessways, unless adequate access already exists less than 500 feet to the north and the south. 2. New visitor serving commercial establishments which provide an accessway may be allowed up to a 20% reduction in off-street parking, to the extent the adequate parking facilities on the bluff will be conveniently available to serve that commercial use. 3. The Community Development Commission (Redevelopment Agency) will provide accessways at any other points lacking adequate access, as fund to do so become available.
Section I Coastal Access	C	2	New public beach access shall be dedicated laterally along the sandy beach from Witherby street south to the city limits in conjunction with restoration of the beach or new private development, whichever occurs first.
Section I Coastal Access	C	3	In order to benefit property owners who are required to dedicate an accessway, the City has developed, as an implementing measure, the following bonus techniques: ▪ Allow density to be calculated on total lot area. ▪ Reduction of side yard setback requirements. ▪ Granting of a Park land dedication credit.
Section I Coastal Access	C	4	The City has adopted standards for the design, construction, maintenance and signing of existing and new accessways. Existing and new public accessways shall not be closed or converted to other uses without approval from the California Coastal Commission.
Section I Coastal Access	C	5	The City, in conjunction with the State Department of Fish and Game, shall continue its efforts to provide and maintain an adequate buffer zone between Buena Vista Lagoon and development along its shore. Such a buffer is necessary for the provision of public access and protection of the lagoon from adverse environmental impacts. The buffer zone shall be generally 100 feet in width as measured from the landward edge of the lagoon or existing riparian vegetation, whichever is more extensive. Within the buffer zone only passive recreation uses (such as walking, nature study, photography, small resource interpretive facilities and viewing areas) shall be allowed with no structures other than permitted by this policy and only very minor alteration of natural land forms or conditions for uses permitted by this policy.

Table 4-8. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
Section I Coastal Access	C	6	The Redevelopment Department in conjunction with the Oceanside Transit Center shall develop plans for a pedestrian underpass from the Oceanside Transit Center under the railroad tracks to facilitate access for beach users.
Section I Coastal Access	C	7	The bike path along Highway 76 shall be extended under I-5 and the railroad track to the river mouth on the south side of the San Luis Rey River if and when funds are available to do so.
Section IV San Luis Rey River Specific Plan	C	Objective	The City shall maximize public access in the San Luis Rey River and environs consistent with natural resource values.
Section IV San Luis Rey River Specific Plan	C	1	In order to enhance access in the river area, the City shall: ▪ Maintain the existing trail system on the north side of the river. ▪ If and when funds become available, establish a viewing area with interpretive signs on the south side of Capistrano Drive, across from Capistrano Park. ▪ Encourage passive recreation activities such as hiking, fishing and viewing. ▪ Where appropriate, require developers to participate in construction of on- and off-site site bicycle and pedestrian facility improvements.
Beach Accessways			
Standard No. 1	C	Objective	Vertical accessways to the shoreline should be located where there is sufficient beach area to safely accommodate public use, and should be distributed throughout an area to prevent crowding, parking congestion, and misuse of coastal resources. Accessways and trails should be sited and designed: ▪ to minimize alteration of natural landforms, conform to the existing contours of the land, and be subordinate to the character of their setting; ▪ to prevent unwarranted hazards to the land and public safety; ▪ to provide for the privacy of adjoining residences and to minimize conflicts with adjacent or nearby established uses; ▪ to prevent misuse of sensitive coastal resource areas.
Standard No. 2			Coastal access trails should not be located in areas of high fire or erosion hazard, unless the trail facility is designed and constructed in the manner that does not increase the hazard potential, or is required to correct abuse by existing access use. Access trails should not be located in areas hazardous to public safety, unless those hazards can be satisfactorily mitigated through project design.

Table 4-8. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
Standard No. 3			Access trails constructed on access easements should be no wider than necessary to accommodate the numbers and types of trail users that can reasonably be expected to use the trail. Trail width can vary from a minimum of 24 inches to a maximum of 10 feet or wider, depending on factors such as topography and proximity of the accessway to developed areas or major support facilities. Trails to accommodate both pedestrian and equestrian use should be a maximum of 70 percent (i.e., a 7-foot vertical drop for every 10 feet of horizontal distance). The preferred maximum gradient for access trails should not exceed 15 percent. The minimum overhead clearance for pedestrian trails should be 7 feet and 9 feet for equestrian trails. Wherever possible, appropriate wheelchair access to the ocean should be provided and ramps should be a minimum of 4 feet wide with a maximum gradient of 10 percent. Hard surfaces or beneath sand ramp materials should be provided in accordance with available technology and existing environmental conditions.
Standard No. 4			The design and placement of access trails should fully provide for the privacy of adjoining residences. Each vertical access easement in a residential area should be sufficiently wide to permit the placement of a trail and/or fencing and a landscape buffer as necessary to ensure privacy and security. Depending on local considerations in single-family residential neighborhoods, vertical accessways may be fenced on the property line and use-restricted to daylight hours.
Standard No. 5			Public access to sensitive coastal resource areas such as bluffs, wetlands tidelands or riparian habitat areas should be evaluated on a case-by-case basis, in conjunction with the State Department of Fish and Game. Such accessways should be designed and constructed as to avoid adverse effects on the resource and, where possible, enhance the resource.
Standard No. 6			Public accessways should conform to the following aesthetic considerations: ▪ structures shall consist primarily of wood and other natural materials while providing continuity with existing or proposed development in the vicinity. Rustic wood pilings and railroad ties are recommended where practical. However, in selecting construction materials, maintenance costs and susceptibility to vandalism should also be taken into account. ▪ facilities shall be located and designed to preserve natural vegetation; ▪ landscape planting shall be required as necessary to ensure public safety, the privacy of adjacent residential units and adequate screening of facilities;

Table 4-8. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
			▪ landscape screening such as dense shrubbery should be provided in lieu of fencing whenever feasible and adequate to provide public safety; ▪ new landscape vegetation shall be drought resistant and salt tolerant and shall require minimum care and maintenance. Such vegetation shall be compatible with the surrounding landscape.
Standard No. 7			Construction of accessways: ▪ where coastal access is currently available and construction of permanent access facilities is to take place, safe, interim access shall be provided, if feasible; ▪ construction of coastal access structures should take place expediently according to schedule. If for some reason completion is not possible as scheduled and work is halted, the site shall be made safe for the public and shall not be subject to erosion or other environmental degradation; ▪ during construction, the site shall be cordoned or fenced off from the public to prevent any injury; ▪ where bluffs exist, extreme care shall be taken to avoid and protect bluff areas not to be disturbed, including vegetation.
Standard No. 8			Within funding capabilities, the following regular maintenance shell be provided: ▪ regular trash pickup and garbage collection; ▪ painting or replacement of materials as needed; ▪ fertilizing, watering, pruning, weeding and replacement of plant materials and irrigation materials as needed; ▪ replacement materials shall be identical to original materials, unless otherwise approved.
Standard No. 9: Lateral Accessways			Definition: An area of land providing public access along the water's edge. Lateral accessways should be used for public pass and re-pass or recreational use. Specifications: Lateral accessways should be a minimum of 25 feet of dry sandy beach at all times of the year or should include the entire sandy beach area if the width of the beach is less than 25 feet. They should not extend further landward than the foot of an existing shoreline protective device or be closer than 10 feet to a residential structure. Where habitat values of the shoreline would be adversely impacted by public use of the shoreline, or where the accessway may encroach closer than 20 feet to a residential structure, the accessway may be limited to the right of the public to pass and repass along the access area. Where development poses a greater burden on public access, a larger accessway may be provided.

Table 4-8. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
Standard No. 10: Vertical Accessways			Location and Distribution: Lateral accessways should be located on all beachfront land to provide continuous and unimpeded lateral access along the entire reach of the sandy beach area or other usable recreational shoreline. Where topographic problems could be hazardous to public safety, access should be restricted. New public beach access shall be dedicated laterally along the sandy beach from Witherby Street south to the city limits in conjunction with the beach restoration project or new private development, whichever occurs first (LUP access policy #6) Definition: An area of land providing a connection between the first public road, trail, or use area nearest the coastal resource and the established lateral or blufftop accessway of publicly owned tidelands. A vertical accessway should be used for public pass and repass, or passive recreational use. Where the existence of fragile coastal resources and safety hazards warrant restricting such activities, the accessway may be limited to the right of the public to pass and repass along the access area. Specifications: Vertical accessways should be of sufficient width to accommodate the proposed type of access (i.e., vehicular, bicycle, pedestrian) and/or the placement of necessary improvements (e.g., stairs), but should be a minimum of 10 feet in width unless factors such as topography and proximity to developed areas pose restrictions. Additionally, the accessways should be adequately buffered through landscaping or other means deemed acceptable by the City. Location and Distribution**:** Vertical accessways should be established in all beachfront areas and should be evenly distributed and carefully located to the maximum extent feasible. Specifically, new vertical pedestrian access shall be provided to the Strand from Pacific Street at the following locations: ▪ Tyson Street ▪ Fourth, Fifth, and Eight Streets in conjunction with either adjoining private development or public development, whichever occurs first.
Standard No. 11: Upland Trails			Definition: An area of land providing public access above or inland from a coastal resource. An upland trail can also provide access from the first public road nearest the sea to a scenic overlook or another upland trail. An upland trail should be used for public pass and repass or passive recreational use. Specifications: The width of an upland trail will vary according to the amount of use and terrain.

Table 4-8. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
			Location and Distribution: Upland trails should be established along blufftop areas such as Pacific Street above The Strand, and in the vicinity of other coastal resources such as the Buena Vista Lagoon and San Luis Rey River. The primary objective of locating an upland trail is to provide continuous pedestrian and/or equestrian access for passive recreational use. Upland trails should not be located on geologically unstable blufftop areas on highly erosive soils.
Standard No. 15: Support Facilities			Definition: Those facilities that provide ease of public use and maintenance of coastal accessways. Such facilities include signs, benches, trash areas, bike racks, public telephones, restrooms and showers. Specifications: The following minimum support facilities shall be provided where funds allow: (a) SIGNS: Signs for each vertical accessway at the nearest public road and at the point of entry. Upland trails should be signed at every trail intersection and marked every mile if necessary to maintain the continuity of the trail in difficult terrain and wherever warranted to alert trail users about their responsibility to respect privacy and avoid trespass; (b) BENCHES: Benches or seating areas should be provided at the top of a stairway and where stairways are lengthy, on the landing where there is a view, along upland trails, and at vista points; (c) TRASH RECEPTACLES: Trash receptacles, adequate in size and design, shall be required and placed at regular intervals along trail routes, accessways, recreation areas, and vista points; (d) PICNIC TABLES AND SHELTERS: Picnic tables and shelters should be included where there is adequate public right-of-way in very close proximity to the beach or vista points; (e) PARKING AREAS: Each vertical accessway in an existing single-family residential area serving needs greater than those of the local neighborhood should include a minimum of 5 on or off-street public parking spaces or a transit stop within 100 feet of the accessway. Coastal access parking areas should provide at least one designated disabled parking space for every 20 spaces provided. Parking at vertical accessways that provide beach access for the disabled should designate at least one out of every five parking spaces for disabled persons. Parking lots should be provided with curb cuts leading to all adjacent walks, paths, or trails. Restrooms and other public service facilities should be accessible to wheelchair occupants. Facilities for the disabled should be conspicuously signed.

Table 4-8. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
			(f) BIKE PACKS, PUBLIC TELEPHONES, RESTROOMS AND SHOWERS shall be provided as funds allow in key recreation areas. Exceptions: It is the policy of the City of Oceanside to encourage innovative design of public accessways. In this light, projects offering creative, special design solutions to accessway development will be considered by the Planning Commission and City Council. Modifications to the standards set forth above may be permitted in such cases providing the design is aesthetically pleasing and in conformance with the Coastal Land Use Plan and all other state regulations governing accessway provisions.

Parking

Table 4-9. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
Chapter 2 Policy Summaries			
Section II Recreation and Visitor Serving Facilities, Parking	C	13	If existing beach parking is removed for any reason, one-to-one replacement parking shall be provided west of the railroad right-of-way.
Section II Recreation and Visitor Serving Facilities, Parking	C	14	Efforts shall be made to provide additional public beach parking facilities to serve anticipated future demand. Priority should be given for new parking facilities to serve the following locations (Chapter 2, Policy Group Summaries, Section II Recreation and Visitor Serving Facilities, Parking, Subsection C Objectives and Policies, Policy #14): ▪ Harbor Beach (some new parking recently completed). ▪ The beach area between Wisconsin and Witherby Streets. ▪ In the Redevelopment Area at the following general locations: – Ninth and Pacific Streets – Pocket parking at stub ends of Seventh and Eighth Streets – First Street and Strand – Pier and Strand – Wisconsin Street and Strand – Railroad and Third Street – Railroad and Sixth Street – Beach Community Center – Railroad and Tyson Street – Railroad and Wisconsin Street

Table 4-9. Existing Local Coastal Program Coastal Access Objectives and Policies

Section	Sub-section	Policy #	Objective/Policy
Section II Recreation and Visitor Serving Facilities, Parking	C	15	No new development on railroad right-of-way for any non-railroad operations purposes {other than public parking lots) shall occur until a Precise Plan for the area is approved by the commission. Said plan shall include designation of parking areas in locations generally consistent with Land Use Plan Policy 113 and an implementation plan for the parking areas.
Section II Recreation and Visitor Serving Facilities, Parking	C	16	Because of high cost of land along the immediate shoreline, the City shall attempt to locate new parking facilities at lower-cost landward areas, and link those parking areas to the beach by pedestrian access, public transit, and beach area vehicular drop off points.
Section II Recreation and Visitor Serving Facilities, Parking	C	17	Since Oceanside beaches serve a recreational need of primarily non-local persons, the City shall seek funding assistance from State of County agencies for acquisition and construction of new parking facilities.
Section II Recreation and Visitor Serving Facilities, Parking	C	18	The City shall require that all new residential development provides adequate on-site parking. In areas where beach parking demand is critical, parking requirements for new residential development shall be strictly enforced. Curb cuts for new development shall be held to a minimum to preserve existing on-street parking.
Section II Recreation and Visitor Serving Facilities, Parking	C	19	The City shall develop a contingency parking plan for the use of vacant lots and the railroad right-of-way during occasional peak overflows.
Section II Recreation and Visitor Serving Facilities, Parking	C	20	The joint use of parking facilities {night-only restaurants/ downtown offices which are closed on weekends) which are idle during peak beach usage periods shall be encouraged.
Section II Recreation and Visitor Serving Facilities, Parking	C	21	The City shall provide incentives (such as free or reduced price parking) to encourage beach users to utilize remote parking facilities, thereby relieving congestion within the immediate beach area.
Section II Recreation and Visitor Serving Facilities, Parking	C	22	In order to generate revenue, regulate beach parking, and to provide an incentive for remote parking, the City shall continue its graduated fee structure for beach parking. Fees collected at City-owned parking areas shall be used for maintaining and upgrading beach facilities.
Section II Recreation and Visitor Serving Facilities, Parking	C	23	The City shall continue to monitor beach usage and parking availability and adjust policies as needed.
Section II Recreation and Visitor Serving Facilities, Parking	C	24	All beach parking lots shall be clearly signed and identified for public use.

Chapter 5

SCENIC RESOURCES, RECREATION, AND VISITOR-SERVING FACILITIES

5.1 Existing Conditions

5.1.1 Visual Setting

The coastal zone's visual setting is characterized by a gradually sloping westward marine terrace bisected by major water courses.

Scenic Resources include the San Luis Rey River, Buena Vista Lagoon, Oceanside Harbor, Oceanside Pier, Oceanside Beaches and the Pacific Ocean.

View Corridors in the coastal zone include most east-west streets along the coast, The Strand, Pacific Street and Pacific Street Promenade, and Scenic Highway Corridors.

The coastal zone is also characterized by recreational facilities and visitor serving commercial developments.

The topography in Oceanside's coastal zone consists of a marine terrace that gradually slopes downward to the west and south and is bisected by the San Luis Rey River, Loma Alta Creek and Buena Vista Lagoon water courses. Generally, the portion of the terrace between the San Luis Rey River and Loma Alta Creek has a greater range in elevation than the area located south of Loma Alta Creek, referred to as South Oceanside. The San Luis Rey River and Buena Vista Lagoon offer significant areas of native vegetation and wildlife habitat and provide pedestrian amenities including trails and viewing areas. Loma Alta Creek offers minimal native vegetation and habitat areas because of historic channelization of the creek bed and placement of parking lots, outdoor storage sites, and housing directly adjacent to the water channel. Portions of Loma Alta Creek are not regularly maintained, further contributing to its visual deterioration. However, with state grant funding, the City of Oceanside (City) is pursuing wetland restoration in Loma Alta Slough, which is that portion of the creek situated between Coast Highway and the ocean.

Oceanside's street system in the coastal zone is designed on a grid pattern which allows public views of the ocean from several vantage points, including most east-west streets located in the 1-mile stretch between the San Luis Rey River and Oceanside Boulevard and west of the railroad, inland of the railroad, extending to Coast Highway and neighborhoods to the east, a number of east-west streets afford ocean views, though the extent and quality of these views vary considerably. Many ocean views are impeded by development, right-of-way improvements, and mature landscape. In some cases, east-west streets

that extend seaward from Coast Highway terminate at the railroad. The most expansive ocean views within the public right-of-way can be found along the Coast Highway Bridge over the San Luis Rey River, Pier View Way, Mission Avenue, Seagaze Drive, and Oceanside Boulevard. Generally speaking, ocean views along east-west streets diminish with distance from the coast. Higher elevations between San Luis Rey River and Loma Alta Creek provides a greater potential for public view corridors than in South Oceanside, where there is flatter topography and limited views along east-west streets.

Scenic and Visual Qualities (Coastal Act, 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 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.

There are three prominent north-south streets within the coastal zone: The Strand, Pacific Street, and Coast Highway. The Strand and Pacific Street are the only two streets that parallel the coast and offer significant ocean views. The Strand is a beach-level street that runs adjacent to the beach and provides a largely unobstructed view of the ocean. The view from Pacific Street is intermittent, with the area between Sportfisher Drive and Wisconsin Avenue offering the most expansive views. A portion of Pacific Street between Tyson Street and Wisconsin Avenue is designated as a linear park as further described in Section 5.15. Coast Highway is the major north-south backbone street within the coastal zone and provides a connection to I-5, the Oceanside Small Craft Harbor (Harbor) area and Camp Pendleton to the north, and the city of Carlsbad to the south. As such, Coast Highway serves as a gateway into the coastal zone. The Coast Highway corridor is largely characterized by single-story, strip commercial development with the exception of those areas around the Downtown District and the Harbor where the buildings are generally taller and development is more concentrated. Ocean views from Coast Highway are limited to intersections with east-west streets that extend to the coastal bluff.

The Harbor and Municipal Pier are iconic landmarks along the approximately 3-mile coastline and offer important views within the city's coastal zone.

5.1.2 Scenic Resources

The availability, quality, and character of public views of scenic resources in and around the coastal zone vary, based on a number of factors such as physical location, topography, intervening development and vegetation, viewing distance, etc. The scenic resources within Oceanside's coastal zone consist of both natural aesthetic resources and man-made landmarks as further described below.

Oceanside Beaches and the Pacific Ocean

Oceanside's coastline is characterized by almost 3.5 miles of sandy beaches along the Pacific Ocean. The beaches and the unobstructed views they provide of blue water ocean comprise one of Oceanside's most valued scenic resources. The beach is widest at the Harbor Beach area north of the San Luis Rey River and generally narrows as you move south. Segments of the beach, particularly along portions of the Strand and in the south Oceanside area contain large rock revetments.

San Luis Rey River

The San Luis Rey River is located within the northern portion of the coastal zone with the river's mouth just south of the Harbor. The river is a natural resource with significant areas of vegetation and wildlife habitat east of I-5. Within the coastal zone, public views of the River are available from Coast Highway and I-5 bridges over the San Luis Rey River, along with North Harbor Drive, North Pacific Street, Capistrano Drive, and SR-76. Views of the River are also available from the San Luis Rey River Trail, which runs along the south side of the San Luis Rey River from Neptune Way to points well inland of the coastal zone boundary.

Buena Vista Lagoon

Buena Vista Lagoon is the only freshwater lagoon in San Diego County, offering a rare habitat type (City of Oceanside 1985). The lagoon is one of the most significant natural aesthetic resources in Oceanside's coastal zone. The north shore of the Lagoon is within Oceanside and the south shore is in Carlsbad. The majority of the water body lies within Carlsbad. Development along the north shore is buffered from the waterfront by a steep embankment and vegetation. Natural landscape is more predominant on the north shore of the lagoon, with the south shore being more urbanized. Public views of Buena Vista Lagoon exist from I-5, Highway 78 and Coast Highway and at the terminus of Broadway Street and several residential streets along the north side of the Lagoon, east of Coast Highway.

Oceanside Small Craft Harbor

The Harbor is one of the most visited areas in Oceanside's coastal zone. The Harbor includes a marina and associated boating facilities. On the southern edge of the Harbor, there is a small commercial area reminiscent of a traditional seaport village, painted in bright colors. The Harbor also includes a small fishing pier, shaded picnic areas, a playground, and adjacent Harbor Beach. Existing public views of the Harbor are available from the bridge crossing the San Luis Rey River and the San Luis Rey River Trail, and looking west along North Harbor Drive and North Pacific Street.

Oceanside Pier

The Oceanside Pier was originally constructed in 1888 and most recently reconstructed in 1986. The pier is approximately 1,942 feet long, and is visible along the full length of the beach. Views of the Oceanside Pier are most prominent from the Pier Plaza Amphitheater, Pier View North Beach, and Pier View South Beach.

5.1.3 View Corridors and Scenic Highways

The coastal zone's grid street pattern allows public views of the ocean from several vantage points, including most east-west streets along the coast. **Figure 5-1** illustrates where view corridors exist and identifies the quality of

their views. The view corridors are characterized by the quality of their views as follows:

- Minimal – the ocean is not immediately discernible, the view does not extend laterally across the entire corridor (i.e. public right-of-way) and the public right-of-way does not extend through to the ocean.
- Limited – the view is significantly impeded by structures and/or other improvements and the view does not extend laterally across the entire corridor.
- Good – the view largely extends across the entire corridor and there are few impediments within the corridor.
- Exceptional – includes panoramic views and elevated vantage points.

Most of the view corridors are characterized as having "limited" or "minimal" quality of views of the ocean where existing vistas are blocked or obstructed by existing structures or other impediments. Views along Seagaze Drive, Mission Avenue, Pier View Way, Surfrider Way, and Costa Pacifica are characterized as having "good" quality views of the ocean. Existing public views at San Luis Rey River North and San Luis Rey River South are characterized as exceptional, providing elevated vantage points and panoramic views of the ocean, the San Luis Rey River, and the Harbor. Ocean views are also available along Pacific Street and the Strand, at beach access points, and from nearby highways, as described in further detail below.

The Strand

The Strand is located parallel to the ocean and extends from Breakwater Way on the north to Wisconsin Avenue on the south. A one-way street, the Strand includes a bike and pedestrian lane. The inland side of the Strand is lined with development, including single-family and multifamily housing and public recreational facilities. Accessed at Breakwater Way, Surfrider Way, Seagaze Drive, and Wisconsin Avenue, the Strand provides exceptional, unobstructed views of the beach and Pacific Ocean to all users (motorists, bicyclists and pedestrians).

Pacific Street and Pacific Street Promenade

Views from Pacific Street are intermittent, with the area between Oceanside Harbor and Wisconsin Street offering the most significant views of the Pacific Ocean and Oceanside Pier. There are small look-out areas with benches for the public to view the ocean and the height of development along the Strand has been limited so as to not obstruct views from Pacific Street at the top of the bluff. As properties on the Strand redevelop, ocean views from Pacific Street typically improve. Featuring enhanced paving, landscape, and bench seating, Pacific Street Promenade extends along the seaward side of Pacific Street from Surfrider Way to Wisconsin Avenue. Farther south, Pacific Terrace is an elevated sidewalk on the inland side of South Pacific Street between Cassidy Street and Eaton Street that provides views of the ocean over existing beachfront development at the street level.

Source: City of Oceanside 2018, SanGIS 2018, ESA 2018

Figure 5-1. View Corridors Summary Map

Beach Access Points

As mentioned previously, numerous public rights-of-way provide views of the beach and the ocean. In addition, there are a number of beach access points at the terminus of these public rights-of-way that also provide views of the beach and ocean. These beach access point views are also shown on **Figure 5-1**.

Scenic Highways

The California Department of Transportation has listed Interstate 5 (I-5) and State Route (SR) 76 as eligible for scenic designation. However, they are not officially designated as state scenic highways. The I-5 is a north-south freeway located within the very northern and southern portions of the coastal zone. Scenic resources from the I-5 bridge in the northern portion of the coastal zone include views of the Pacific Ocean, San Luis Rey River, and partial views of the Harbor. The I-5 also crosses over Buena Vista Lagoon in the southern portion of the coastal zone and offers lagoon views. SR-76 is an east-west highway, located in the northern portion of the coastal zone beginning at I-5 near the Harbor and extending east beyond the coastal zone boundary. The SR-76 offers views of the San Luis Rey River. Views of scenic resources from both I-5 and SR-76 are only available for a brief period of time and generally at high speeds.

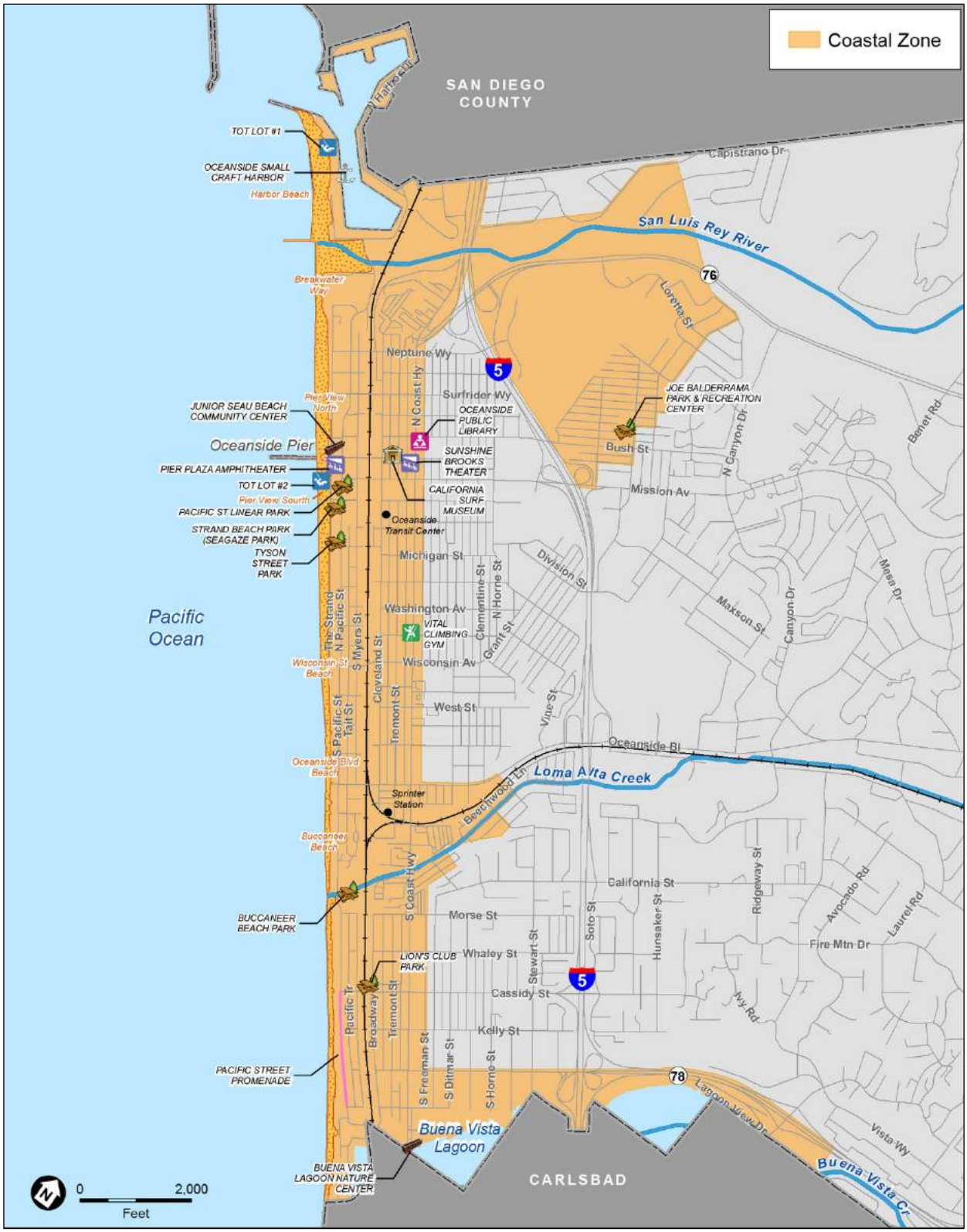
SR 78 is located in the southern portion of the coastal zone and provides views of Buena Vista Lagoon and ocean. Like I-5 and SR-76, views are available for a brief period of time and at high speeds.

5.1.4 Recreational Facilities and Support Facilities

Existing Recreational Facilities

Several types of recreational facilities are located within the coastal zone, including community parks, public beaches, and recreational facilities. Parks and beaches within the coastal zone are listed and described in **Table 5-1** and shown on **Figure 5-2**. There are approximately 3.5 linear miles of beach within the coastal zone, consisting of Harbor Beach, Breakwater Way, Pier View North, Pier View South, Wisconsin Street Beach, Oceanside Boulevard Beach, and Buccaneer Beach. In addition, there are approximately 9.5 acres of public parks within the coastal zone. **Table 5-1** provides a description of these beaches and parks, their sizes (where applicable) and support facilities.

There are several recreational/cultural facilities within the Oceanside coastal zone that are open to the public, including the Pier Plaza Amphitheater, Buena Vista Lagoon Nature Center, and the Oceanside Public Library. **Table 5-2** describes these facilities, which are also shown on **Figure 5-2**.



Source: City of Oceanside 2018, SanGIS 2018

Figure 5-2. Parks and Recreational Facilities

Table 5-1. Parks in Oceanside Coastal Zone

Park Name	Description	Park Type	Support Facilities	Acres
Tyson Street Park	This park is located along The Strand at Pacific Street and Tyson Street. The park is located adjacent to the beach, with beach access. There are direct views of both the ocean and the Oceanside Pier.	Community Park	Drinking fountain, picnic area, parking area, play equipment, restrooms	1.5
Buccaneer Beach Park	Originally named for its location near the Las Salinas Water Treatment Facility, this park changed its name in 1981 to match the name of Buccaneer Beach, which is located across the street.	Community Park	Barbeque, basketball court, drinking fountain, food service, multipurpose field, parking area, picnic area, play equipment, and restrooms.	4*
Strand Beach Park (Seagaze Park)	This park is located adjacent to and south of the Oceanside Pier. This park includes the Plaza Amphitheater and a covered picnic area.	Community Park	Covered picnic area, Plaza Amphitheater	0.5
Joe Balderrama Park	Originally named for its location in the eastside of the neighborhood, the park was renamed in 1967 for Joe Balderrama, a World War II soldier from Oceanside killed in Germany in 1944.	Community Center and Park	Barbecue, Basketball, Drinking Fountain, Horseshoes, Multipurpose Field, Parking Area, Picnic Area, Play Equipment, Restrooms, Tennis, Volleyball	3*
Lion's Club (John Frenzel) Park	Lion's Club Park is named after the Oceanside Sea Lions Club, who assisted in the development of the park. The park is located at the intersection of Cassidy Street and Broadway Street, adjacent to the railroad tracks.	Community Park	Barbecue, Drinking Fountain, Picnic Area	0.5*
Pacific Street Linear Park	This park is an enhanced sidewalk located on the west side of Pacific Street between Surfrider Way and Wisconsin Avenue and includes a wide curvilinear sidewalk with brick treatments, landscaping, benches, and views of the Pacific Ocean.	Community Park	Benches	-
Pacific Street Promenade	This is a raised trail/linear park located on the east side of Pacific Street between Cassidy Street and Eaton Street that provides views of the ocean.	Community Park	Stair access, landscaping	-

Table 5-1. Parks in Oceanside Coastal Zone

Park Name	Description	Park Type	Support Facilities	Acres
Harbor Beach	This is Oceanside's largest beach with picnic tables, Tot Lot #1, public restrooms and nearby amenities at the Harbor.	Beach	Lifeguard towers (12, 14, 16), public restrooms, picnic areas, play equipment, barbeque grills, gazebos, showers, volleyball courts, fire rings.	-
Breakwater Way Beach	Located south of Harbor Beach, this beach includes volleyball courts. The area near the San Luis Rey River's mouth is only open to surfers, and a sandbar is often formed at the river jetty.	Community Park	Playground, volleyball courts, lifeguard tower (Tower 8), public restrooms, and barbeque grills.	-
Pier View North Beach	Located north of the Oceanside Pier, this beach is sandy and less events are held here compared to Pier View South. During summer months, this area is closed to surfing.	Community Park	Volleyball courts and two lifeguard towers (Towers 2 and 4).	-
Pier View South Beach	This is Oceanside's most frequented beach, located adjacent to the Plaza Amphitheater and Pier. Surfing contests and events are held annually. No water activities are allowed within 100 feet of the pier. Tot lot #2 is located at this beach.	Community Park	Lifeguard towers (Tower 1 and 3), covered picnic tables, benches, barbeques, fire rings, restrooms, showers, play equipment, and vending machines.	-
Wisconsin Street Beach	Located at Wisconsin Street and The Strand, this beach is Oceanside's least frequented beach due to its narrow character. When the tide is high, water can come all the way to the rock revetment, leaving no beach. This area is open to all water activities.	Community Park	Restrooms, showers, public telephone, and a lifeguard tower (Tower 7).	-
Oceanside Boulevard Beach	Private homes face the beach all along the beachfront. During summer, this area is closed to surfers,	Community Park	Lifeguard tower (Tower 9) and a shower.	-
Buccaneer Beach	This is Oceanside's smallest beach with a lifeguard tower. The beach is located across the street from Buccaneer Park. During the summer months, this beach is closed to surfing.	Beach	Lifeguard tower (Tower 11)	-

Notes:

* *denotes acreages measured by the City of Oceanside, all others were determined through GIS or were not available as shapefiles to calculate.*

Source: City of Oceanside 2017a, City of Oceanside 1996

Table 5-2. Recreational Facilities in Oceanside Coastal Zone

Recreational Facility	Description
Pier Plaza Amphitheater	Located adjacent to the beach, this outdoor area includes an amphitheater looking out towards both the ocean and pier.
California Surf Museum	The California Surf Museum preserves the history of surfing, with surf-related memorabilia.
Sunshine Brooks Theater	The Sunshine Brooks Theater is a historic venue dating back to 1936. The venue is managed by the Oceanside Theater Company.
Buena Vista Lagoon Nature Center	Run by the Buena Vista Audubon, this nature center was built in 1987. The center includes a second-story view deck looking toward the lagoon. The center hosts educational programs.
Oceanside Small Craft Harbor	The Harbor includes boating facilities, including boat rentals, washdown areas, tackle sales, boat repair, boat docks, boat slips, and launching ramps. The Harbor also includes a convenience store, restaurants, restrooms, showers, overnight lodging, and multiple parking lots.
Junior Seau Beach Community Center	The community center is located below the Oceanside Pier, and includes a gymnasium, meeting room, kitchen, and stage.
Tot lot #1	Located at Harbor Beach in between the Harbor and the ocean, this tot lot sits on the sand, consisting of a playground adjacent to restrooms.
Tot lot #2	This tot lot is located south of the pier in the sand at Pier View Way South Beach. The tot lot includes two playground areas.
Oceanside Public Library	The library includes a book database, study and meeting rooms, computer services, and holds programs for all ages.
Joe Balderrama Recreation Center	This center is a 12,000-square-foot facility designed to meet the needs of the Eastside Community. Included in the facility are an auditorium with a stage and kitchen, game/activities room, four multi-purpose/meeting rooms and two courtyards. Approximately 100,000 annual participants take advantage of the many activities and special events offered at the center. Activities include daily childcare, after-school programs, teen programs, a variety of youth sports, dance, fitness and educational classes, day camps and community-wide special events (Halloween Carnival, Spring Egg Hunt, Day in the Park, etc.).
City of Oceanside Pier	At 1,942 feet, the Oceanside Pier is one of the longest wooden piers on the West Coast. The pier is adjacent to Plaza Amphitheater, and is the backdrop to many public events.

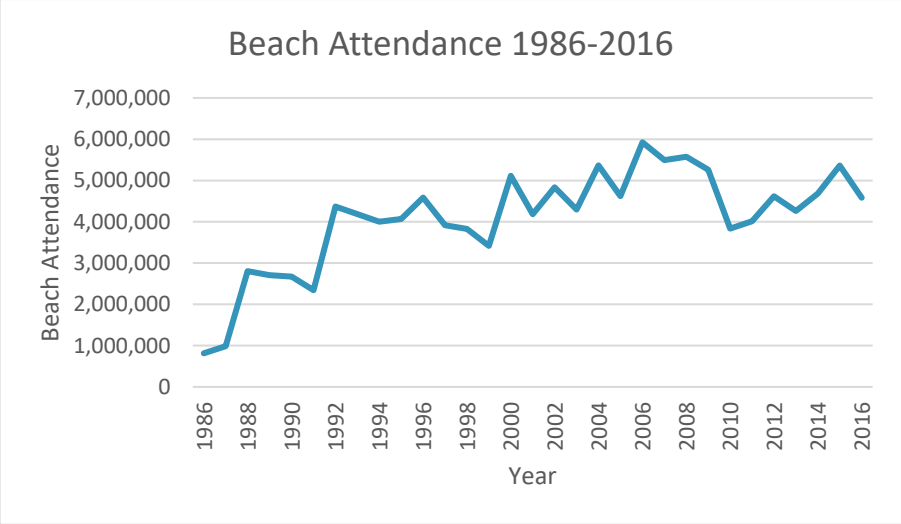
Several special events are held annually in the coastal zone, drawing in many tourists and locals alike. These events include surfing contests, art walks, races, and cultural celebrations, as listed in **Table 5-3**. Several organizations hold these events throughout the year, including but not limited to the Chamber of Commerce, Main Street Oceanside, and the City of Oceanside Parks and Recreation Department. These large scale events largely occur at the Oceanside Pier, Harbor and Downtown District.

Table 5-3. Special Events in Oceanside Coastal Zone

Event Name	Average Attendance	Frequency	Time of Year	General Location
Oceanside Sunset Market and Farmers Market	3,000-5,000	Weekly	Year-round	Downtown Oceanside
WSA Surfing Championships	500	Annual	March	Harbor
Earth Day Festival	5,000	Annual	April	Oceanside Pier
Ironman 70.3 Oceanside	20,000	Annual	April	Oceanside Pier
Oceanside Days of Art	2,000	Annual	April	Downtown Oceanside
Beach Soccer Championships	10,000	Annual	May	Harbor
Oceanside Festival of Color	800	Annual	May	Oceanside Pier
Race Across America	2,000	Annual	June	Oceanside Pier
94.9 Concert Series	4,000	Annual	June	Oceanside Pier
Independence Parade	5,000	Annual	July	Downtown Oceanside
Surfergirl Pro	20,000	Annual	July	Oceanside Pier
Samoan Cultural Celebration	Not available	Annual	July	Oceanside Pier
Oceanside International Film Festival	Not available	Annual	August	Downtown Oceanside
Oceanside Longboard Surfing Contest	Not available	Annual	August	Oceanside Pier
Labor Day Swim	Not available	Annual	September	Oceanside Pier
Tiki Swim	Not available	Annual	September	Oceanside Pier
Oceanside Harbor Days	15,000	Annual	September	Harbor
North County Pride by the Beach	2,000	Annual	October	Downtown Oceanside
O'side Turkey Trot	10,000	Annual	November	Civic Center Plaza
Parade of Lights	3,000	Annual	December	Harbor

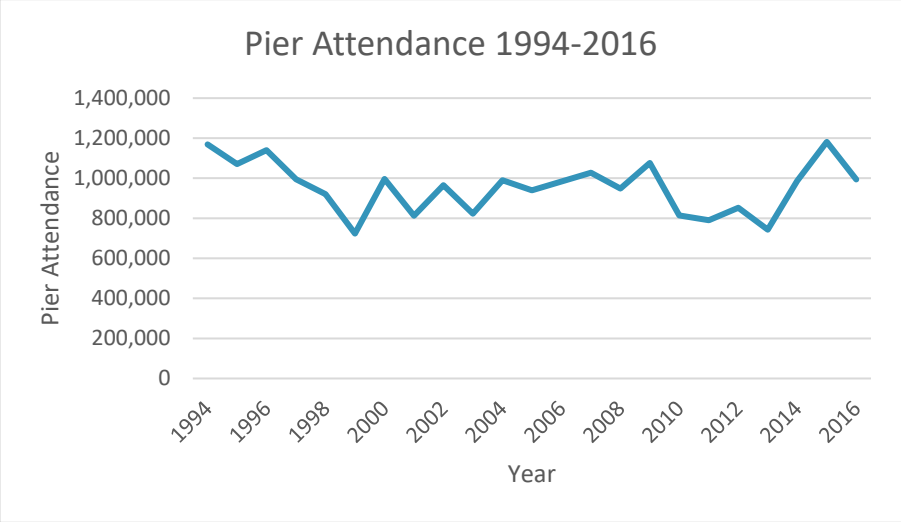
Source: Visit Oceanside 2017a, City of Oceanside 2017d

Oceanside's beach is a major tourist draw and amenity for Oceanside locals. As shown in **Figure 5-3**, beach attendance has dramatically increased since the late 1980s, when attendance was recorded as 813,790 people, to its peak in 2006, when attendance was recorded as 5,925,270 people. Oceanside's Pier also attracts a large amount of tourists and locals due to recreation and special event activities. Attendance of Oceanside's Pier has varied since the early 1990s, ranging from a low of 723,600 people in 1999, to a peak of 1,181,550 people in 2015, as shown in **Figure 5-4**.



Source: City of Oceanside 2018.

Figure 5-3. Beach Attendance 1986-2016



Source: City of Oceanside 2018.

Figure 5-4. Pier Attendance 1994-2016

Park and Recreation Facility Standards and Deficiencies

The City of Oceanside has a facility standard of providing 5 acres of developed "community park" per 1,000 residents within the city (City of Oceanside 2002). This parkland standard is intended as a guideline for application citywide rather than within smaller areas of the city, such as the coastal zone. The 1996 Parks Master Plan (currently undergoing an update, see Section 5.2.2 for more detail) also established a service radius (0.5 miles or 2 miles) for certain public parks or recreation elements to ensure that park amenities are available within a reasonable distance of all residences (City of Oceanside 1996).

5.1.5 Visitor-Serving Facilities

Visitor-serving facilities in the coastal zone include overnight accommodations, such as hotels, motels, and RV parks, as described in more detail in **Table 5-4**. Due to the demand for overnight accommodations in Oceanside's beach area, residential units sometimes serve as short-term/vacation rentals instead of permanent housing. Hotels and motels in the coastal zone are typically located in the Downtown District in close proximity to the Harbor. There are two RV parks located along the Coast Highway corridor (Paradise by the Sea Beach RV Resort and Oceanside RV Park).

A market assessment was completed in 2014 for the Oceanside Coast Highway Corridor Study, and in 2017 for the city as a whole, which assessed employment land uses and evaluated the city's competitive economic position with respect to attracting business, retail sales, and employment (KMA 2014, KMA 2017). According to the 2017 study, hotels in Oceanside have a 70 percent occupancy rate, with an average daily rate of $109, as shown in **Table 5-5**. When compared to nearby jurisdictions, the city experienced a lower average daily rate, just behind the cities of San Clemente ($122), San Diego ($160), and Huntington Beach ($190). This means that hotel rooms in Oceanside are relatively affordable.

According to the 2014 study, many of the existing hotels along Coast Highway within the coastal zone are outdated with limited service facilities (KMA 2014).

In addition to overnight accommodations, there are a number of commercial uses that serve the needs of visitors to the coastal zone, including restaurants, cafes, bars, retail shops, theaters, and gas stations. Most visitor-serving commercial uses are concentrated along the Coast Highway corridor but can also be found along Mission Avenue, Wisconsin Avenue, and at the Harbor. There are a limited number of grocery stores and drug stores within the coastal zone, and only one anchored shopping center (the Ocean Place Cinemas at Coast Highway and Mission Avenue) (KMA 2014). In 2014, visitor spending in the city was over $259 million, which directly supported 2,850 local jobs and generated over $8.1 million in local tax receipts (KMA 2017).

Table 5-4. Overnight Accommodations in and near the Oceanside Coastal Zone

Name	Description	# of Rooms/ RV spaces	In the Coastal Zone	Within 5 miles of the Coastal Zone
Oceanside RV Park	Economy	141 spaces	X	
Paradise by the Sea Beach RV Resort	Economy	102 spaces	X	
Beachwood Motel	Economy	30	X	
Best Western Plus Oceanside Palms	Upper middle	114	X	
Coast Inn Motel	Economy	27	X	
Days Inn Oceanside	Economy	80	X	
Harbor Inn & Suites	Economy	28	X	
Holiday Inn Oceanside Camp Pendleton Area	Upper middle	110	X	
La Quinta Inns & Suites San Diego Oceanside	Mid-scale	41	X	
Motel 6 Oceanside Marina	Economy	62	X	
Oceanside Marina Suites	Upper Middle	57	X	
Rodeway Inn Oceanside	Economy	80	X	
Springhill Suites San Diego Oceanside Downtown	Upper Middle	149	X	
Comfort Suites Oceanside Marina	Upper middle	71	X	
Best Western Oceanside Inn	Mid-scale	80	X	
Ramada Oceanside	Mid-scale	68	X	
Motel 9	Economy	47	X	
Oceanside Inn & Suites	Economy	25	X	
Travelodge Oceanside	Economy	77	X	
Inns of the Corps Pendleton Pacific Views Lodge	Upper middle	69		X
Quality Inn & Suites Oceanside Near Camp Pendleton	Mid-scale	63		X
Extended Stay America San Diego Oceanside	Economy	101		X
Motel 6 Oceanside	Economy	135		X
Marty's Valley Inn	Economy	106		X

Source: Visit Oceanside 2017b

Table 5-5. Average Cost and Occupancy Rate of Hotel Rooms in Oceanside and Other Coastal Communities

	Oceanside	Carlsbad	City of San Diego	Huntington Beach	San Clemente
Average Daily Rate	$109	$104	$160	$190	$122
Occupancy Rate (%)	70%	72%	79%	76%	70%

Source: Keyser Marston Associates, September 2017

A desktop analysis was conducted using Google Street View and SanGIS data to identify commercial developments that are visitor-serving on parcels classified by SanGIS data as being in commercial use. Individual tenants and commercial developments were counted and categorized according to the categories identified in **Table 5-6** below. This represents a general approximation of the number of visitor-serving developments present in the coastal zone as of January 2018.

Table 5-6. Visitor-Serving Commercial Developments in Oceanside Coastal Zone

Type	Number of businesses	Key Neighborhood
Eating and drinking establishments	90	Downtown District and South "O"
Specialty shops and personal services	120	Downtown District and South "O"
Food and beverage retail sales	15	Downtown District and South "O"
Sports and recreation (private fitness facilities)	18	Downtown District and South "O"
Entertainment	3	Downtown District
Auto-oriented uses (auto sales and repair, gas station)	55	Coast Highway Corridor north of South "O"

Source: ESA, 2018

The City of Oceanside has several adopted plans that include policies that seek to provide adequate community facilities, including park and recreation facilities and visitor-serving commercial facilities.

5.2 Adopted Plans

5.2.1 Oceanside General Plan: Land Use Element

The Land Use Element of the City of Oceanside's General Plan identifies the type and location of future land uses within the city. The land uses identified in the Land Use Element also reflect the community's goals for its future form and character. The element establishes objectives and policies that seek to ensure "…preservation and improvement of the environment, values, aesthetics, character, and image of Oceanside as a safe, attractive, desirable, and well-balanced community" (Goal I Community Enhancement). In addition,

the City has an objective to "promote and preserve a balance of successful markets and services in aesthetic, people-oriented associations…", including commercial and visitor-serving facilities (Objective 2.2 Commercial Development).

5.2.2 Oceanside General Plan: Community Facilities Element

The Community Facilities Element of the City of Oceanside's General Plan addresses the community's need for public services and facilities. The Community Facilities Element establishes objectives and policies that seek to ensure adequate community facilities management, parks and recreation facilities, and long-term policy direction for the Downtown District.

5.2.3 Parks Master Plan

The Parks Master Plan identifies park facilities throughout the city of Oceanside, establishes goals and policies, identifies park facility standards based on a ratio of park acreage to population and a service radius, and identifies park improvements. The City has initiated an update to the 1996 Parks Master Plan. The update will focus on identifying improvements to existing park and recreational facilities that address emerging trends (e.g., increasing demand for pickleball facilities) rather than creation of new park facilities.

5.3 Planned Improvements

Planned improvements in the coastal zone include upgrades to the Coast Highway Corridor, Buccaneer Park, and Pier Amphitheater.

5.3.1 Recreational Facilities and Support Facilities

Oceanside Coast Highway Corridor Study

In 2014, the City of Oceanside initiated a study and design project for street improvements along Coast Highway and preparation of a voluntary zoning overlay called the Coast Highway Development Incentive District. The intent of the District is to provide incentives that will encourage redevelopment within the Corridor, including incentives to provide open space, public parking, and active commercial spaces within specified areas of the Incentive District project area (see Chapter 2, Section 2.3.1 for more details).

Buccaneer Beach Park

As part of the La Salina decommissioning project (see Chapter 3 Public Works), Buccaneer Park would see improvements to its surface parking lot, restrooms, and concession stand, and parking opportunities north of the Loma Alta Creek. Access to the Coastal Rail Trail will also be provided along the north side of Loma Alta Creek. Community meetings are currently being held for public input on improvements to Buccaneer Park.

Pier Amphitheater

The City is planning to remodel the historic restroom facilities to house a police station, and install a new one-story building to house new restroom

facilities, a beach maintenance office, and a police garage. The existing lift station will be relocated and upgrades will be made to the beach access from Mission Avenue, the plaza, and the parking lot. Construction is pending funding.

Joe Balderrama Park and Recreation Center

The City is planning to upgrade the park facilities mainly in response to community and safety concerns. Improvements are expected to include an alternative layout and design of the park site facilities (e.g., playground areas, picnic and outdoor dining areas, handball courts, and horse shoe pits), upgrades to the park lighting system, upgrades to the landscape and irrigation system, and ADA compliance-related improvements. Improvements to existing buildings are not being considered at this time.

Parking Support Facilities in South "O" Neighborhood

The City is planning to install a parking lot south of Cassidy Street on Pacific Street to alleviate existing limited parking supply for recreational facilities within the South "O" neighborhood. Currently, vehicles are parking within the NCTD railroad's unimproved right-of-way south of Cassidy Street.

5.3.2 Visitor-serving Facilities

The plentiful supply of destination places and tourist attractions (i.e. beaches, Pier, and Harbor) in and around the coastal zone occasion a high demand for hotels (KMA 2017). As the number of visitors to the county is experiencing an increase (33.8 million in 2014 and 34.3 million in 2015), the city will continue to benefit with travel-associated development. The development of the Downtown District, with its mix of uses (retail, office, residential), in conjunction with the city's coastal location and inland attractions (e.g., Mission San Luis Rey, Heritage Park, El Corazon Park), will drive growing demand for new hotel rooms in the near-, mid-, and long-term.

Currently, there are 1,865 hotel rooms in the city (including 1,146 rooms in the coastal zone, refer to **Table 5-4**) with nearly 1,100 additional rooms planned (KMA, 2017). The City's citywide goal is to increase Transient Occupancy Tax revenue by adding 100 additional rooms per year (KMA, 2017). Projected total hotel room demand through 2030 generally within the coastal zone could range from a low estimate of 1,540 new rooms to a high estimate of 1,930 new rooms (KMA 2014).

Projected retail and restaurant demand through 2030 generally within the coastal zone could range from a low estimate of 157,000 square feet to a high estimate of 265,000 square feet (KMA 2014). As of April 2018, there are a number of coastal development permits for visitor-serving commercial developments currently under review, including one eating and drinking establishment (a brewery), two food and beverage retail sale facilities (Starbucks and the Market on Mission) two sports and recreation facilities (two private fitness facilities), one entertainment facility (boat charter kiosks),

and three specialty shops and personal services (Oceanside Jewelers, a pawn shop, and a tattoo shop).

Table 5-7 shows the recently completed and currently proposed hotel projects in the city of Oceanside as of January 2017 (KMA 2017).

Table 5-7. Planned Hotel Projects

Project	Rooms	Status	Location
The Inns at Buena Vista Creek	426	Application on File	Within 5 miles of the coastal zone
Holiday Inn Highway 76	90	Application on File	Within 5 miles of the coastal zone
Pier View Boutique Hotel	N/A	Application on File	Within coastal zone
Hyatt Place	127	Entitled	Within coastal zone
1010 Oceanside/Belvedere	124	Entitled	Within 5 miles of the coastal zone
Beach Resort Hotel	389	Entitled	Within coastal zone
Dolphin Hotel	28	Under Construction	Within coastal zone
Springhill Suites	149	Completed	Within coastal zone

Source: KMA 2017

5.4 Coastal Policies

The Coastal Act and the existing Local Coastal Program Land Use Plan identify policies that promote visitor-serving recreational facilities and protect existing scenic and visual qualities.

This section includes policies from the Coastal Act and the City's existing certified LCP Land Use Plan that relate to scenic resources, recreation, and visitor-serving facilities. The policies listed below are provided verbatim and have not been revised in any manner. As part of the LCP Update, the City will conduct a thorough policy review and identify those that should be carried forward, modified, or deleted based on their applicability to the current and anticipated future conditions of Oceanside's coastal zone. Policies will be reviewed for consistency with other City-adopted policy documents and compliance with the Coastal Act. Policies will also be reviewed for clarity, capacity for effective implementation, and to ensure they are reflective of the direction provided by the Oceanside community, stakeholders, and City-elected and appointed officials.

5.4.1 Coastal Act Policies

- Lower-cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

  The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for

overnight room rentals in any such facilities. (*Chapter 3, Article 2 Public Access, Section 30213*)

- Coastal areas for water-oriented recreational activities that cannot be readily provided at inland water areas shall be protected for such uses. (*Chapter 3, Article 3 Recreation, Section 30220*)
- Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area. (*Chapter 3, Article 3 Recreation, Section 30221*)
- The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry. (*Chapter 3, Article 3 Recreation, Section 30222*)
- Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible. (*Chapter 3, Article 3 Recreation, Section 30223*)
- 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 new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land *(Chapter 3, Article 3 Recreation, Section 30224)*
- Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry. (*Chapter 3, Article 4 Marine Environment, Section 30234*)
- The economic, commercial, and recreational importance of fishing activities shall be recognized and protected. (*Chapter 3, Article 4 Marine Environment, Section 30234.5*)
- 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. (*Chapter 3, Article 6 Development, Section 30251*)

5.4.2 Existing Local Coastal Program Land Use Plan Policies

Scenic Resources

Table 5-8. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Chapter 2 Policy Summaries			
Section IV San Luis Rey River Specific Plan	C	Objective	New development shall be sited and planned in a manner which utilizes the San Luis Rey River environs to the fullest, but retains the aesthetic and resource values present.
Section IV San Luis Rey River Specific Plan	C	1	In order to enhance access in the river area, the City shall: ▪ Maintain the existing trail system on the north side of the river. ▪ If and when funds become available, establish a viewing area with interpretive signs on the south side of Capistrano Drive, across from Capistrano Park. ▪ Encourage passive recreation activities such as hiking, fishing and viewing. ▪ Where appropriate, require developers to participate in construction of on- and off-site site bicycle and pedestrian facility improvements.
Section IV San Luis Rey River Specific Plan	C	6	In addition to the provisions of the Zoning Ordinance, the City shall regulate erection of on-site signs in the river area as follows: ▪ Require any free-standing signs to be constructed of wooden and/or masonry materials with external illumination, not to exceed 6 feet in height. ▪ Prohibit any signs which would detract from the visual quality of the area and cause excessive glare or annoyance to surrounding properties.
Section IV San Luis Rey River Specific Plan	C	12	New development in the river area shall be designed to be subordinate to the natural environment. Design themes which complement the natural setting and history of the area are encouraged. Such themes include rustic (using roughhewn wood, pitched roofs, heavy beams, etc.), Spanish or Early California Mission design.
Section VI Visual Resources and Special Communities	C	Objective	The City shall protect, enhance, and maximize public enjoyment of coastal zone scenic resources.

Table 5-8. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Section VI Visual Resources and Special Communities	C	Objective	The City shall, through its land use and public works decisions, seek to protect, enhance, and restore visual quality of urban environment.
Section VI Visual Resources and Special Communities	C	1	In areas of significant natural aesthetic value, new developments shall be subordinate to the natural environment.
Section VI Visual Resources and Special Communities	C	3	All new development shall be designed in a manner which minimizes disruption of natural land forms and significant vegetation.
Section VI Visual Resources and Special Communities	C	4	The City shall maintain existing view corridors through public rights-of-way.
Section VI Visual Resources and Special Communities	C	5	The City shall encourage development of viewing areas at the Pacific Street Linear Park, the Buena Vista Lagoon Fishing area (provided by Eaton Hill developers) and from the frontage road between Highway 78 and the inland portion of Buena Vista Lagoon.
Section VI Visual Resources and Special Communities	C	6	Open space buffers or greenbelts shall be provided along major scenic corridors.
Section VI Visual Resources and Special Communities	C	7	Development of sandy beach areas shall be restricted to those uses which are directly supportive of beach usage, such as restrooms, lifeguard towers, and recreational equipment. Any such structures should minimize view blockage and be durable yet attractive.
Section VI Visual Resources and Special Communities	C	8	The City shall ensure that all new development is compatible in height, scale, color and form with the surrounding neighborhood.
Section VI Visual Resources and Special Communities	C	9	In areas where a change to a more intensive use is proposed, adequate buffers or transition zones (such as increased setbacks, landscaped barriers, or decorative walls) shall be provided.
Section VI Visual Resources and Special Communities	C	10	The City shall encourage consolidation of small, narrow frontage lots as a means of achieving better design.
Section VI Visual Resources and Special Communities	C	11	The City shall encourage variety, creativity, and site-responsive design for all new development.

Table 5-8. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Section VI Visual Resources and Special Communities	C	12	The City shall support enhancement of the streetscape of the major tourist corridors through Oceanside (Hill Street and Mission Avenue) using the following features: ▪ Attractive and functional street furniture (benches, light standards, trash containers). ▪ Paving treatment such as stamped concrete or brick. ▪ Abatement of non-conforming signs. ▪ Intensive "pockets" of landscaping. ▪ Renovation of building facades. ▪ Undergrounding of utilities.
Section VI Visual Resources and Special Communities	C	13	New development shall utilize optimum landscaping to achieve the following effects: ▪ Accent and enhance desirable site characteristics and architectural features. ▪ Soften, shade and screen parking and other problem areas. ▪ Frame and accent coastal views. ▪ Create a sense of spaciousness, where appropriate. ▪ In areas where significant natural vegetation exits, replant, as appropriate, developed areas with native drought-tolerate species.
Section VI Visual Resources and Special Communities	C	14	In areas where significant "theme" architecture has been established, the City shall encourage continuation of this theme. Such theme areas include: ▪ St. Malo (and vicinity) – French Provincial Style ▪ South Hill Street – Creative use of wall murals, with "beach" motif and muted colors (examples: Unique Expressions, Brother's Three, and Oceanside Fish Market). ▪ Buena Vista Lagoon – Rustic rough sawn wood exteriors, with pitched roofs and heavy beams.
Section VI Visual Resources and Special Communities	C	15	Development on The Strand shall remain below the height of the bluff, as provided for in Proposition A, which was approved by the voters in April 1982.

Table 5-8. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Beach Accessways			
Standard No. 12: Vista Points			Definition: An area of land that provides the public a unique or unusual view of the coast. Specifications: Vista points should be considered an access destination, and access trails and support facilities provided where appropriate as determined by the use and location of the overlook area. Vista points should be accessible from a public road of from an upland trail. Support facilities can vary from a public road of from an upland trail. Support facilities can vary from a minimum of an automobile turnout, parking spaces, trash receptacles, and fencing as appropriate to protect private property and public safety, to a fully developed roadside rest area. Vista points should include features to enhance access by disabled persons such as guardrails, curb cuts, and wheelchair ramps from parking areas to the overlook area. Location and Distribution: Vista points should be established on parcels that are accessible to the public road or an upland trail. Overlooks should be located on promontories or other areas that would provide vistas of a unique or unusually beautiful portion of the coastline. Once such a vista point is established, either b prior use or by designation in the coastal land use plan, scenic easements or surrounding parcels should ensure that permitted structures will not block or in any way diminish the view from these areas. If and when funds become available, a vista point should be established on the south side of Capistrano Drive, across from Capistrano Park (LUP SLR River policy #1b)
Standard No. 13: View Corridors			Definition: A view corridor is an unobstructed line of view to be preserved for passing motorists, pedestrians and bicyclists from the nearest public road to the open, lagoon or other scenic landscape. Specifications: View corridors should be considered as "visual access" and an integral part of coastal access. Open space buffers o greenbelts should be provided along major view corridors. Efforts should be made to integrate view corridors with vertical access points whenever possible. Location and Distribution: Because of the recreational and scenic value of the coastal landscape, view corridors should be provided wherever possible, along linear greenbelts or internal streets. In the event of proposed new development or redevelopment, structures should be sited so as to protect existing view corridors and/or provide new corridors.

Table 5-8. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Coastal Development Design Standards			
III. Overall Objectives		1	The City shall protect, enhance and maximize public enjoyment of the coastal zone scenic resources.
III. Overall Objectives		2	The City shall, through its land use and public works decisions, seek to protect, enhance and restore the visual quality of the urban environment.
III. Overall Objectives		3	The City shall maximize the use of recreation areas for recreation purposes.
III. Overall Objectives		4	The City shall encourage a continuing awareness of the long term effects of the physical forms of individual projects on the overall image of Oceanside.
IV. Preserving and Creating Views			The visual orientation to the Pacific Ocean is a major identity factor for the city of Oceanside. Traditional view corridors should be preserved and reinforced in the placement of buildings and landscaping. Additionally, some views not presently recognized, deserve consideration in the design and location of further coastal improvements.
IV. Preserving and Creating Views, Removing Obstructions	A	1	No fencing, signage, planting, or structures should be placed in a way that will obstruct a view corridor. (Maintain existing view corridors through public rights-of-way.)
IV. Preserving and Creating Views, Removing Obstructions	A	2	Visibility of major destinations and other orientation points should be enhanced through signage, planting and upgrading of site and structure design.
IV. Preserving and Creating Views, Removing Obstructions	A	3	Proposed new development should consider surrounding views when designing building height.
IV. Preserving and Creating Views, Framing/ Directing Views	B	1	Fencing, signage, planting and structures shall be placed in a way that 'frame' a view and enhance it, directing the observer's eye to the view.
IV. Preserving and Creating Views, Framing/ Directing Views	B	2	Street rights-of-way carried through to the water and views along the waterfront provide a desirable sense of contact with the water.
IV. Preserving and Creating Views, Screening of Unpleasant Views	C	1	Trash bins, utility equipment, parking lots should be screened or softened by attractive fencing and/or planting
IV. Preserving and Creating Views, Screening of Unpleasant Views	C	2	Remove or obscure distracting, cluttering elements.

Table 5-8. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
V. Preserving the Past			The Coastal Development Design Standards concern both new development and preservation of older buildings. Human needs include a sense of time and place in connection with the history of a neighborhood. Any successful development must recognize the positive attributes of the existing neighborhood and seek to enhance the established living environment.
V. Preserving the Past		1	Ensure that all new development is compatible in height, scale, color and form with the surrounding neighborhood.
V. Preserving the Past		2	Promote harmony in the visual relationship and transitions between new and older buildings.
V. Preserving the Past		3	Promote efforts to achieve high quality of design for buildings to be constructed at prominent locations.
V. Preserving the Past		4	Use care in remodeling of older buildings in order to enhance rather than weaken the original character of such buildings.
V. Preserving the Past		5	Buildings are seen together as a total effect that defines the city/neighborhood. Emphasize this special character further through distinctive landscaping and other features.
V. Preserving the Past		6	Recognize natural boundaries of neighborhoods and promote connections/transitions.
V. Preserving the Past		7	Preserve notable landmarks and areas of historic, architectural, or aesthetic values and promote the preservation of other buildings and features that provide continuity with past development. Improvement of the neighborhood environment increases personal safety, comfort, pride and promotes further enhancement opportunities.
V. Preserving the Past		8	Provide buffering for residential neighborhoods from heavy traffic or other undesirable intrusions when they cannot be avoided otherwise.
V. Preserving the Past, Accenting Views	D	1	Design of buildings, streetscape, planting and the attractive use of lighting at night should enhance already existing views of create new views where no view previously existed, such as the view created by the development of an attractive building.
V. Preserving the Past, Accenting Views	D	2	A consistent commercial façade on neighborhood shopping streets will give definition to these areas and promote legitimate activity.
VI. Design Standards for Streetscape	A		Scale: Richly detailed facades enhance the character of the street by giving it greater visual variety. Such detail often reduces building facades and textures to a more human scale and makes the street a pleasanter environment.

Table 5-8. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
VI. Design Standards for Streetscape	A	1	Pedestrian scale can be achieved at the base of large vertical building surfaces by the use of arcades, by emphasizing horizontal divisions, surface textures and other architectural details.
VI. Design Standards for Streetscape	A	2	Building forms can be designed to respect and improve the integrity of open spaces and other public spaces.
VI. Design Standards for Streetscape	A	3	Relate the height of buildings to important attributes of the city pattern and to the height and character of surrounding development.
VI. Design Standards for Streetscape	A	4	Wide streets with low and/or scattered buildings are poorly defined and do not contribute to an orderly city image. Varied width streets with building setbacks that relate spatially to the street are more desirable.
VI. Design Standards for Streetscape	A	5	Landscaping should be designed to relate to the people walking through planted areas. Layering and canopy effects should be used to create spatial quality.
VI. Design Standards for Streetscape, Landscaping, Pavement and Textures	C		The use of appropriate plant material and consideration of environmental factors in the design of landscaping and open space contributes to a neighborhood identity and the quality of the environment. This section suggests ways to replace or supplement existing landscaping, and to set landscape standards for new development in the coastal area.
VI. Design Standards for Streetscape, Landscaping, Pavement and Textures	C	1	All landscaping should comply with the City of Oceanside Guidelines and Specifications for Landscape Development.
VI. Design Standards for Streetscape, Landscaping, Pavement and Textures	C	2	Centers of activity can be delineated through consistent design of street features and other means. Planting and paving treatment in alleys coupled with active uses in the adjacent buildings form in effect a commercial promenade.
VI. Design Standards for Streetscape, Landscaping, Pavement and Textures	C	3	Arterial routes can be clarified by screening unattractive o distracting elements with landscaping when such elements cannot be removed. Natural foliage can soften and modify the effect of large bleak surfaces or unattractive views. Large scale of extensive planting on major roadways that define areas of the coastal zone can enhance the importance of the roadways as both thoroughfares and visual boundaries.
VI. Design Standards for Streetscape, Landscaping, Pavement and Textures	C	4	The livability amenity and character of residential areas can be greatly enhanced with landscaping. A consistent street tree program is a major asset.
VI. Design Standards for Streetscape, Landscaping, Pavement and Textures	C	5	In areas where houses or apartments have no front yards, a sense of nature can be provided by planting in the sidewalk area.

Table 5-8. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
VI. Design Standards for Streetscape, Landscaping, Pavement and Textures	C	6	Landscaping should accent and enhance desirable site characteristics and architectural features.
VI. Design Standards for Streetscape, Landscaping, Pavement and Textures	C	7	Coastal views should be framed and accented, not obscured. All trees should be selected and maintained to ensure clear views of the ocean.
VI. Design Standards for Streetscape, Landscaping, Pavement and Textures	C	8	In areas where significant natural vegetation exists, the landscape theme should coordinate and interrelate with the natural area.
VI. Design Standards for Streetscape, Landscaping, Pavement and Textures	C	9	Plant material choice should be limited to low maintenance, drought tolerant material in any public or commercially maintained space. A salt tolerant plant list is provided on page 13.
VI. Design Standards for Streetscape, Landscaping, Pavement and Textures	C	10	Landscaping shall be designed in a manner that does not interfere with vehicular or pedestrian traffic.
VI. Design Standards for Streetscape, Landscaping, Pavement and Textures	C	11	Use landscape masses in medians at entrances, and around the perimeter of parking areas. Landscaping should screen parked cars from pedestrians and soften the impact of car/ asphalt glare within the lot.
VI. Design Standards for Streetscape, Lighting	D	1	Lighting should be placed where it can best aid in illuminating activity areas. The site should not be overlit.
VI. Design Standards for Streetscape, Lighting	D	2	Light standards should be scaled in size to match the magnitude of the areas to be lit. Special lighting fixtures and quality of light can enhance the identity of district, distinctive areas, and important shopping street.
VI. Design Standards for Streetscape, Lighting	D	3	The style of illuminator should be integrated within the architectural design for building. Light sources (bulbs) should not be visible. They should be shielded to reflect down onto the ground and not out onto streets or neighboring property.
VI. Design Standards for Streetscape, Lighting	D	4	If night activity is expected, there should be lighting at entrances for definition of pedestrian ways.
VI. Design Standards for Streetscape, Lighting	D	5	Pedestrian scale lighting should be fitted with low/high pressure sodium light fixtures.
VI. Design Standards for Streetscape, Lighting	D	6	Uplighting of multi trunked trees and landscaping is encouraged.
VI. Design Standards for Streetscape, Lighting	D	7	No colored lighting of landscaping is permitted.
VI. Design Standards for Streetscape, Signage	E	1	All signs should conform to Oceanside Sign Ordinance No. ____.

Table 5-8. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
VI. Design Standards for Streetscape, Signage	E	2	In the coastal area, special consideration should be given to low key attractive signage that is subordinate to the coastal view. (see sketch on page 11)
VI. Design Standards for Streetscape, Signage	E	3	Dignified and well maintained signs designed with respect for the scale and character of the street can enhance commercial areas. When signs do not relate to the area, when they reach excessive size and when they feature blatant discordant designs they reflect poorly upon the overall quality of a commercial area.
VI. Design Standards for Streetscape, Utility Service	F	1	Wherever possible, overhead utilities should be avoided.
VI. Design Standards for Streetscape, Utility Service	F	2	Early contact with the electric company is encouraged so that pad mounted transformers can be integrated into the site plan. All pad fixtures and meters should be shown on required site plans.
VI. Design Standards for Streetscape, Utility Service	F	3	The necessity for utility connections, meter boxes, etc. should be recognized and integrated within the architectural design of the buildings.
VI. Design Standards for Streetscape, Street Furniture	G		In public areas, the selection of street furniture should be consistent and high quality. A successful example of such a plan is the Pacific Street Linear Park. This section will attempt to suggest street furniture that will upgrade the appearance of major coastal thoroughfares.
VI. Design Standards for Streetscape, Street Furniture	G	1	Implement tree well grates, use of textured concrete forms, brick or natural stone for retaining walls, creation of wheelchair ramps, curb cuts at pedestrian crossings and other planned commercial areas.
VI. Design Standards for Streetscape, Street Furniture	G	2	Use textured paving treatment on crosswalks and heavily traversed areas.
VI. Design Standards for Streetscape, Street Furniture	G	3	Existing unattractive or inconsistent street furniture should be replaced with a consistent, attractive modular street furniture system.
VII. Site Development/ Building Design Standards, Sitting and Setbacks	A	1	Parking located under buildings or in an inside court allows the building to help define the street and avoids the blighting visual effect of an exposed parking lot.
VII. Site Development/ Building Design Standards, Sitting and Setbacks	A	2	Varying building setbacks create special variety. Designing a large building with varying setbacks adds interest and creates small intimate spaces.

Table 5-8. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
VII. Site Development/ Building Design Standards, Building Design	B	1	A basement garage one-half level down brings the building closer to the street level and increases visual interest for pedestrians.
VII. Site Development/ Building Design Standards, Building Design	B	2	Blank walls may possess visual interest if they are textured and/or scaled.
VII. Site Development/ Building Design Standards, Building Design	B	3	Whenever possible, provide some recreation space in appropriate private development.
VII. Site Development/ Building Design Standards, Energy Conservation	C		All development must comply with City of Oceanside Solar Energy System Ordinance No. 81-62. In addition, some passive landscaping implemented measures may be taken to reduce heating and cooling for efficient orientation of structures in order to allow structures to capitalize on the benefits of solar heating.
VII. Site Development/ Building Design Standards, Energy Conservation	C	1	There should be ample use of deciduous shade trees to shade the structures in the summer and allow for sun penetration through to the building in the winter.
VII. Site Development/ Building Design Standards, Energy Conservation	C	2	Buildings should be designed so as to minimize energy requirements. Energy conservation measures include but are not limited to: building orientation to the south, south-facing window, window overhangs, maximum use of double glazing, use of solar energy collectors, green house glassing for passive solar heating, earth berming against exterior walls, etc.
VII. Site Development/ Building Design Standards, Fencing	D		Fencing is a positive element of the site plan which complements the building's architecture and blends with perimeter landscaping. Fencing is used to mark a site's boundaries, provide for security and sound attenuation, separate functional areas and screen unsightly nuisances.
VII. Site Development/ Building Design Standards, Fencing	D	1	Where fencing is used at property frontages, it should enhance the entrance to the property, complement the building's architecture and should not impair traffic safety by obscuring views.
VII. Site Development/ Building Design Standards, Fencing	D	2	Security fences should blend in with the site's architecture.
VII. Site Development/ Building Design Standards, Fencing	D	3	Where conflicting site activities are adjacent to each other, fences and walls can be used as activity separators.

Table 5-8. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
VII. Site Development/ Building Design Standards, Fencing	D	4	Adequate fencing and walls shall be provided for non-residential uses to guarantee preservation of privacy to adjacent residential uses.
VII. Site Development/ Building Design Standards, Equipment Location and Storage	E		Exterior support equipment should not only have a good functional placement, but should also be located where it can best integrate with the building's architecture and not appear to be added arbitrarily. Storage facilities and their expansion should be considered during the site design stage in order to prevent clutter and promote orderly development.
VII. Site Development/ Building Design Standards, Equipment Location and Storage	E	1	Site design considerations should include the location of refuse disposal facilities so that they will be adequately screened from public view. Such facilities should be located to minimize noise and odor impacts on adjacent properties.
VII. Site Development/ Building Design Standards, Equipment Location and Storage	E	2	Permanent outdoor storage should be screened by landscaping or materials integral with the theme of the building's architecture.
VII. Site Development/ Building Design Standards, Equipment Location and Storage	E	3	Outdoor equipment (including roof equipment) should not be visible from adjacent areas.
VII. Site Development/ Building Design Standards, Equipment Location and Storage	E	4	On-site functions should take place in planned areas and not spill over into undesignated areas. For instance, unloading and storage of goods should not take place in automobile parking areas.
VII. Site Development/ Building Design Standards, Equipment Location and Storage	E	5	Site plan design shall consider areas for temporary storage of vehicles, manufactured goods, raw materials, etc. so that this temporary storage has minimal impact on neighboring uses and the public.
VII. Site Development/ Building Design Standards, Equipment Location and Storage	E	6	Site generated noise shall be controlled so as not to adversely affect adjacent properties.

Recreation

Table 5-9. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Chapter 2 Policy Summaries			
Section II Recreation and Visitor Serving Facilities	C	1	The City shall seek funding assistance from State, County and/or Federal sources for improvements to city beaches, since the majority of persons using Oceanside's beaches live outside the city.
Section II Recreation and Visitor Serving Facilities	C	2	Priority beach improvement expenditures shall be for basic support facilities, such as restrooms, trash containers, parking and picnic tables.

Visitor-Serving Facilities

Table 5-10. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Chapter 2 Policy Summaries			
Section IV San Luis Rey River Specific Plan	C	7	All private developments in the river area shall submit a development plan application for the City's approval unless a conditional use permit is already required.
Section II Recreation and Visitor Serving Facilities	C	6	Lower-cost visitor and recreational facilities shall be protected, encouraged and, where possible, provided.
Section II Recreation and Visitor Serving Facilities	C	7	In granting approvals for new development within the coastal zone, the City shall give priority to visitor serving commercial recreation facilities over private residential, general industrial or general commercial uses.
Section II Recreation and Visitor Serving Facilities	C	8	The City has reserved adequate upland areas to meet future market demand for visitor facilities to support coastal recreation, along the Hill Street corridor and in the Eighth Street Triangle and North River areas.
Section II Recreation and Visitor Serving Facilities, Beach Parking	C	9	New recreational vehicle and camping facilities shall be encouraged within the coastal zone, providing that the following criteria be met: ▪ New facilities should be sited in areas where they can be compatible with surrounding land uses. ▪ Tent camping spaces as well as recreational vehicle spaces shall be provided.
Section II Recreation and Visitor Serving Facilities, Beach Parking	C	10	The City shall continue to promote coastal tourism through the revitalization of the coastal area in upgrading of visitor amenities.

Table 5-10. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Section II Recreation and Visitor Serving Facilities, Beach Parking	C	11	The City shall evaluate methods for improving transient tax collection. Where possible, transient tax revenues should be used to upgrade or maintain public amenities used by tourists.
Section II Recreation and Visitor Serving Facilities, Beach Parking	C	12	The development of visitor serving commercial facilities shall be encouraged within the Strand Study Area, providing that the following criteria be met: ▪ Tourist and visitor oriented hotels to be constructed in two phases with between 120 and 250 units per phase. ▪ Visitor Serving Commercial facilities shall be provided at a minimum of 81,800 square feet. ▪ Development in Subdistrict 12, the three blocks adjacent to the Oceanside Pier bounded by Pacific, Myers, First and Fourth Streets shall be required to be Master Planned to ensure a minimum intensity of visitor serving commercial facilities to include at least: – 92 hotel rooms – 33,600 square feet of visitor serving commercial space ▪ Development in a portion of Subdistrict 1, the six blocks adjacent to the AT&SF Railroad right-of-way bounded by Myers, Cleveland, First and Fourth Streets shall be reserved to provide for the remainder of the 120–250 hotel rooms and 81,800 square feet of visitor serving commercial facilities not provided for in Subdistrict 12.
Section II Recreation and Visitor Serving Facilities, Public and Commercial Recreation	C	26	The City shall protect the snack bars at Buccaneer Beach and at the base of the pier as lower-cost visitor facilities.
Section II Recreation and Visitor Serving Facilities, Public and Commercial Recreation	C	27	The City shall protect a minimum of 375 lower-cost hotel and motel units and 220 recreational vehicle/camping sites within the coastal zone. Twenty percent of those hotel motel units shall be maintained in shorefront locations. The City shall not allow any demolitions of affordable hotel/ motel units which would allow the coastal zone inventory of such units to drop below the number required by this policy. In order to verify its compliance with this policy, the City shall report the inventory of affordable hotel/motel units to the Coastal Commission on an annual basis.
Section IV San Luis Rey River Specific Plan	C	Objective	The City shall protect, maintain, and enhance the river's existing sensitive habitats.

Table 5-10. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Section VII New Development and Public Work	C	2	The City shall promote development of a high level of transportation facilities, public services and amenities in the coastal zone as a means for reducing energy consumption and vehicle miles traveled. Such actions include: ▪ Support development of a wide variety of private and public recreational and tourist facilities which can attract and serve both visitors and residents.

Chapter 6

COASTAL HAZARDS AND SHORELINE PROTECTIVE DEVICES

Due to the location and physical composition of the coastal zone, it has the potential to be exposed to a number of natural hazards. The types of hazards that could occur in the coastal zone consist of seismically-induced hazards, such as ground shaking or liquefaction; geological hazards, like erosion or ground instability; flooding hazards caused from heavy precipitation events, high surf, tsunamis and dam inundation; and fire hazards. This chapter discusses the potential for each of these hazards to occur and what their individual effects would be under both existing conditions and future conditions as influenced by climate change. In addition, this chapter discusses the types of shoreline protective devices currently in place within the coastal zone.

6.1 Existing Conditions

6.1.1 Soils and Geologic Hazards

San Diego County can be divided into three distinct geomorphic regions—the Coastal Plain, the Peninsular Ranges, and the Salton Trough (the desert). Each region is characterized by different climatic, topographic, biological, and geologic settings (San Diego County 2011a). The city of Oceanside is located within the Coastal Plain region, which is underlain by layers of marine and non-marine sedimentary rock units from the last 140 million years. The coastal zone is underlain by late to middle Pleistocene-aged (approximately 80,000 to 200,000 years old) marine and continental deposits (ESA 2017). The majority of the soils within the coastal zone are primarily sand based.

Marina loamy coarse sand, tidal flats, terrace escarpments, and Huerhuero loam soil types are present between the northern city limits and Costa Pacifica Way (NRCS 2016). Marina loamy coarse soils are somewhat excessively drained (i.e., have a moderate infiltration rate) with slow to rapid runoff permeability. Tidal flats are very poorly drained (USDA 2016). Huerhuero soils are part of the Antioch soil series, found on nearly level to strongly sloping alluvial fans and terraces. Antioch soils are moderately well to somewhat poorly drained, with slow to medium runoff and very slow permeability (USDA 1997). Tujunga sandy loam, which makes up a majority of the coastal zone area, Chesterton fine sandy loam, and made land soil types are present between Costa Pacifica Way and Morse Street. The Tujunga series consists of very deep, somewhat excessively drained soils formed in alluvium from granitic sources (USDA 2015). Tujunga soils are on alluvial fans and floodplains, which are now largely urbanized. Chesterton soils are moderately well-drained and have very slowly-permeable soils found on uplifted marine sediments and old terraces (USDA 1993). Made land are areas created by man-made activities such as cut and fill operations, disposal of waste material, and other urban activities. Carlsbad-Urban land

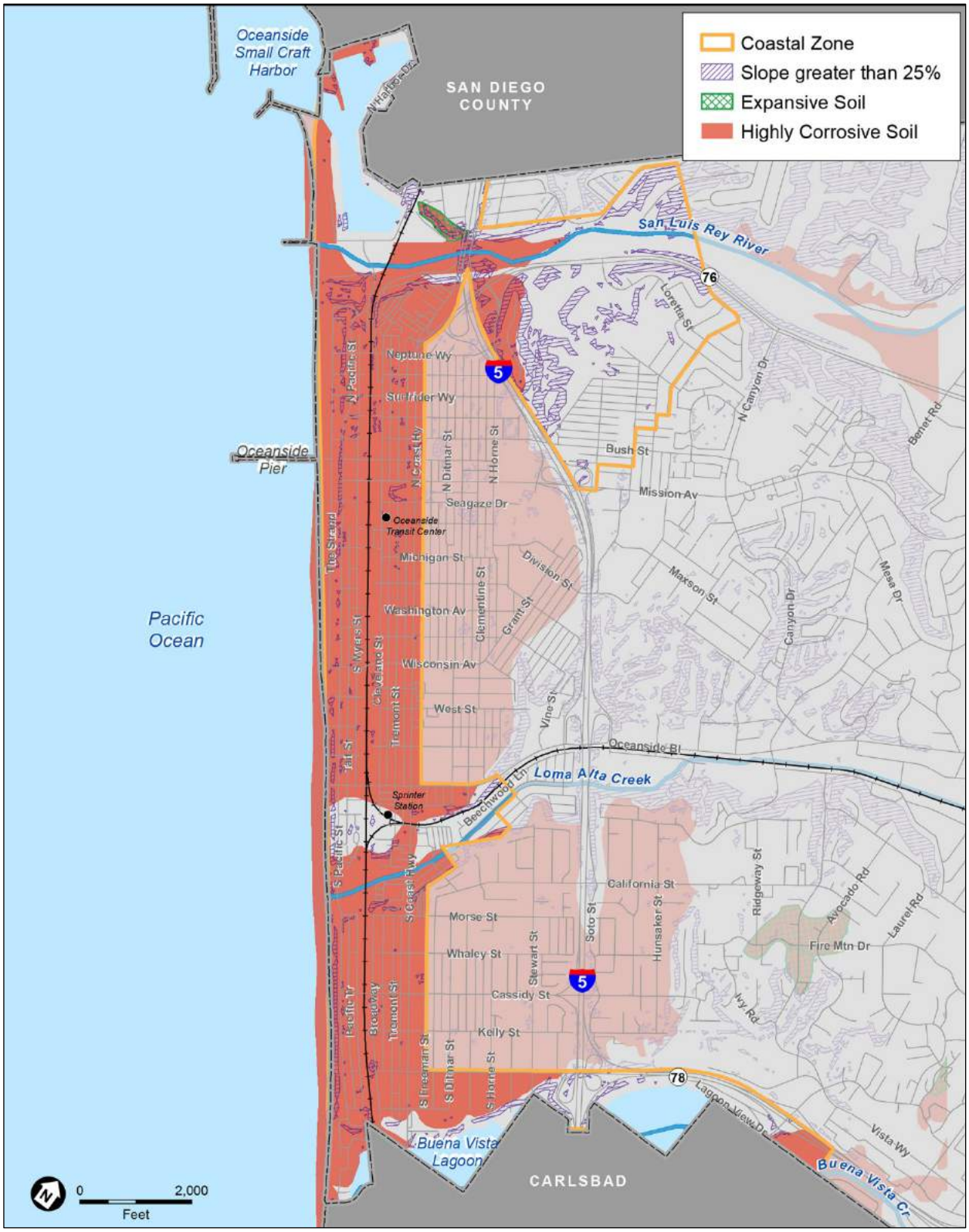
complex soil type is present between Morse Street and the southern city limits. Carlsbad-Urban land complex soils come from the parent material of Ferruginous sandstone, and are moderately well drained (NRCS 2016).

Geologic processes which can result in geologic hazards include erosion, expansive soils, landslides or mudflows associated with steep slopes, and corrosive soils (see **Figure 6-1**). Erosion is a normal and inevitable geologic process in which earth materials are loosened, worn away, decomposed, or dissolved, and are removed from one place and transported to another location. Precipitation, running water, waves, and wind can increase the process of erosion. Ordinarily, erosion proceeds at such a gradual rate that it is almost imperceptible, but when the natural equilibrium of the environment is changed, the rate of erosion can greatly increase. Accelerated erosion within an urban area, such as the coastal zone, can cause damage by undermining roadways and building foundations, blocking storm drains, and depositing sand, silt, or mud on roads, basements, and tunnels (City of Oceanside 2002).

Since the majority of the coastal zone is developed, the potential for accelerated erosion to occur to the underlying soils is relatively low. However, erosion-related issues in the city of Oceanside are related to the erosion of the soft rocks of the La Jolla Group, rapid weathering of granite rocks along the coastal bluffs, siltation in the lagoons, and rapid beach erosion (City of Oceanside 2002). The Public Safety Element of the City of Oceanside's (City's) General Plan identified beach erosion along the coastline as the most severe erosion problem in the city in 1975 when the element was prepared and recommended possible solutions including submerged breakwaters, rock groins, and beach replenishment. Since 1975, the City has implemented many coastline replenishment and protective measures (refer to the discussion below in the Bluff Retreat and Beach Erosion Hazards and Shoreline Protective Devices section for greater details).

A 100-year flood event has a 1 percent probability of occurring in a single year. Although infrequent, 100-year floods can occur in consecutive years or periodically throughout a decade. A 500-year flood event has a 0.2 percent probability of occurring in a single year.

Expansive soils are certain types of clay soils which expand when they are saturated and shrink when dried, which can pose a threat to the integrity of structures that are built on these types of soils. The expansion and contraction of the soil varies with the soil moisture content, and can be aggravated by the way a property is maintained or irrigated. The San Diego County Guidelines for Determining Significance, Geologic Hazards, lists clay soils found in San Diego County. The list includes Huerhuero soils, which are found within a small area of the northern portion of the coastal zone (see **Figure 6-1**). While this area contains expansive soils which could result in ground instability under the right conditions, all recently-constructed structures within the coastal zone have been designed and constructed in accordance to the CBC and local codes, which require appropriate design-level geotechnical evaluations prior to final design and construction to minimize potential effects from these types of soils. For structures that were constructed before seismic standards were included in the CBC, roughly pre-1970, expansive soils could result in damage to older structures as these soils expand and contract.



Source: City of Oceanside 2018, SanGIS 2018

Figure 6-1. Geologic Hazards

Slope instability is the susceptibility of slopes to landslides, mudflows, and other forms of slope failure depending on several factors, including, but not limited to, steep slopes, conditions of rock and soil materials, presence of water/heavy precipitation events, formational contacts, geologic shear zones, and seismic activity (City of Oceanside 2002). While there are areas within the coastal zone that have steep slopes with a slope greater than 25 percent, the City's General Plan states that the portions of the city that are susceptible to landslides are located inland, starting approximately 2 miles from the coastline. Since the coastal zone is located in the vicinity of the coastline, it is designated as an area not susceptible to landslides (City of Oceanside 2002). Further, some localized minor slope movement has been identified to occur along cut steep slopes, such as along roadways or berms, due to soil creep, slumping, and sloughing (City of Oceanside 2002).

As shown in **Figure 6-1**, the majority of the coastal zone is comprised of corrosive soils. Corrosive soils contain chemical constituents that can react with construction materials, such as concrete and ferrous metals (metals which contain iron), which may result in damage to foundations, buried pipelines, and other underground metal infrastructure. Corrosion is typically a result of metal becoming in contact with soluble chloride salts found in the soil or water. Several key factors that influence the severity and rate of corrosion include: the amount of moisture in the soil, the conductivity of the solution, the pH of the solution, and the oxygen concentration within the soil. The organic content of the soil, soil porosity, and soil texture indirectly affect corrosion of metals in soil by influencing the key factors listed above. However, industry standard practices minimize corrosivity through both the type of materials used for underground improvements and selective use of the engineering characteristics of backfill materials. Adherence to standard geotechnical engineering practices and to the CBC ensures that the potential damage that could occur with the presence of corrosive soils is greatly minimized and should not affect the integrity of underground infrastructure.

6.1.2 Seismic Hazards

San Diego County is a region of known seismic activity (as is almost all of Southern California). The eastern portion of the county contains several sizable active faults, as does the ocean floor just 5 miles offshore. All of San Diego County is located within Seismic Zone 4, which is the highest Seismic Zone and, like most of Southern California, is subject to ground shaking (see Section 1629.4.1 of the California Building Code [CBC]).

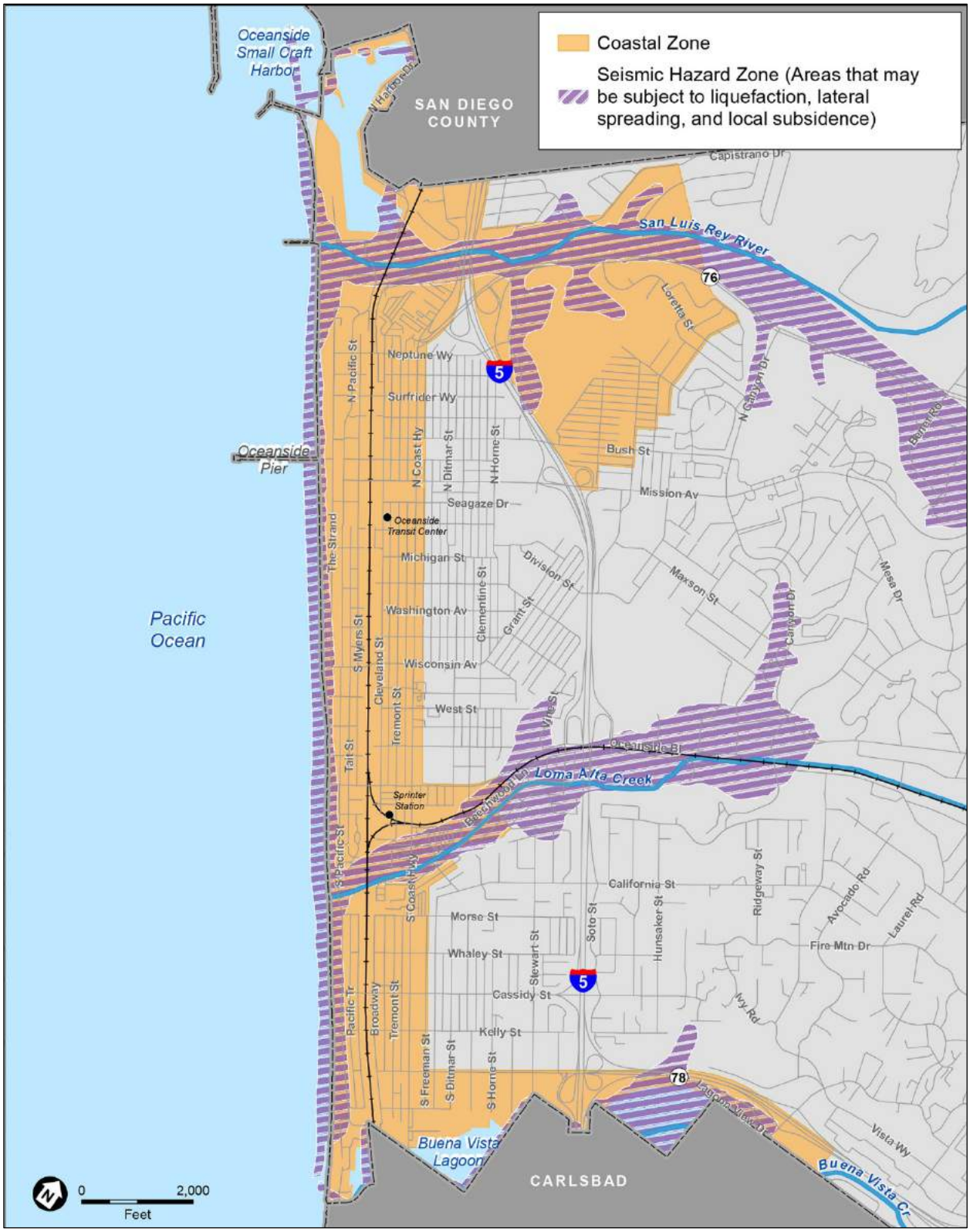
There are no known active or potentially active faults within the city of Oceanside or its sphere of influence (City of Oceanside 2002). The closest earthquake fault zone to the coastal zone is the Rose Canyon fault, located approximately 5 miles offshore. In addition to the Rose Canyon fault, the four major active fault zones in proximity to the city includes the Elsinore fault zone, located approximately 25 miles from the coast; San Jacinto fault zone,

located approximately 48 miles from the coast; the Agua Caliente fault zone, located 33 miles from the coast; and the San Andreas fault zone, located approximately 77 miles from the coast (City of Oceanside 2002). Since there are no known active or potentially active faults within the city, there is no potential for ground rupture as a result of a seismic event.

However, a seismic event could cause strong ground shaking within the city, including the coastal zone. Any structures located in the coastal zone would be required to be constructed in accordance with the California Building Code (CBC) and the City's Municipal Code. The CBC requires structural design that can accommodate ground accelerations expected from known active faults. Compliance with the applicable regulatory CBC standards and local codes ensures that the recently-constructed structures (approximately in the last 45 years) within the coastal zone have been designed to withstand the effects of ground shaking caused by a seismic event without sustaining substantial damage.

In addition to ground shaking, seismic activity can also result in various seismically-induced hazards, which include landslides and slope instability, liquefaction and lateral spreading, and subsidence. As discussed above under Geologic Hazards, a potential catalyst for landslides and/or slope instability to occur along slopes is seismic activity, as the ground vibration can cause soil movement or instability, where the intensity of that movement or instability is dependent on the magnitude of the earthquake event. Similar to landslides and slope instability, lateral spreading is the movement of loose soils during an earthquake over low-angle slopes into open areas. The coastal zone varies in its topography, but is relatively flat with gradual sloping to the west and south. According to the City of Oceanside's General Plan, areas susceptible to landslides are located inland, starting approximately 2 miles from the coastline. Since the coastal zone is located in the vicinity of the coastline, it is designated as an area with relatively low potential for landslides, slope instability, or lateral spreading (City of Oceanside 2002).

Liquefaction is a condition that can occur in certain types of saturated soils due to strong ground shaking during an earthquake, where soils lose their cohesive strength causing them to act as a fluid, lose the ability to bear the weight of overlying soils and structures, and can flow down very gentle slopes (City of Oceanside 2002). Liquefaction usually occurs when three conditions are met: (1) loose, granular sediment or fill; (2) saturation by groundwater; and (3) strong ground-shaking (Geology.com 2018). As shown on **Figure 6-2**, areas along the coastline and the city's waterways are susceptible to liquefaction during seismic activity due to the presence of both sandy soils and water. Liquefaction can result in damage to structures by moving structures off of their foundations, sinking into deeper soils during earthquakes, and collapsing. However, starting approximately in the 1970s, the CBC and standard design and construction practices started to include measures to minimize the effects of liquefaction. For this reason, structures that have been built after the 1970s should be able to withstand potential damage associated with liquefaction.



Source: City of Oceanside 2018, SanGIS 2018

Figure 6-2. Seismic Hazard Zones

Subsidence is the gradual settling or sudden sinking of the Earth's surface due to subsurface movement of soil materials. Subsidence typically occurs in association with the extraction of groundwater in excess of recharge from a confined aquifer, drainage of organic soils, hydrocompaction, natural compaction, and sinkholes, resulting in compaction of soil pores once occupied by water. Local subsidence can also occur during an earthquake when water is driven out of saturated soils, causing the soils to become more compact (City of Oceanside 2002). Geologic units composed of sand and gravel are less prone to subsidence than clayey or organic soils because the granular structure is better able to support the overlying weight of soil and do not shrink or swell with changing water content. The majority of the soils within the coastal zone are primarily sand based. Due to the presence of sandy soils in the coastal zone, the potential for subsidence and associated damage to structures to occur is relatively low.

6.1.3 Flooding Hazards

Flooding is inundation of normally dry land as a result of a rise in the level of surface waters or rapid accumulation of stormwater runoff.

Coastal, River and Creek Flooding

The Federal Emergency Management Agency (FEMA), through its Flood Insurance Rate Mapping (FIRM) program, designates areas where urban flooding could occur during 100-year and 500-year flood events (1% and 0.2% annual probability of occurrence, respectively). The NFIP program enables individuals who have property (a building or its contents) within the 100-year floodplain to purchase insurance against flood losses. FEMA works with the states and local communities to identify flood hazard areas and publishes a flood hazard boundary map of those areas. Floodplain mapping is an ongoing process and flood maps must be regularly updated for both major rivers and tributaries as land uses and development patterns change. Flood zones in the coastal zone are concentrated along the coastline and adjacent to San Luis Rey River, Loma Alta Creek and Slough, and Buena Vista Lagoon, as described in more detail below.

Coastal Flooding

The preliminary FIRM Map Nos. 06073C0734J, 06073C0742H and 06073C0761H, updated February 3, 2017 produced by FEMA show that the entire coastline is within the 100-year flood zone. Mapping along the Oceanside coast shows anticipated flood water elevations during the 100-year flood event ranging from 8-13 feet NAVD (North American Vertical Datum of 1988, **Figure 6-3**). For comparison, the approximate mean high tide water level at Oceanside is 4.23 feet NAVD (based on data from the La Jolla Scripps Institution Wharf, NOAA No #9410230, the closest tide gauge). The coastal zone is located in Zone "VE", which are areas subject to inundation during a 100-year flood with additional hazards due to wave velocity. A narrow band of

Source: City of Oceanside 2018, SanGIS 2018

Figure 6-3. Flood and Dam Inundation Areas

the coast extending landward from the 100-year flood inundation boundary is subject to flooding during a 500-year event (**Figure 6-3**). Areas within the 100- and 500-year inundation areas include the Oceanside Harbor, beaches, and coastal residences.

River and Creek Flooding

The preliminary FIRM Map Nos. 06073C0734J, 06073C0742H, 06073C0753J, and 06073C0761H, updated February 3, 2017, indicate inundation adjacent to the San Luis Rey River, Loma Alta Creek and Slough, and Buena Vista Creek in the coastal zone during a 100-year storm event. **Figure 6-3** shows the extent of flooding for the three systems, which are also discussed below.

San Luis Rey River

FEMA maps the land surrounding the San Luis Rey River as Zone "A99", which are areas subject to flooding from the 100-year event, but which will ultimately be protected by a Federal flood protection system. No base flood elevations or depths are provided for Zones A99. The San Luis Rey River flood protection project, which will deepen the floodway through the removal of 210,000 cubic yards of sediment along a mile stretch between Benet Road and Foussat Road, was authorized by congress in 1970 as part of the Flood Control Act of 1965 (USACE 2014) but has yet to be completed. Flooding along the San Luis Rey River has caused extensive loss of property and infrastructure over the past century, notably during floods in 1916, 1969, 1978, and 1980 (Tessler 1991). The FIRM maps also shows portions of the San Luis Rey River within the 500-year floodplain (**Figure 6-3**).

Loma Alta Creek and Slough

The Loma Alta Creek and Slough is a designated regulatory floodway, meaning that the channel and adjacent land must be able to convey the100-year flood flow without increasing the water surface elevation more than a given threshold. Communities are responsible for ensuring development surrounding regulatory floodways does not result in increases in upstream flood water elevations. The FEMA maps areas surrounding the Loma Alta Creek as Zone "AE", which are subject to inundation during a 100-year flood event and have calculated flood inundation elevations. The calculated 100-year flood elevation varies from 14.3 feet NAVD (10.1 feet above mean high tide) at the estuary mouth to 24.3 feet NAVD (20.1 feet above mean high tide) at the junction with I-5. Like the San Luis Rey River, portions of the adjacent land are mapped within the 500-year flood hazard zone.

Loma Alta Creek has a history of periodically overtopping its banks and flooding adjacent properties. Flood prone areas in the coastal zone include South Oceanside and the residential neighborhoods west of Interstate 5 (Oceanside 2013). These areas include mobile home parks, commercial/retail, industrial and park properties generally south of Oceanside Boulevard, adjacent to the creek.

Buena Vista Creek

The FEMA FIRM maps show the land surrounding the Buena Vista Lagoon and Creek as Zone "A"; subject to flooding from a 100-year event where the flood elevations are not calculated (**Figure 6-3**).

Dam Inundation

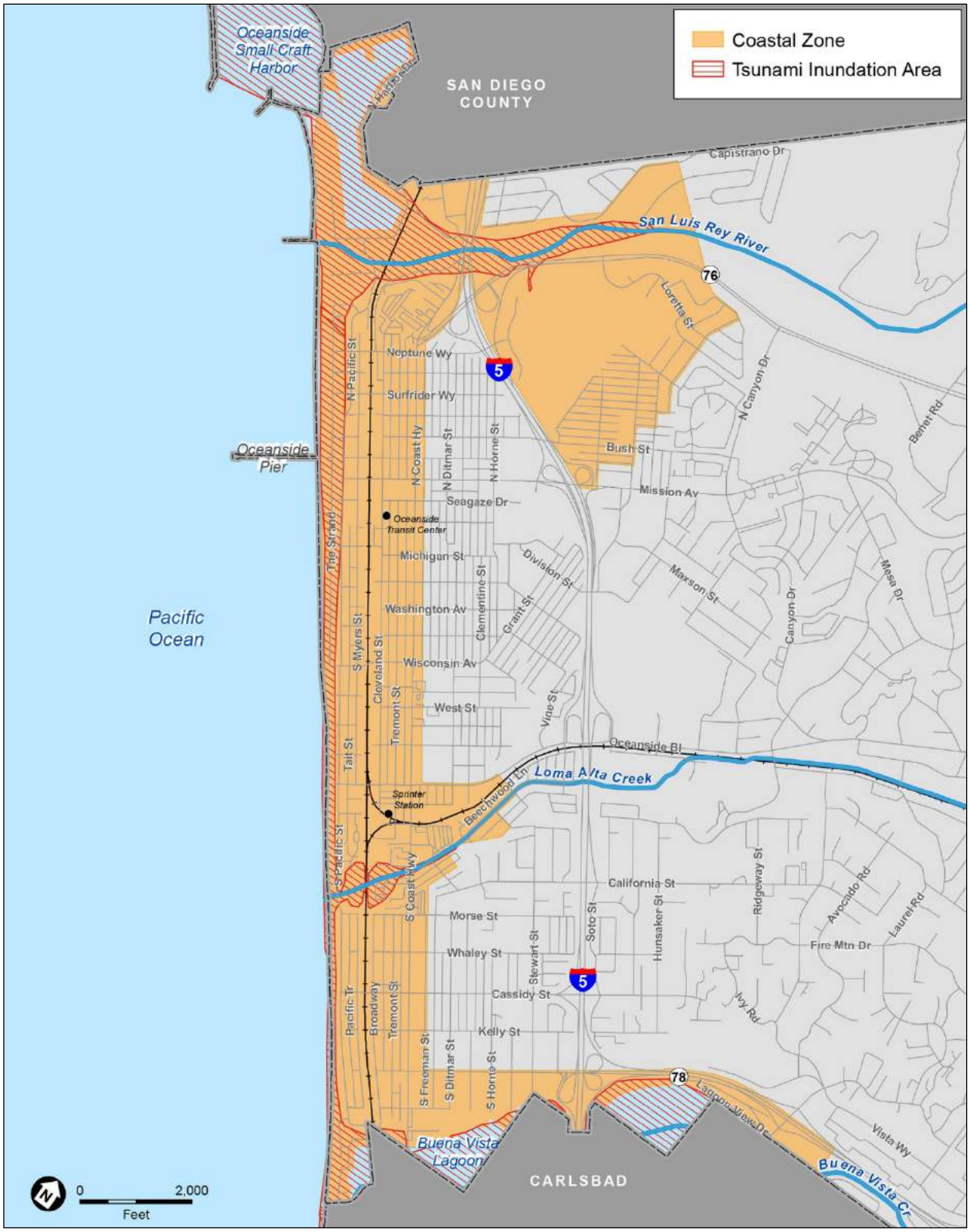
Damage to dams caused by either natural disaster (storms, earthquakes, etc.) or man-made errors (design flaws, etc.) can result in dam failure, which can cause significant flooding downstream and endanger public safety. In Oceanside, the primary dam inundation hazard is the failure of the Lake Henshaw Dam, a 50,000 acre-feet capacity reservoir approximately 35 miles east of Oceanside. There are no records of failure of the Lake Henshaw dam.

A Draft Dam Failure Map developed for the County of San Diego Hazard Mitigation Planning identified the Lake Henshaw Dam as a high-risk structure, and areas adjacent to the San Luis Rey River as high-risk zones subject to dam inundation for the entire stretch of the river within the Oceanside city limits (2010, **Figure 6-3**). As shown in **Figure 6-3,** dam inundation within the coastal zone would impact residential areas, open space, beaches, railroads, and road right-of-ways. The Hazard Mitigation Planning assessment found 33,755 Oceanside residents would be at risk of property inundation following Lake Henshaw dam failure. Dam inundation within the coastal zone generally coincides with the extent of the 500-year flood (**Figure 6-3**). The Lake Henshaw dam inundation mapping was performed by the California Office of Emergency Services and represents a best estimate of inundation hazards using available techniques and inputs.

The Lake Henshaw Dam is not shown on **Figure 6-3** because the dam is outside the coastal zone and bounds of the map.

Tsunami Inundation

A tsunami is a series of waves generated in a body of water by a rapid disturbance (e.g., submarine seismic, volcanic, or landslide event) that vertically displaces water. Low-lying coastal areas are susceptible to inundation or flooding due to tsunami events. Tsunami hazard areas in Oceanside are shown on **Figure 6-4**. Tsunamis can result from sources located relatively nearby or from very distant events. Relatively local earthquakes and landslides off the California, Oregon, and Washington coast pose the greatest threat of tsunamis that can reach California's coastline in less than an hour. While it is most common for tsunamis to be generated by subduction faults such as those found in the Cascadia Subduction Zone or distant locations including Japan, tsunamis can also be generated from strike-slip faults (such as the small one that was triggered by the 1906 San Andreas earthquake).



Source: City of Oceanside 2018, SanGIS 2018

Figure 6-4. Tsunami Inundation Area

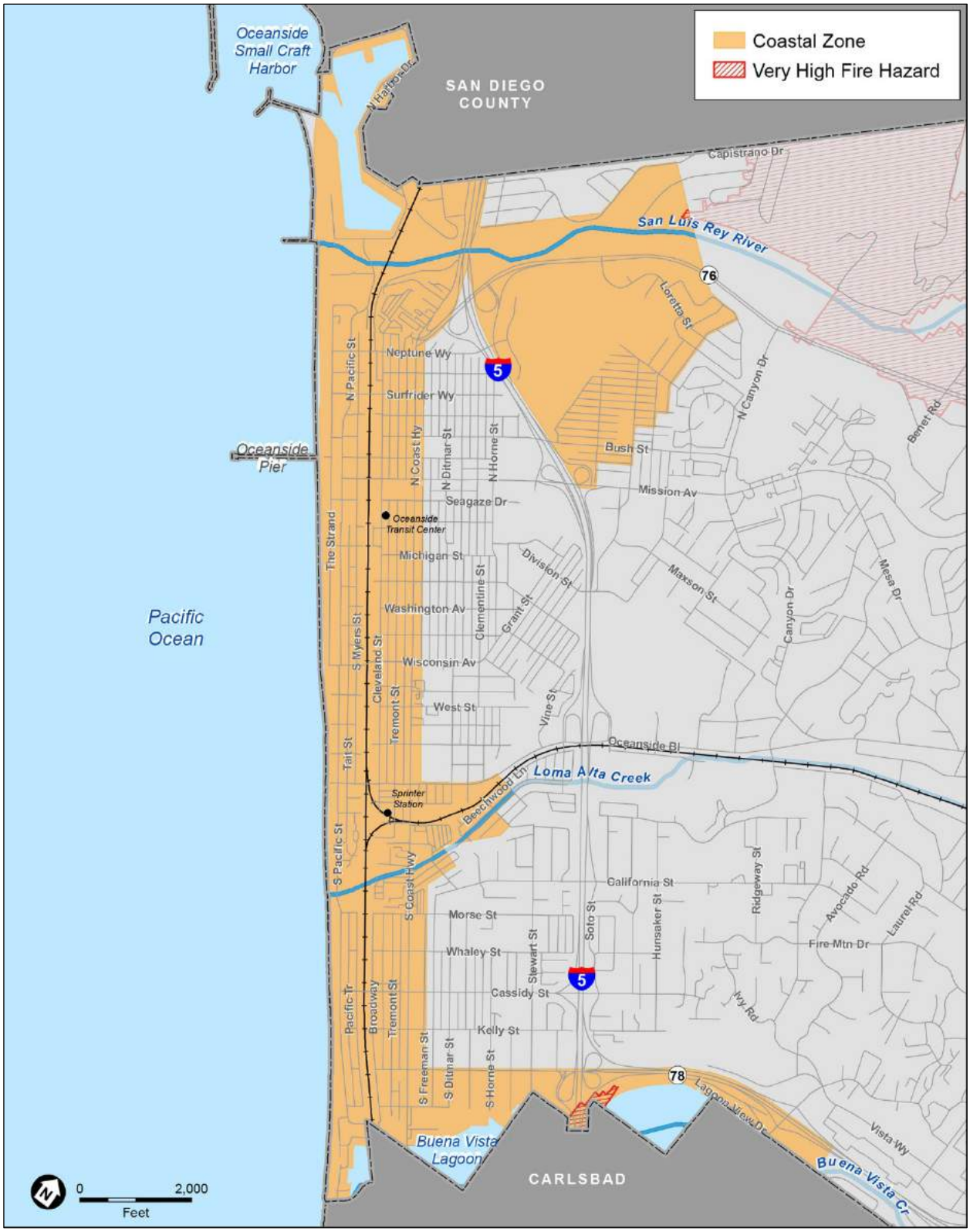
Tsunami inundation mapping done in 2009 by California Emergency Management Agency (now the California Governor's Office of Emergency Services), the California Geological Survey (CGS), and the University of Southern California (USC) shows potential flooding along the coast and upstream and adjacent to the San Luis Rey River, Loma Alta Creek Slough, and Buena Vista Creek and Lagoon (**Figure 6-4**). The joint mapping effort used a suite of local and distant earthquake events to evaluate the tsunami inundation areas within the city. To calculate the tsunami inundation area in the city of Oceanside, the mapping effort looked for earthquake events along distant faults which would 1) trigger an oceanic reaction in the form of a tsunami; and 2) cause a large enough tsunami that would reach the city. The earthquake events used were on the Carlsbad Thrust Fault, Catalina Fault, San Mateo Thrust Fault, and Central Aleutians Subduction Zone #1 and #3, and the 1964 Alaska Earthquake. Though the active Rose Canyon Fault lies approximately five miles offshore, its proximity to the Oceanside coast and physical structure indicate tsunami conditions are unlikely following an earthquake (City of Oceanside 2002). It should be noted that the faults used to calculate the tsunami inundation area are different than those identified to cause seismically-induced hazards, such as liquefaction, landslides, and subsidence. This is because seismically-induced hazards are the result of ground vibration caused by an earthquake, while tsunamis are usually caused by an underwater earthquake or some geologic event that causes a large displacement of ocean water.

Effects of Climate Change

Climate change is generally expected to increase the frequency and severity of certain hazards, including flooding and wave damage. The City of Oceanside Vulnerability Assessment and associated mapping identifies flood hazard extents under multiple sea-level rise scenarios. The extent of flood inundation and wave runup increases with sea-level rise. Flooding is most pronounced in the zones surrounding the three river systems.

6.1.4 Fire Hazards

Both the State of California and County of San Diego map the Fire Hazard Severity Zones (FHSZs) within San Diego County. According to the California Department of Forestry and Fire Protection (CALFIRE), the FHSZs are based on an evaluation of fire history, existing and potential fuel, flame length, blowing embers, terrain, weather, and the likelihood of buildings igniting. The coastal zone is within a Local Responsibility Area (LRA) unzoned Fire Hazard Severity Zone, also referred to as "non-very high fire hazard severity zone" (**Figure 6-5**; CALFIRE 2007). While the majority of the coastal zone is designated with a low potential for wildfire, there are two very small areas in the north near the San Luis Rey River and the south near Buena Vista Lagoon which are designated as Very High Fire Hazard areas as shown on **Figure 6-5**. Even with these two small areas in consideration, the coastal zone has a low potential for risk of wildfire hazards. Nevertheless, all structures within the coastal zone are subject to all applicable California Fire Code requirements.



Source: City of Oceanside 2018, SanGIS 2018, CALFIRE 2018

Figure 6-5. Fire Hazards

Effects of Climate Change

Climate change is generally expected to result in changing rain patterns, which could lead to extended periods of drought similar to recent drought conditions experienced within the city and state. In drought conditions, vegetation can become extremely dry and flammable, which could trigger wildfires when in combination with high temperatures. While the majority of vegetation in the coastal zone is watered by landscaping irrigation and is maintained by City staff, the area around San Luis Rey River is not actively managed and present vegetation could become susceptible to wildfire hazards under drought conditions. Since the coastal zone is designated as having a low potential for risk of wildfire hazards, climate change would only marginally increase the potential for fire hazards.

6.1.5 Bluff Retreat and Beach Erosion Hazards and Shoreline Protective Devices

Shoreline Protective Devices

Coastal

An inventory of shoreline protective devices was developed in 2005 by NOAA for the entire California coastline. **Figure 6-6** shows the location of shoreline protective devices in Oceanside. The database does not detail the specific type of armoring, however conversation with city officials indicate that seawalls are the primary shoreline protective device from the northern city limits south to Tyson Street Park, and rip rap is the primary shoreline protective device from Tyson Street Park to the southern city limits (Cunningham 2018).

A jetty was constructed in the early 1940s in front of the Camp Pendleton Boat Basin. In the early 1960s, the breakwater was extended to protect the newly constructed Oceanside Harbor. Both the jetty and the Oceanside Small Craft Harbor (Harbor) have significantly impacted the transport of sand; USACE estimates the Harbor and breakwater have caused the loss of 1.4-1.6 million cubic yards (the equivalent of approximately 100,000 commercial dump trucks) of sand on Oceanside beaches between 1942 and 2016 (Sifuentes 2016). **Section 6.2** details the Harbor maintenance dredging and associated beach nourishment plan. In addition to the Harbor jetty, the Oceanside coastline also contains the San Luis River Groin and Long North Oceanside breakwater.

Source: City of Oceanside 2018, SanGIS 2018, NOAA 2005

Figure 6-6. Coastal Armoring

River channelization, or the straightening or redirection of streams through an artificially constructed channel, can be effective at reducing localized flooding. However, it can also reduce sediment delivery to the ocean, isolate riparian and coastal habitats, disconnect floods from their traditional floodplains, and cause increased flooding downstream.

River and Creeks

River channelization is a hydromodification technique used for flood control. Most of the Buena Vista Creek and Lagoon has been channelized to mitigate flooding hazard of adjacent property. Similarly, large sections of the Loma Alta Creek and Slough have been completely or partially channelized to stabilize the creek-bed slopes (City of Oceanside Clean Water Program). In the 1990s, USACE channelized much of the lower 7.2 miles of the San Luis Rey River (Coastal Watershed Planning and Assessment Program 2009).

Beach and Bluff Erosion

The Oceanside coastline is characterized by sandy beach, armoring, and bluffs. While the bluffs are mostly developed with homes and roadways and are disconnected from the sandy beach, there are a series of bluffs between Mission and Tyson street that are exposed. The coastal zone within the city of Oceanside is relatively flat with low elevations and a topography that gradually slopes to the south and west.

Beach and bluff erosion is a complex response to many processes including marine (e.g., water levels, waves, sediment supply and transport, etc.), terrestrial (e.g., rainfall, runoff, wind, etc.), topographic/geologic conditions, and other instabilities such as seismic shifts and biologic changes. In general, under natural conditions, sand is provided to beaches by sediment transport along the coast through wave action as well as from deposition through rivers and streams that empty into the ocean. Winter storms tend to cause heavy wave action which reduces sand content at beaches that will typically recover during milder summer conditions. Storms are also responsible for bluff erosion and retreat. However, most of Oceanside's shore is not under natural conditions and is armored with jetties, revetments, groins, armoring, and rip-rap, which alters coastal dynamics and erosion processes. Additionally, the zone between the bluffs and beach has been heavily developed, which, in the event of a significant storm, would likely buffer wave action reaching the bluffs.

Multiple studies have evaluated beach and bluff erosion and retreat along the coast of California and specifically within the vicinity of Oceanside, including the U.S. Army Corps of Engineers (USACE) (1990), Hapke and Reid (2007), and Hapke et al. (2009). Bluffs in the study area are currently protected by shoreline protective devices and development that disconnect the bluffs from the sandy beaches. The bluff erosion rates provided in the aforementioned studies can provide an estimate of potential beach and dune evolution in Oceanside if existing bluffs were to be exposed to oceanic processes in the future. Cliff retreat rates for these individual studies are further discussed below and summarized in **Table 6-1**. A study evaluating coastal cliff retreat rates in all of California found the average cliff-top retreat rate of 0.33±0.2 m/yr; mean rates in the Oceanside vicinity are generally lower due to extent of shoreline protection (Hapke and Reid 2007).

Table 6-1. Cliff Retreat Rates in the Literature

Study	Location	Dates of Study	Cliff-Top Retreat (m/yr)			Cliff Face Retreat (m/yr)		
			Minimum	Mean	Maximum	Minimum	Mean	Maximum
Everts, 1991	Oceanside Littoral Cell	1954-1988		0.02 - 0.15				
Hapke and Reid, 2007	Oceanside, CA	1934-1998	0.08	0.20	0.35			
Young, 2018	Mexico/U.S. border to Bodega Head, CA	1930s-1998		.12	4.2		0.25	
		1998-2010		0.12	4.2		0.04	3.8

Source: Everts (1991), Hapke and Reid (2007), Hapke et al. (2009), Young (2018)

Effects of Climate Change

Climate change is generally expected to increase the rate of coastal erosion due to higher water levels and a higher frequency and intensity of storms. The City of Oceanside Vulnerability Assessment and associated mapping identifies the progression of coastal erosion under different sea-level rise scenarios. As discussed in previously, the developed boundary, or "hold-the-line boundary" in Oceanside lies very close to the beach. The Vulnerability Assessment discusses both shoreline and bluff erosion and retreat under two management scenarios; "hold the line," where development is protected, and "let it go," which shows what could happen if the developed boundary was allowed to erode and retreat.

6.2 Adopted Plans and Programs

Federal, regional, and local agencies have adopted plans to manage for and limit coastal hazards.

6.2.1 Regional Plans

Federal Emergency Management Agency's National Flood Insurance Program

FEMA is responsible for determining flood elevations based on USACE studies. FEMA is also responsible for distributing the flood insurance rate maps (FIRMs), which are used in the National Flood Insurance Program (NFIP). Participation in the NFIP provides an opportunity for property owners in the community to purchase flood insurance that is made available, provided that the community complies with FEMA requirements for maintaining flood protection and managing development in the floodplain. Federal floodplain regulations are implemented at the local level by the City of Oceanside, as described in the Safety Element of the General Plan, the Flood Overlay Zoning District Regulations, and Article IX Floodplain Management Regulations of the Oceanside Municipal Code.

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

The Multi-Jurisdictional Hazard Plan adopted in 2010 was developed with the participation of all jurisdictions in the county, including every incorporated city and the county. The plan is intended to serve many purposes, including to: enhance public awareness and understanding, create a decision tool for management, promote compliance with state and federal program requirements, enhance local policies for hazard mitigation capability, provide inter-jurisdictional coordination of mitigation-related programming, and achieve regulatory compliance. The plan includes an overview of the risk assessment process, identification of hazards present in each jurisdiction, hazard profiles, and vulnerability assessments. It also identifies goals, objectives, and actions for each jurisdiction in the County of San Diego. Hazards profiled in the plan include wildfire/structure fire, flood coastal storms, erosion, earthquakes/liquefaction, rain-induced landslide, dam failure, hazardous materials incidents, nuclear materials release, and terrorism. The Plan is currently undergoing revision to include an evaluation of the impact climate change will have on the natural hazards that face the County.

6.2.2 Local Plans

City of Oceanside General Plan: Public Safety Element

The Public Safety Element of the City of Oceanside's General Plan identifies potential hazards to the community's citizens, sites and structures, public facilities, and infrastructure. The Public Safety Element establishes policies to minimize dangers to residents, workers, and visitors, while identifying actions needed to manage crisis situations such as earthquakes, floods, and fires. Evacuation routes and refuge centers are identified within the Public Safety Element. Coast Highway, including within the coastal zone, is a designated evacuation route for the city.

City of Oceanside General Plan: Land Use Element

The Land Use Element of the City of Oceanside's General Plan establishes policies that direct the City to "preserve shoreline beach area as a valuable recreational asset and visitor inducement" (Policy 3.17A) and "continue with periodic replenishment of beach sand by the Federal government until permanent beach sand management systems are decided on and implemented" (Policy 3.17B).

City of Oceanside Emergency Plan

The City of Oceanside adopted an Emergency Plan in 1973, which forms the basis for the conduct and coordination of emergency operations within the city. The Emergency Plan provides a system for the effective management of emergency situations; identifies lines of authority and relationships; assigns tasks and responsibilities; ensures adequate facilities, services, and resources; and provides a framework for adequate resources for recovery operations (City of Oceanside 2009).

Dredge and Beach Nourishment

The Oceanside Harbor is a federal navigation channel, which requires inlet maintenance per the 1944 Flood Control Act and 1946 Rivers and Harbor Act. Per the federal Oceanside Harbor Maintenance Dredging Plan, USACE is responsible for the annual dredging of the Entrance Channel, Oceanside Channel, and Del Mar Channel to design depths (-25 feet mean lower low water, MLLW, for the entrance channel, -20 feet MLLW for the Oceanside and Del Mar Channels). Until 2010, the dredged sediment was primarily placed south of the Oceanside Pier beginning at Tyson Street (Joe Ryan, personal communication). Since 2010, dredged material has been placed in areas with decreasing beach widths, notably the stretch between the San Luis Rey River and Tyson Street, in front of the Lifeguard Headquarters at the Oceanside Pier, the North Coast Village, and nearshore at Forster Street (Joe Ryan 2017). If excess dredged material remains following placement at priority locations, additional beach nourishment begins at the Oceanside Pier and continues southward.

Annual dredge volumes vary but average between 180,000-200,000 cy (USACE 2017, Joe Ryan 2017). Dredging and beach nourishment typically occur during the spring. The City of Oceanside maintains harbor dredge and beach nourishment records beginning in 1942 and has beachfill reports beginning in 2008.

Local Hazard Mitigation Plan

Section 5.14 of the San Diego County Multi-Jurisdictional Hazard Mitigation Plan (described above) is specific to the City of Oceanside and provides a summary of potential hazard-related exposures; administrative, technical, legal and fiscal capabilities for implementing hazard mitigation activities; goals, objectives and actions; and an action prioritization and implementation plan. The top five hazards identified in the plan are:

- Coastal Storms/Erosion/Severe Weather: Constant and historical, history
- Human caused hazards: Spills, releases, accidents, criminal activity, terrorist activity, history
- Earthquake and Tsunami: Proximity to local faults and Pacific Ocean, history
- Flooding: 25, 50 & 100 year storms and vegetation clogged river/creek channels, history
- Wildfire: Climate, location, and natural vegetation types, history

The Plan establishes goals that seek to promote disaster-resistant future development, promote public understanding, support and demand for hazard mitigation, build local capacity to continuously become less vulnerable to hazards, improve hazard mitigation and coordination with other agencies and governments, and reduce the possibility of damage and losses to life, property

and the environment due to earthquakes, tsunamis, flooding, sea-level rise, wildfires, costal storms, erosion, and severe weather, and human caused hazards.

Planned improvements and studies in the coastal zone include storm drain detention basin project along Loma Alta Creek, anti-obstruction flood devices for bridges that cross the San Luis Rey River, a recently halted beach erosion study, and dredging of the San Luis Rey River.

6.3 Planned Improvements

The City is in the process of completing a storm drain detention basin project along Loma Alta Creek adjacent to the Rancho Del Oro Sewer, located outside of the coastal zone (Oceanside 2015c). The project will construct stormwater detention basins in the existing creek bed by using retention walls as a way to capture stormwater peaks to reduce the chance of downstream flooding, including potential flooding in the coastal zone.

The City also has plans to construct anti-obstruction flood devices for each of the five bridges in Oceanside that cross the San Luis Rey River to protect against potential debris obstruction due to excessive debris flow (San Diego County 2010). The five bridges include the Coast Highway bridge (located in the coastal zone), Benet, Foussat, Douglas, and College bridges.

In March 2016 USACE released a Notice of Intent regarding preparation of a DEIS for the San Diego County Shoreline Feasibility Study in Oceanside which would evaluate the impacts of the Camp Pendleton Harbor on beach erosion. However, a lack of federal funding has put the project on pause until the City and USACE reach an agreement on steps to move forward.

As discussed in Section 6.1.3, a federal project to dredge the San Luis Rey River is awaiting initiation.

The Coastal Act and the existing Local Coastal Program Land Use Plan identify policies that regulate development in proximity to natural hazards.

6.4 Coastal Policies

This section includes policies from the Coastal Act and the City's existing certified LCP Land Use Plan that relate to coastal hazards and shoreline protective devices. The policies listed below are provided verbatim and have not been revised in any manner. As part of the LCP Update, the City will conduct a thorough policy review and identify those that should be carried forward, modified, or deleted based on their applicability to the current and anticipated future conditions of Oceanside's coastal zone. Policies will be reviewed for consistency with other City-adopted policy documents and compliance with the Coastal Act. Policies will also be reviewed for clarity, capacity for effective implementation, and to ensure they are reflective of the direction provided by the Oceanside community, stakeholders, and City-elected and appointed officials.

6.4.1 Coastal Act Policies

- The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health

shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams. (*Chapter 3, Article 4 Marine Environment, Section 30231*)

- Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur. (*Chapter 3, Article 4 Marine Environment, Section 30232*)

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

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

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

  (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

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

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

  (6) Restoration purposes.

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

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

  (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game,

including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

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

(d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for these purposes are the method of placement, time of year of placement, and sensitivity of the placement area. (*Chapter 3, Article 4 Marine Environment, Section 30233*)

- Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible. (*Chapter 3, Article 4 Marine Environment, Section 30235*)

- Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to: (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat. (*Chapter 3, Article 4 Marine Environment, Section 30236*)

6.4.2 Local Coastal Program Policies

Coastal Hazards

Table 6-2. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Chapter 2 Policy Summaries			
Section II Recreation and Visitor Serving Facilities	C	4	The City shall encourage a program of periodic replenishment of the beach or interim stabilization of the shoreline by artificial means, in cooperation with the Army Corps of Engineers, until a permanent solution to the beach erosion problem is provided.
Section II Recreation and Visitor Serving Facilities	C	5	The City shall continue to take the initiative to resolve the problem of beach erosion.
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	Objective	The City shall seek to minimize risks to life and property in areas of high geologic and flood hazards.
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	11	New development along the City's coastal bluffs and hillsides should assure stability and protection of natural landforms, and neither create nor contribute significantly to erosion or geologic instability, or in any way require the construction of protective devices that would substantially alter natural landforms.
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	12	Coastal bluff development shall be permitted if the design and setbacks are adequate to ensure stability for the expected economic life of the development, and measures are taken to control run-off, foot traffic, irrigation or other activities which could aggravate erosion problems.
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	13	The demonstration of stability for bluff development shall occur at the time of building permit issuance and shall include a report prepared by a registered geologist, professional engineer and/or a certified engineering geologist acting within their area of expertise, based on an on-site evaluation.
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	14	The Community Development Commission will adhere to the guidelines and recommendations of the Geotechnical and Erosion Control Study Report, Bluff Area, Ninth Street to Wisconsin Avenue, Oceanside, California.

Table 6-2. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Section IV San Luis Rey River Specific Plan	C	13	In order to protect life and property in the river area from flood hazards, the City shall: ▪ Prevent encroachment of permanent structures into the floodway. ▪ Allow only flood compatible uses and structures, per the Federal Flood Insurance Agency's regulations, within the 100-year floodplain. ▪ Cooperate with Army Corps of Engineers to ensure completion of the flood control project, as proposed.
Section IV San Luis Rey River Specific Plan	C	14	In order to protect life and property in the river area from geologic hazards, the City shall: ▪ Require developers to stabilize or remove the vertical cut-slope in the northwestern corner of Lawrence Canyon, in conjunction with development of that site. ▪ Require applicants for new development in Lawrence Canyon to perform an on-site geological study, and design the project in conformity with the recommendations of a licensed engineering geologist. All development shall meet the requirements of the Alquist-Priolo Special Studies Zone Act. ▪ Require new bluff-top development in the river area to maintain an adequate setback from the bluff edge and, where necessary, erect barriers along the bluff to maintain public safety.

Shoreline Protective Devices

Table 6-3. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Chapter 2 Policy Summaries			
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	4	The diking, dredging or filling of Oceanside's coastal waters shall be permitted where there are no less environmentally damaging alternatives and where feasible mitigation measures have been provided to minimize adverse environmental impacts, and shall be limited to the following: ▪ New or expanded port, energy, and coastal dependent facilities. ▪ Maintaining existing or restoring previous dredged. depths in existing navigational channels, turning basins; vessel berthing and mooring areas, and boat launching ramps. ▪ In open coastal waters, other than wetlands, new or expanded boating facilities. ▪ Incidental public service purposes. ▪ Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas. ▪ Restoration purposes. ▪ Nature study, aquaculture, or similar resource-dependent activities.
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	5	Dredging and spoils disposal shall be planned and carried out to minimize disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment shall be transported for such purposes to appropriate beaches or into suitable longshore current systems.
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	6	Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate impacts on local shoreline sand supply. Such structures shall be designed and constructed to minimize erosive impacts on adjacent unprotected property and minimize encroachment on to the beach. The structures shall not interfere with access along the beach. The property owner shall dedicate all area seaward of the shoreline structure for lateral access for the public.

Table 6-3. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	7	All permitted dredging (as outlined in the above policies) shall be planned, scheduled and carried out to minimize disruption to fish and bird breeding/migration, marine habitats, and water circulation.
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	8	If suitable, dredged or excavated material from the Harbor Expansion or San Luis Rey River Flood Control project shall be used for sand replenishment of down-shore city beaches. Any excess dredge spoils shall be used in accordance with the requirements of the Uniform Building Code for the following activities (in descending order): ▪ To the maximum extent feasible, storage for anticipated beach replenishment. ▪ Fill for permitted public projects. ▪ Fill for permitted private projects.
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	9	The City shall continue to work with the Army Corps of Engineers to solve the city's beach erosion and harbor surge and shoaling problems. Any shoreline structures proposed to solve these problems should be governed by the following criteria: ▪ Be the minimum necessary to solve the erosion problem. ▪ Be as visually unobtrusive as possible. ▪ Be compatible with maximum possible shoreline access and public safety. ▪ Protect and enhance marine life to the maximum extent feasible. ▪ Provide adequate mitigation for any adverse impacts on down-shore sand transport. ▪ For the surge and shoaling solutions only, maximize protected water areas within the existing Harbor and Turning Basin for berthing, small-craft sailing, and other boating facilities.
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	10	As an LCP implementing measure, the City has developed discretionary review procedures for all permanent or temporary artificial structures proposed for shoreline erosion control, including seawalls, revetments, retaining walls and breakwaters. Such structures shall be allowed if each of the criteria listed in policy #6 is met.

Chapter 7

NATURAL RESOURCES

The coastal zone extends across three hydrologic units, the San Luis Rey, Carlsbad, and Ysidora Hydrologic Units. These hydrologic units extend beyond the boundaries of the coastal zone and drain hundreds of square miles of land area into waterbodies that eventually lead to the Pacific Ocean. Within these hydrologic units are the following watersheds: Santa Margarita, lower San Luis Rey River, Loma Alta Creek, and Buena Vista Creek.

All of the waterbodies located within the coastal zone are currently classified as not meeting California water quality objectives and are undergoing programs implemented by a state agency to improve water quality.

The northern portion of the coastal zone overlies the San Luis Rey Valley Groundwater Basin. Movement of groundwater in the alluvial aquifer is westward towards the Pacific Ocean.

7.1 Existing Conditions

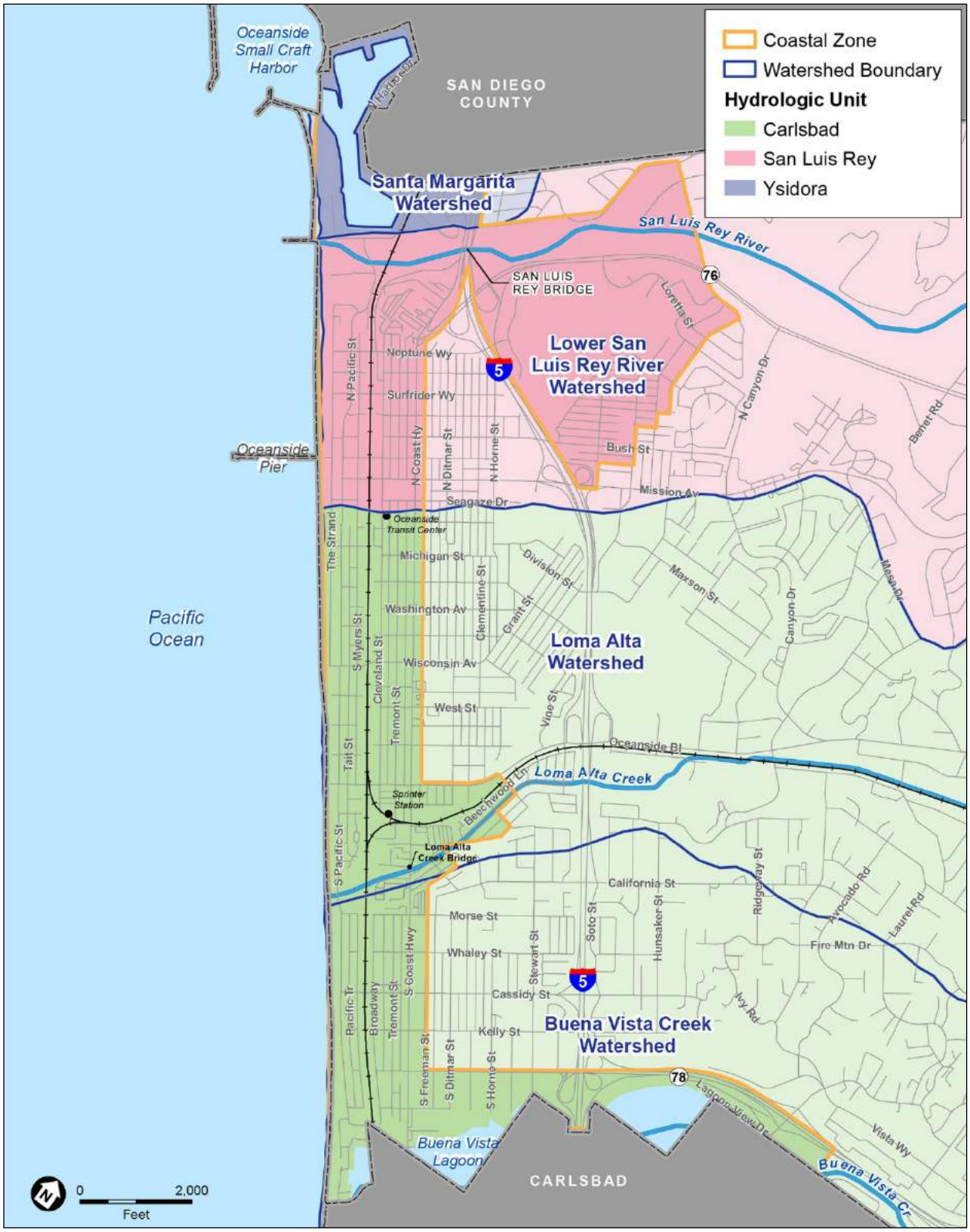
7.1.1 Water Resources and Quality

Hydrologic Setting

The coastal zone within the city of Oceanside is relatively flat with low elevations and a topography that gradually slopes to the south and west. The coastal zone includes three main waterbodies, which are described in greater detail below: San Luis Rey River in the north, Loma Alta Creek and Slough in the middle of the coastal zone, just south of Oceanside Boulevard, and Buena Vista Creek and Lagoon in the south. The majority of the coastal zone is located within the San Diego Hydrologic Region, which is composed of 11 smaller hydrologic units that encompass most of San Diego County and parts of southwestern Riverside County and southwestern Orange County. A small area in the northern portion of the coastal zone is located within the Santa Margarita Hydrologic Region, which is comprised of nine smaller hydrologic units across portions of northern San Diego County and southwestern Riverside County.

The coastal zone extends across two smaller hydrologic units in the San Diego Hydrologic Region, the San Luis Rey Hydrologic Unit (Unit 3.0) and the Carlsbad Hydrologic Unit (Unit 4.0), and one smaller hydrologic unit in the Santa Margarita Hydrologic region, the Ysidora Hydrologic Unit (Unit 2.1). **Figure 7-1** shows the boundaries and areas of the three smaller hydrologic units within the coastal zone.

The very small area of the coastal zone from the Oceanside Small Craft Harbor (Harbor) along San Luis Rey Drive to the northern city limit is located within the Ysidora Hydrologic Unit, which includes the lower portion of the Santa Margarita watershed. The Santa Margarita Watershed encompasses approximately 750 square miles across northern San Diego County and Riverside County, where roughly 200 acres or 27 percent is located within San Diego County. The Ysidora Hydrological Unit includes the lower portion of the Santa Margarita River, which discharges to the Pacific Ocean at Camp Pendleton. The small area of Ysidora Hydrological Unit in the coastal zone includes the Harbor but does not include any flowing waterbodies associated with this watershed.



Source: City of Oceanside 2018, SanGIS 2018

Figure 7-1. Hydrologic Units and Watershed

The northern portion of the coastal zone, roughly from Mission Avenue north to the city's boundaries, is located within the San Luis Rey Hydrologic Unit, which includes the lower San Luis Rey River watershed. The San Luis Rey Hydrologic Unit extends beyond the coastal zone and covers a drainage area of approximately 560 square miles. Elevations within this hydrologic unit range from sea level to over 4,300 feet (City of Oceanside 2017c). Average annual precipitation ranges from roughly 10 inches along the coastal region (within the coastal zone) to 45 inches in the mountainous area. The northern end of the coastal zone is located within the Coastal Subbasin of the San Luis Rey Hydrologic Unit, which contains the San Luis Rey River. The Coastal Subbasin boundaries extend from the mouth of the San Luis Rey River at the Pacific Ocean to Rice Canyon, approximately 1 mile east of Interstate 5 (I-15) (and outside the coastal zone). It is the third largest subbasin of the San Luis Rey Hydrologic Unit and is the most populated, containing the cities of Oceanside, and Vista, and unincorporated communities Bonsall, and portions of Fallbrook (from west to east) residing within its boundaries (CWAPA 2010). The lower elevations and southern/western portions of the subbasin, which include areas of the coastal zone, are mostly urban/residential, commercial, and light industrial areas (CWAPA 2010).

The San Luis Rey River has been channelized and altered over time. Surface water flows consist of surrounding tributaries supplied by intermittent releases from Lake Henshaw Dam and surfacing groundwater in the confluence of Couser Canyon Creek (CWAPA 2010). Both the Henshaw Dam and Couser Canyon Creek are located outside the coastal zone. Within the city of Oceanside, the San Luis Rey River is fed by its main tributary, Pilgrim Creek, and Henshaw Dam and the Escondido Canal diversion dam are the primary hydrologic controls of the river (City of Oceanside 2017c; Kajtaniak 2010). The San Luis Rey River runs through the very northern portion of the coastal zone, under four separate bridges (Interstate-5, Coast Highway, railroad trestle, and Pacific Street).

The majority of the coastal zone is located within the Carlsbad Hydrologic Unit, which includes the Loma Alta Creek and Buena Vista Creek watersheds and extends from State Route 76 (SR-76) in the north to the city of Carlsbad in the south.

The Carlsbad Hydrologic Unit extends beyond the coastal zone and covers approximately 210 square miles and encompasses the cities of Carlsbad, Oceanside, Vista, San Marcos, Escondido, Encinitas, Solana Beach, and areas of unincorporated San Diego County. Elevations within this hydrologic unit range from sea level to 2,420 feet on Bear Ridge north of Lake Wohlford (CWN 2002). Within the Carlsbad Hydrologic Unit, average annual precipitation ranges from approximately 10 inches within the coastal areas to 17 inches in the mountainous areas. The Carlsbad Hydrologic Unit is composed of seven coastal watersheds that drain to the Pacific Ocean, including Loma Alta Creek and Buena Vista Creek which are located in Oceanside's coastal zone. (CWN

2006). The Loma Alta Creek watershed contains Loma Alta Creek and Slough and the Buena Vista watershed contains Buena Vista Creek and Lagoon.

The Loma Alta Creek watershed is almost completely contained within the city of Oceanside (CWN 2006). Loma Alta Creek is approximately 7 miles long and flows to the Loma Alta Slough, which is located within the central portion of the coastal zone (City of Oceanside 2017a). Coast Highway, the main roadway through the coastal zone, extends over Loma Alta Creek and slough via the Loma Alta Creek Bridge. Loma Alta Creek and its main tributary, Garrison Creek, have been channelized to a concrete subgrade channel to help prevent flooding downstream. However, periodic flooding still occurs within the lower sections of this watershed. Over 70 percent of the watershed is developed and includes primarily residential land uses with smaller areas of industrial, commercial, and public facility uses (City of Oceanside 2017a).

The majority of the lower basin of the Buena Vista watershed, located north of Highway 78, is within the city of Oceanside and the coastal zone, where Buena Vista Creek runs parallel to Highway 78 and discharges into the lagoon south of the highway and west of Jefferson Street outside of the coastal zone (CWN 2006). Portions of Buena Vista Creek located outside of the coastal zone have been channelized to a concrete channel to reduce the potential of flooding private properties situated adjacent to the creek (City of Oceanside 2017b). Approximately 80 percent of the Buena Vista Creek watershed is developed, primarily with commercial and residential land uses and some agricultural activities (City of Oceanside 2017b).

Surface Water Quality

Under Section 303(d) of the Federal Clean Water Act (CWA), states are required to develop lists of water bodies that would not attain water quality objectives after implementation of required levels of treatment by point-source dischargers (municipalities and industries). Section 303(d) requires that states develop a total maximum daily load (TMDL) for each of the listed pollutants as a means to alleviate impairments within water bodies' surface water. In California, the State Water Resources Control Board (SWRCB) is responsible for implementing Section 303(d) and establishing TMDLs for the state's impaired waterbodies. Buena Vista Creek and Lagoon, Loma Alta Creek and Slough, San Luis Rey River, the Harbor, and the Pacific Ocean shoreline at the mouths of the San Luis Rey River and Loma Alta Creek are listed on the SWRCB's 303(d) list of impaired water bodies, as shown below in **Table 7-1**.

As shown in **Table 7-1**, all of the waterbodies located within the coastal zone are currently classified as having impairments and designated TMDLs are being implemented by the SWRCB. The water bodies within the project area are impaired with various pollutants, including fecal indicator bacteria (e.g., total coliform, fecal coliform, enterococcus, and E. coli), dichlorodiphenyltrichloroethane (DDT), nitrates and nitrites, sedimentation, phosphorous, toxicity, and total dissolved solids. Urban runoff and storm

sewers are the likely sources of these pollutants. Potential sources of these pollutants could include, but are not limited to, urban runoff, storm drain discharge, pesticides, and natural sources, such as sedimentation and siltation (SWRCB 2010).

Table 7-1. Downstream Water Quality Impairments

Water Body	Impairments	TMDL Completion Date(s)
Harbor	Copper	2021
Pacific Ocean Shoreline (Oceanside)	Indicator Bacteria	2019
	Enterococcus	2021
	Total Coliform	2021
San Luis Rey River, Lower (west of Interstate 15)	Chloride	2019
	Enterococcus	2021
	Fecal coliform	2021
	Phosphorous	2021
	Total Dissolved Solids	2019
	Total Nitrogen	2021
	Toxicity	2021
Loma Alta Creek	Selenium	2019
	Toxicity	2019
Loma Alta Slough	Eutrophic	TMDL Needed
	Indicator Bacteria	TMDL Needed
Buena Vista Creek	DDT[1]	2019
	Nitrate and Nitrite	2019
	Sediment Toxicity	2019
	Selenium	2019
Buena Vista Lagoon	Indicator Bacteria	TMDL Needed
	Nutrients	2019
	Sedimentation/siltation	2019

Note:

[1] *Dichlorodiphenyltrichloroethane*

Source: SWRCB 2010, EPA 2018.

Groundwater

The city overlies only one groundwater basin, which is the San Luis Rey Valley Groundwater Basin (Basin). The northern portion of the coastal zone overlies the Basin and is specifically in the Mission sub-basin. The Basin is approximately 46 square miles, extending outside the coastal zone, and underlies an east-west-trending alluvium-filled valley located along the western coast of San Diego County. The major hydrologic feature is the San Luis Rey River, which

drains the valley overlying the basin. The Basin is bounded on the east, northeast, and southeast by the contact of alluvium with impermeable Mesozoic granitic and pre-Cretaceous metamorphic rocks. In the northwest and southwest of the lower portion of the basin, alluvium is in contact with semi-permeable Eocene marine deposits and Tertiary non-marine deposits. The Basin is bounded on the west by the Pacific Ocean (DWR 2003). Average annual precipitation within the Basin is recharged by precipitation, imported irrigation water applied on upland areas, and by storm flows in the San Luis Rey River and its tributaries. Movement of groundwater in the alluvial aquifer is westward towards the Pacific Ocean. Prior to the 1960s, groundwater pumping in the western portion of the Basin led to the lowering of groundwater levels, which resulted in seawater intrusion between 2 and 6 miles inland from the coastline. However, since the advent of imported water sources, groundwater levels have risen to near pre-development levels and averages range from 0 to 20 feet below land surface. The estimated total storage capacity for the Basin is approximately 240,000 acre-feet (DWR 2003).

Pollutants within the Basin include total dissolved solids, nitrate, tetrachloroethane (PCE), and tricholorethane (TCE), perchlorate, iron, and manganese. Within the Mission sub-basin, the main pollutants include total dissolved solids, which range from 500 to 2,000 milligrams per liter (mg/L), iron, and manganese, both of which occur naturally. When concentrations of these pollutants are present in groundwater above drinking water standards, the City of Oceanside (City) treats groundwater supplies at the Mission Basin Groundwater Purification Facility, a groundwater desalination facility, prior to distribution. See Chapter 3 Public Works for more detail.

The coastal zone is largely developed. Areas that potentially accommodate plant and animal species are limited to the Oceanside Small Craft Harbor, Oceanside beaches, San Luis Rey River, Lawrence Canyon, Loma Alta Creek, and Buena Vista Lagoon.

There are 20 habitat and vegetation communities potentially present in the coastal zone, many of which are present along San Luis Rey River and Lawrence Canyon.

About 16 special-status plant and animal species (designated under Federal and State law) have the potential to occur in the coastal zone based on documented sightings in the last 30 years.

The coastal zone also hosts sensitive marine resources in the Oceanside Small Craft Harbor and along the Oceanside beaches.

7.1.2 Biological Resources

In addition to other protections afforded by state and federal law, the Coastal Act affords protections for Environmentally Sensitive Habitat Areas and wetlands.

Environmentally Sensitive Habitat Areas are defined by the Coastal Act as "*any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments*" (California Public Resources Code Section 30107.5). Different types of Environmentally Sensitive Habitat Areas are not specifically defined in the Coastal Act.

The following criteria could be used to generally identify potential Environmentally Sensitive Habitat Areas in the Oceanside coastal zone:

- Habitats that are currently occupied by or have the potential to support Rare/Special-Status Plant and Animal Species;
- Biologically significant habitats for common wildlife species (i.e., concentrated spawning or breeding sites);
- Wetland and riparian habitat communities; and

Emergent wetlands near the mouth of Loma Alta Creek

Coastal Freshwater Marsh at Buena Vista Lagoon

Mouth of the San Luis Rey River

Developed areas surrounding the Harbor (Google 2017)

- Undeveloped habitats, including disturbed habitat, within a minimum 100-foot contiguous buffer of wetland and riparian habitat communities or special-status species habitats.

Examples of areas that may constitute Environmentally Sensitive Habitat Areas include: Diegan coastal sage scrub habitat as a potential habitat for the Federally-threatened Coastal California Gnatcatcher (*Polioptila californica californica*); intertidal spawning areas for California Grunion (*Leuresthes tenuis*); and all undeveloped areas within the San Luis Rey River corridor and surrounding Buena Vista Lagoon. The following sections provide more detail on potential habitat and vegetation communities in the coastal zone, along with special status plant and wildlife species, and sensitive marine resources.

Wetlands are defined by the Coastal Act Section 30121 as "*lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.*" (California Public Resources Code Section 30121). Wetlands are defined under the California Code of Regulations Section 13577(b) as "*land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate*." Based on these definitions, wetlands under the Coastal Act may only display one of the wetland parameters typically used to define wetland areas (soils, vegetation, or hydrology), unlike the U.S. Army Corps of Engineers, which uses a three parameter definition under its federal authorities.

Regional and Local Setting

The coastal zone is part of the Southern California Coast ecoregion. The area is characterized by a Mediterranean-like climate with mild, wet winters and hot, dry summers with brief periods of drought (CDFW 2015).

The local setting is largely developed, with major land uses that include residential, commercial, and industrial development. The Buena Vista Lagoon, San Luis Rey River and Loma Alta Creek waterways are all areas of high ecological value within the region. Buena Vista Lagoon currently functions as a freshwater lagoon excluded from tidal influence by a beach berm and weir, located at the lagoon mouth.

Habitats and Vegetation Communities

Habitats and vegetation communities within the coastal zone are based on *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986) as modified in *Draft Vegetation Communities of San Diego County* (Oberbauer et al. 2008). Communities are based on those mapped within the coastal zone in the *Final Oceanside Subarea Plan* (City of Oceanside 2010), as

shown in **Figure 7-2**. The described communities below also include additional communities not depicted in the Final Oceanside Subarea Plan mapping, based on observed existing conditions and are not mapped on **Figure 7-2**.

Marine and Shoreline

Beaches

Typical appearance of Oceanside beaches with riprap at high and low tide.

Ocean beaches are a shoreline feature of deposited sand formed by waves and tides off the coast. In the coastal zone, beach habitat includes the expanse of sand and pebble substrate between the mean tide line to the furthest inland reach of storm waves. The shoreline of Oceanside is characterized by a strand of sand and pebble beach ranging from approximately 0 to 500 feet wide, depending on the location and tides. The majority of the Oceanside shoreline is a roughly 100-foot-wide, unvegetated strip bordered by riprap and ornamental landscaping or development on the landward side. This habitat generally has a high exposure to salt spray and a shifting substrate with low water-holding capacity and low organic matter content. Beach steepness, height, and width are affected by wave height, tidal range, and sand grain size and supply. Beaches within the coastal zone are highly trafficked by beachgoers.

Broader sandy beach and rocky intertidal habitat provided by rip rap jetty. (Google 2017)

Intertidal Ocean

The intertidal zone includes the area exposed by low tide up to the high tide line, including the spray zone (**Exhibit 7-1**). Within the coastal zone, the intertidal zone is characterized by sandy and pebble substrates.

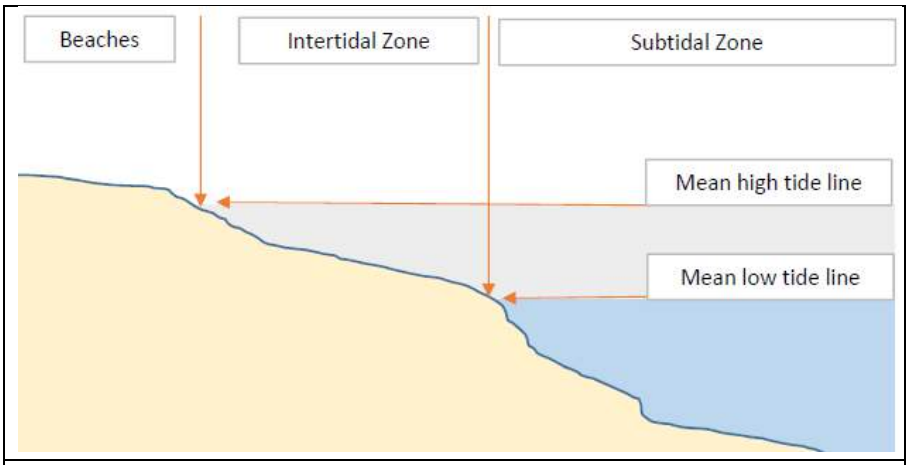
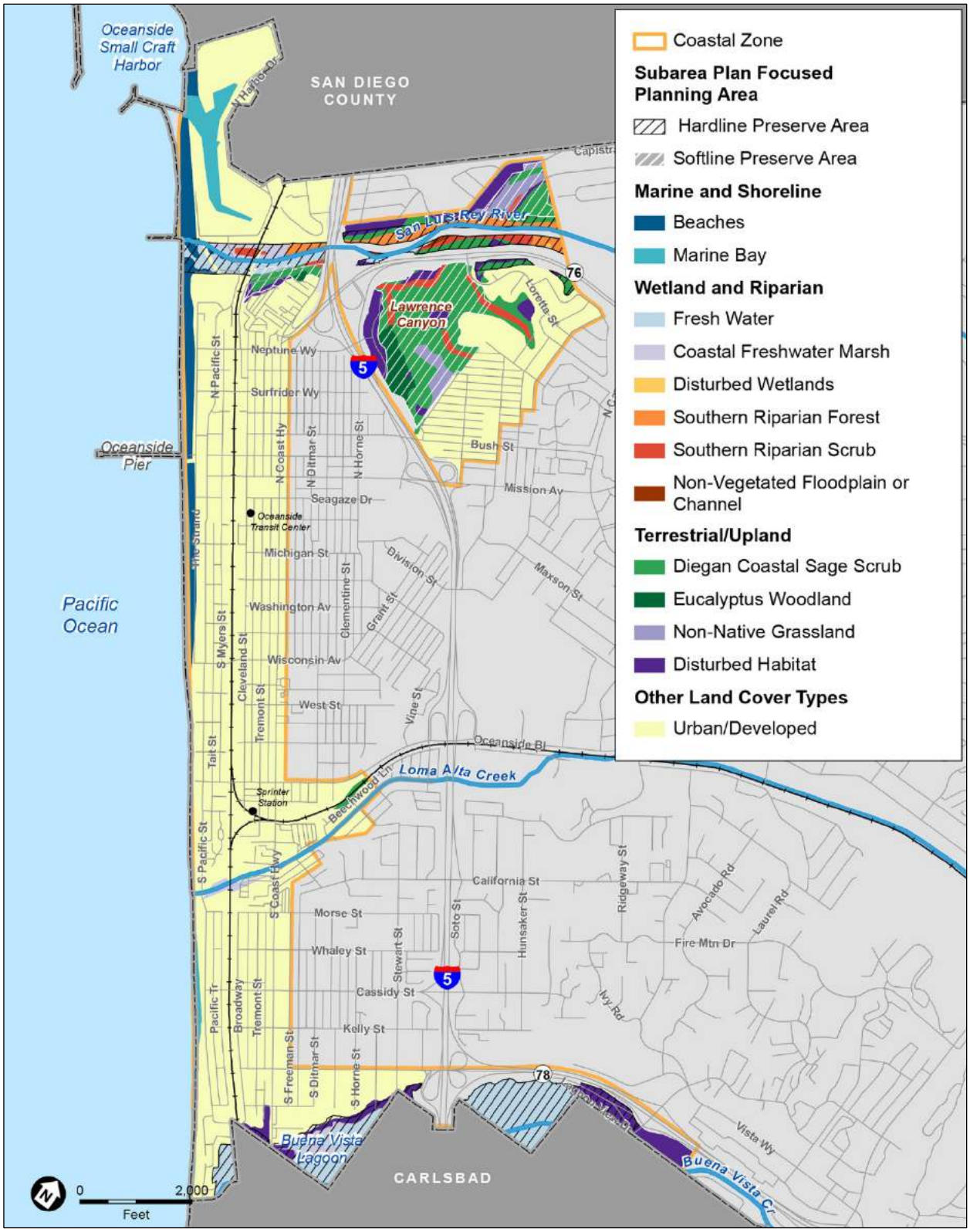


Exhibit 7-1. Beach and Tidal Zones

Subtidal Ocean

The subtidal zone extends seaward from the low tide line to and including the depth that supports canopy forming kelps given the proper substrate, usually 120 feet in depth (**Exhibit 7-1**). Characteristic species include phytoplankton, algae, and canopy forming macroalgaes if there is suitable subtrate in depths up to 120 feet. One species of flowering plant, surf grass (*Phyllospadix scouleri*) can occur in the subtidal and intertidal zone.



Source: City of Oceanside 2018, SanGIS 2018

Figure 7-2. Habitat Communities

Marine Bay

The majority of the Harbor is characterized by marine bay habitat characterized by deep (greater than 20 feet deep), intermediate (4-20 feet deep), and shallow waters (less than 4 feet deep). Shallow depth waters allow light to penetrate to the sea floor with potential for eelgrass growth but these areas may also be unvegetated.

Wetland and Riparian

Disturbed Wetlands

Disturbed wetlands are permanently or periodically inundated by water and have been significantly modified by human activity. Disturbed wetlands include portions of wetlands with obvious artificial structures such as concrete lining. This community occurs along the margins of the concrete-lined Loma Alta Creek channel.

Characteristic species include invasive species such as the giant reed (*Arundo donax*), salt cedar (*Tamarix* spp.), eucalyptus (*Eucalyptus* spp.), Canary Island date palm (*Phoenix canariensis*), fan palm (*Washingtonia* spp.), pampas grass (*Cortaderia* spp.), and Bermuda grass (*Cynodon dactylon*), and may also include native willows (*Salix* spp.), cattails (*Typha* spp.), and a variety of other wetland plants.

Southern Coastal Salt Marsh

Southern coastal salt marsh is composed of herbaceous, salt-tolerant plants adapted to live in soils saturated or submerged by water. These plants form a dense cover of up to 3 feet tall. This plant community is found along sheltered inland margins of bays, lagoons, and estuaries where the hydric soils are subjected to regular tidal inundation by salt water (Holland 1986). This community historically occurred within the Buena Vista Lagoon, but may no longer occur or may occur only in small patches due to restricted tidal influence in the lagoon.

Characteristic species include Alkali heath (*Frankenia spp.*), *seablite* (*Suaeda spp.*), and/or glasswort (*Arthrocnemum subterminalis*) along the upper, landward edges of the marshes; Bigelow's pickleweed (*Salicornia bigelovii),* Virginia glasswort (*S. depressa*), and saltwort (*Batis maritima*) at middle elevations; and cordgrass (*Spartina*) closest to open water.

Coastal Brackish Marsh

Coastal brackish marsh habitat is dominated by perennial, emergent, herbaceous monocots to 6 feet tall. Cover is often complete and dense. Coastal brackish marshes are similar to coastal salt marshes, but brackish from freshwater input. Salinity may vary considerably, and may increase at high tide, during seasons of low freshwater runoff, or both. Coastal brackish marshes usually transition into coastal salt marshes toward the ocean and occasionally with freshwater marshes at the mouths of rivers. Coastal brackish marsh is usually found at the interior edges of coastal bays and estuaries or in coastal

Non-native riparian with giant reed and Canary Island palm and coastal freshwater marsh habitat along the San Luis Rey River.

Non-vegetated floodplain below the San Luis Rey River bridge crossing in foreground with Southern Riparian Forest in the background.

Giant Reed typical of non-native riparian habitat.

lagoons. This community historically occurred at Buena Vista Lagoon and may presently occur to a variable and diminished extent near the lagoon mouth and near the mouth of Loma Also Creek and the San Luis Rey River.

Characteristic species include sedges (*Carex* spp.), salt grass (*Distichlis spicata*), rushes (*Juncus* spp.), pickleweeds and glassworts (*Salicornia* spp.), bulrushes (*Bolboschoenus* and *Schoenoplectus* spp.), and cattails.

Emergent Wetland

Emergent wetlands are generally persistent wetlands dominated by low growing, perennial wetland species. These can be found in channels, seeps and springs, floodplains, margins of lakes and rivers, and various basins such as pools and ponds, palustrine lakes, montane meadows, and dune swales. These may be freshwater or alkali wetlands. In San Diego County, these are often in previously disturbed areas where wetlands are emerging, but have not yet established a full suite of species; however, disturbance is not a necessary element of this vegetation community. This community occurs along Loma Alta Creek.

Characteristic species include sedges, spikerush (*Eleocharis* spp.), rushes, dock (*Rumex* spp.), bur reed (*Sparganium eurycarpum*), and many others.

Coastal Freshwater Marsh

Coastal and valley freshwater marsh is dominated by perennial, emergent grasses and grass-like plants measuring 12 to 15 feet tall that often form completely closed canopies. This habitat generally occurs at sites permanently flooded by fresh water (rather than brackish, alkaline, or variable) with prolonged saturation permitting accumulation of deep, peaty soils. This habitat is found along the coast and in coastal valleys near river mouths and around the margins of lakes and springs. It is now much reduced in area through its entire range. This community occurs at Buena Vista Lagoon and along the edges of the San Luis Rey River.

Characteristic species include sedges, flatsedges (*Cyperus* spp.), spikerushes, common reed (*Phragmites australis*), bulrushes, bur reed, cattails.

Fresh Water

Fresh water is comprised of year-round bodies of fresh water (extremely low salinity) that contain less than 10% vegetative cover. This includes the open water areas of the San Luis Rey River and Buena Vista Lagoon.

Non-Vegetated Floodplain or Channel

Non-vegetated floodplain or channel occurs along the sandy, gravelly, or rocky fringe of waterways or flood channels and is unvegetated on a relatively permanent basis. Variable water lines inhibit the growth of vegetation, although some weedy species of grasses may grow along the outer edges of the wash. Vegetation may exist here but is usually less than 10% total cover. This

community occurs along portions of the San Luis Rey River floodplain and within the concrete-lined Loma Alta Creek channel.

Non-Native Riparian

Non-native riparian describes densely vegetated riparian thickets dominated by non-native, invasive species. Non-native, invasive species account for greater than 50% of the total vegetative cover within a mapping unit. Non-native riparian is found in a variety of wetland habitats, often where disturbance has occurred. This community occurs along the San Luis Rey River, particularly where giant reed (*Arundo donax*) is colonizing riparian areas.

Characteristic species include invasive species such as giant reed, salt cedar, eucalyptus, Canary Island palm, fan palm, Bermuda grass, castor bean (*Ricinus communis*), and pampas grass along with natives such as willows.

Southern Riparian Scrub

Southern riparian scrub is dominated by small trees or shrubs and lacks taller riparian trees. This community mainly occurs along major river systems where flood scour occurs. Within the coastal zone, this community is interspersed with non-native riparian and southern riparian forest along the San Luis Rey River. Characteristic species include willows and mulefat (*Baccharis salicifolia*).

Southern Riparian Forest

Southern riparian forests are dense forest communities found along streams and rivers. Within the coastal zone, this community is generally dominated by broadleafed trees and occurs interspersed with non-native riparian and southern riparian scrub along the San Luis Rey River.

Characteristic species include arroyo willow (*Salix* lasiolepis), black willow (*Salix gooddingii*), California sycamore (*Platanus racemosa*), Fremont cottonwood (*Populus fremontii*), and many other wetland plants.

Terrestrial/Upland

Diegan Coastal Sage Scrub

Diegan coastal sage scrub is comprised of low, soft-woody subshrubs and dominated by California sagebrush (*Artemisia californica*) and California buckwheat (*Eriogonum fasciculatum*) together with laurel sumac (*Malosma laurina*), white sage (*Salvia apiana*) and black sage (*Salvia mellifera*). This community typically occurs on steep, xeric slopes or clay-rich soils that are slow to release stored water. This community occurs along the San Luis Rey River corridor and at Lawrence Canyon.

Characteristic species include California sagebrush, California buckwheat, deerweed (*Lotus scoparius*), chaparral bush mallow (*Malacothamnus fasciculatus*), laurel sumac, lemonade berry (*Rhus integrifolia*), white sage, black sage, and foothill needlegrass (*Stipa lepida*).

Mixed coastal sage scrub, non-native grassland, and eucalyptus woodland within canyon area west of Vine Street.

Habitats along San Luis Rey River in foreground with Lawrence Canyon in background.

Coastal sage scrub habitat at Lawrence Canyon

Flat-topped Buckwheat

Flat-topped buckwheat is a near monoculture community usually resulting from disturbance and transitioning to coastal sage scrub or chaparral. Species characteristic of this community appear over time. This community occurs along the San Luis Rey River corridor and near Loma Alta Creek along the railroad berm.

Characteristic species include California buckwheat and deerweed (*Lotus scoparius*).

Non-native Grassland

A dense to sparse cover of annual grasses with flowering culms 0.5-1.5 feet high. In some areas, depending on past disturbance and annual rainfall, annual forbs may be the dominant species; however, it is presumed that grasses will soon dominate. Germination occurs with the onset of the late fall rains; growth, flowering, and seed-set occur from winter through spring. With a few exceptions, the plants are dead through the summer-fall dry season, persisting as seeds. Within the coastal zone, this community occurs within vacant, unmaintained lots and along the San Luis Rey River.

Common genera include oats (*Avena*), bromes (*Bromus*), filaree (*Erodium*), and mustards (*Brassica*).

Eucalyptus Woodland

Eucalyptus habitats range from single-species thickets with little or no shrubby understory to scattered trees over a well-developed herbaceous and shrubby understory. In most cases, eucalyptus forms a dense stand with a closed canopy. Eucalyptus species produces a large amount of leaf and bark litter, the chemical and physical characteristics of which limit the ability of other species to grow in the understory, decreasing floristic diversity. Overstory composition is typically limited to one species of the genus, or mixed stands composed of several Eucalyptus species; few native overstory species are present within eucalyptus planted areas, except in small cleared pockets.

Disturbed Habitat

Disturbed habitat describes areas that have been physically disturbed (by previous legal human activity) and are no longer recognizable as a native or naturalized vegetation association, but continue to retain a soil substrate. Typically, vegetation, if present, is nearly exclusively composed of non-native plant species such as ornamentals or ruderal exotic species that take advantage of disturbance, or show signs of past or present animal usage that removes any capability of providing viable natural habitat for uses other than dispersal. Examples of disturbed land include areas that have been graded, repeatedly cleared for fuel management purposes, and/or experienced repeated use that prevents natural revegetation (i.e., dirt parking lots, trails that have been present for several decades), recently graded firebreaks, graded construction pads, construction staging areas, off-road vehicle trails, and old home sites.

Within the coastal zone, this habitat occurs within road shoulders, trails, vacant lots, and along the railroad berm.

Characteristic species include invasive, non-native forb species, such as, thistles ([*Centaurea*], [*Carduus*], and [*Cynara*] spp.), sowthistle (*Sonchus* spp.), Russian thistle (*Salsola tragus*), telegraphweed (*Heterotheca grandiflora*), London rocket (*Sisymbrium irio*), wild radish (*Raphanus sativa*), iceplant (*Carpobrotus edulis*), crown daisy (*Glebionis coronaria*) and fennel (*Foeniculum vulgare*). The limited number of grass species includes pampas grass and fountain grass (*Pennisetum* spp.).

Other Land Cover Types

Urban/Developed

Urban/developed land cover type describes areas that have been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported. Developed land is characterized by permanent or semi-permanent structures, pavement or hardscape, and/or landscaped areas that often require irrigation. Urban/developed land cover type also includes areas where no natural land is evident due to a large amount of debris or other materials being placed upon it (e.g., car recycling plant, quarry), as well as unvegetated or landscaped areas with a variety of ornamental (usually non-native) plants. This land cover type dominates the majority of the coastal zone.

Special-Status Species

Special-status species include the following:

- California or Federal Endangered Species Act rare, threatened, and endangered species;
- California Department of Fish and Wildlife (CDFW) fully protected species, species of special concern, and watch list species;
- California Native Plant Society Rare Plant Rank 1B species;
- U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern; and
- Species for which compelling evidence of rarity exists, such as consideration for listing as rare, threatened or endangered under the California or Federal Endangered Species Acts and/or evidence of rarity in published academic studies.

Special-Status Plant Species

The coastal zone includes several special-status plant populations (**Table 7-2**), mainly occurring in the upland habitats along the San Luis Rey River, including a critical population of Nuttall's lotus (*Acmispon prostratus*). An occurrence of cliff spurge (*Euphorbia misera*) was recorded in the disturbed sandy berm habitat along the railroad. All special-status plant species present in the coastal zone

are ranked special status consistent with the California Native Plant Society Rare Plant Rank 1B species.

Table 7-2. Special-Status Plant Species Expected[1] within the Coastal Zone

Scientific Name	Common Name	Special Status[2]	Habitat/Occurrence
Leptosyne maritima	sea dahlia	2b.2	Coastal scrub, coastal bluff scrub. Occurs on a variety of soil types, including sandstone. Known from just south of CA-76 on the west side of Lawrence Canyon, south of the San Luis Rey River
Iva hayesiana	San Diego marsh-elder	2B.2	Wetlands, marsh, and riverwash. Artificial planting in restoration area on south side of San Luis Rey River, just west of I-5, Oceanside.
Ferocactus viridescens	San Diego barrel cactus	2B.1	Chaparral, coastal scrub, valley and foothill grassland. Often on exposed, level or south-sloping areas; often in coastal scrub near crest of slopes. Along San Luis Rey River near gaging station, just east of N. Loretta Street.
Atriplex coulteri	Coulter's saltbush	1B.2	Alkaline or clay soils in coastal bluff scrub, coastal dunes, coastal scrub, valley and foothill grassland. Ocean bluffs, ridgetops, as well as alkaline low places. Known to Occur in Lawrence Canyon ~500 feet west of McNeil Street and Dubuque Street.
Dudleya viscida	sticky dudleya	1B.2	Coastal scrub, coastal bluff scrub, chaparral, cismontane woodland. On north and south-facing cliffs and banks. Occurs along the slopes above both sides of the San Luis Rey River, from I-5 to the east about 1.5 miles.
Euphorbia misera	cliff spurge	2B.2	Coastal bluff scrub, coastal scrub, rocky sites. Recorded adjacent to the railroad.
Acmispon prostratus	Nuttall's lotus	1B.1	Coastal dunes and coastal scrub. Occurs at the mouth of the San Luis Rey River.
Nemacaulis denudata var. *denudata*	coast woolly-heads	1B.2	Coastal dunes. Occurs along the south side of the San Luis Rey River.

Notes:

1 This list is based on recently reported occurrences within the coastal zone (<30 years since last sighting).

2 Special Status:
FE = endangered under the Federal Endangered Species Act
CE = endangered under the California ESA
California Rare Plant Rank (CRPR):
1B: plants rare, threatened, or endangered in California and elsewhere
2B: plants rare, threatened, or endangered in California, but more common elsewhere
Threat Ranks
0.1: seriously threatened in California (over 80% of occurrences threatened / high degree and immediacy of threat)
0.2: moderately threatened in California (20-80% occurrences threatened / moderate degree and immediacy of threat)

SOURCE: CNDDB 2017

Special-Status Wildlife Species

Special status species known or expected to occur in the coastal zone (**Table 7-3**) are largely found within the upland and riparian habitats along the San Luis Rey River. Additional special-status bird species use Buena Vista Lagoon for breeding and/or foraging.

Table 7-3. Special-Status Wildlife Species Expected[1] within the Coastal Zone

Scientific Name	Common Name	Special Status[2]	Habitat Requirements
Reptiles			
Crotalus ruber	red-diamond rattlesnake	SSC	Occurs in rocky areas and dense vegetation. Needs rodent burrows, cracks in rocks or surface cover objects. Recorded at Lawrence Canyon.
Birds			
Rallus obsoletus levipes	light-footed Ridgway's rail	FE, CE, FP	Found in salt marshes traversed by tidal sloughs, where cordgrass and pickleweed are the dominant vegetation. Requires dense growth of either pickleweed or cordgrass for nesting or escape cover; feeds on molluscs and crustaceans. Known to occur at Buena Vista Lagoon.
Charadrius alexandrinus nivosus	western snowy plover	FT, SSC, BCC	Sandy beaches, salt pond levees, and shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting. No breeding known to occur within the coastal zone; however this species is likely to forage along the beaches.
Sternula antillarum browni	California least tern	FE, CE, FP	Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, landfills, or paved areas. No breeding known to occur within the coastal zone; however this species is known to forage at Buena Vista Lagoon.
Polioptila californica	coastal California gnatcatcher	FT, SSC	Low, coastal sage scrub in arid washes, on mesas and slopes. Not all areas classified as coastal sage scrub are occupied. Habitat occurs along the borders of the Buena Vista Lagoon and the San Luis Rey River, particularly in Lawrence Canyon.
Vireo bellii pusillus	least Bell's vireo	FE, CE	Low riparian in vicinity of water or in dry river bottoms. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite. Known to occur in riparian habitat along the San Luis Rey River.
Aimophila ruficeps canescens	southern California rufous-crowned sparrow	WL	Southern California coastal sage scrub and sparse mixed chaparral. Frequents relatively steep, often rocky hillsides with grass and forb patches. Recorded along the south side of the San Luis Rey River in Lawrence Canyon.

Table 7-3. Special-Status Wildlife Species Expected[1] within the Coastal Zone

Scientific Name	Common Name	Special Status[2]	Habitat Requirements
Passerculus sandwichensis beldingi	Belding's savannah sparrow	CE	Inhabits coastal salt marshes, nesting in pickleweed on and about margins of tidal flats. Previously occurred at Buena Vista Lagoon when higher marsh habitat was available.

Notes:

1 *This list is based on recently reported occurrences within the coastal zone (<30 years since last sighting).*

2 *Special Status:*
FE = endangered under the Federal Endangered Species Act
FT = threatened under Federal Endangered Species Act
CE = endangered under the California Endangered Species Act
CT = threatened under the California Endangered Species Act
BCC = U.S. Fish and Wildlife Service Bird of Conservation Concern
WL = California Department of Fish and Wildlife Watch List
SSC = California Department of Fish and Wildlife Species of Special Concern
FP = California Department of Fish and Wildlife fully protected

SOURCE: CNDDB 2017

The City of Oceanside has several adopted plans that include policies that seek to improve water quality, control and treat stormwater runoff, protect open spaces, and conserve natural biotic communities and sensitive plant and wildlife species.

Other Sensitive Resources

This section describes ecologically significant habitats or resources in the coastal zone which may be susceptible to development or other human impacts. These include common species with no special legal designation.

Grunion Spawning Beaches

The beaches within the coastal zone are known breeding areas for the California Grunion (*Leuresthes tenuis*). This species of fish spawns and deposits eggs within the upper intertidal and lower beach areas.

Eelgrass Beds

The Harbor is designated as potentially suitable habitat for eelgrass (*Zostera marina*) that was not surveyed during 2015 Southern California Bight Regional Eelgrass Surveys (Merkel & Associates, Inc.). Therefore, the presence or absence of eelgrass in the Harbor is unknown. Eelgrass is a community structuring plant that forms expansive meadows or smaller beds in both subtidal and intertidal habitats in shallow coastal bays and estuaries, as well as within semi-protected shallow soft bottom environments of the open coast. Eelgrass vegetated areas are recognized as important ecological communities because of their multiple biological and physical values (e.g., major food source in nearshore marine systems, important structural environment for resident bay and estuarine species, etc.). As a result, eelgrass is considered a "foundation", or habitat forming species (Merkel & Associates, Inc.).

7.1.3 Adopted Plans

Water Resources and Quality

San Luis Rey River Watershed Management Area Water Quality Improvement Plan

The San Luis Rey River Watershed Management Area Water Quality Improvement Plan (WQIP) was completed in 2016 to demonstrate compliance with Regional Municipal Separate Storm Sewer Systems (MS4) Permit (Order No. R9-2013-0001) (see Section 7.1.4 for a description of the MS4 Permit). This watershed-specific plan was developed by the Co-permittees of the San Luis Rey River Watershed Management Area (City of Oceanside, City of Vista, County of San Diego, and Caltrans), and is intended to provide a process by which the Co-permittees can select and address the highest priority water quality issues. The WQIP includes descriptions of the highest priority pollutants or conditions within the watershed as well as goals and strategies to address those pollutants or conditions, and time schedules associated with those goals and strategies. The WQIP includes drainage area assessments of the highest priority areas in order to identify the pollutant discharges and other sources that are causing the high priority condition. It also provides strategies to address high-priority water quality conditions, interim and final water quality targets for these strategies, and timelines to achieve the targets. While the primary focus of the WQIP is on water quality, it also provides multi-benefit project goals, targets, identification, assessment, prioritization, and timelines for implementation within the Watershed Management Area.

City of Oceanside Standard Urban Stormwater Mitigation Plan

The City's Standard Urban Stormwater Mitigation Plan (SUSMP) details measures that must be implemented on development sites to protect stormwater quality from on-site conditions, including erosion. The SUSMP includes requirements for all development projects, such as implementation of appropriate source-control best management practices (BMPs), temporary construction BMPs, and permanent stabilization/erosion control BMPs. The SUSMP includes a low-impact development (LID) design guide for projects that includes incorporation of design features on site that would control runoff (City of Oceanside 2010).

All development and redevelopment projects applying for permits within the city of Oceanside are subject to a formal SUSMP Determination. The objective of the SUSMP Determination is to provide a consistent and thorough method for the initial review of development and redevelopment projects, with the purpose of categorizing projects and determining applicable SUSMP requirements. The SUSMP Determination also demonstrates to the Regional Water Quality Control Board that each project receives a consistent review and enables the City to document project categorization and satisfy MS4 Permit requirements. Development and redevelopment projects must provide, at a minimum, a completed Stormwater Quality Assessment form, site plans,

and the project description and justification in order to submit an application for formal SUSMP Determination. Upon review completion, the projects receive a formal SUSMP Determination, which indicates the type of stormwater document required to meet MS4 Permit and SUSMP requirements.

As part of the SUSMP compliance process, development and redevelopment projects must prepare a Stormwater Mitigation Plan (SWMP) to demonstrate compliance with stormwater mitigation requirements prior to project approval and issuance of local permits. Requirements that apply during the planning phase and prior to permit approval include minimum standards for the implementation of LID practices and the integration of flow control criteria designed to mitigate storm runoff peaks and durations from development sites. This unified LID approach combines site planning and design measures coupled with engineered integrated management practices (IMPs), such as bioretention facilities, flow-through planters, dry wells, infiltration basins, and cisterns. By implementing the unified LID design procedure, projects may develop a single integrated design that demonstrates compliance with federal, state, and local stormwater regulations.

A SWQMP is required for projects that create or replace 2,500 square feet or more of impervious surface (collectively over the entire corridor), and discharge directly to a Water Quality Environmentally Sensitive Area (WQESA). "Discharging directly to" includes flow that is conveyed overland a distance of 200 feet or less from the project to the WQESA, or conveyed in a pipe or open channel any distance as an isolated flow from the project to the WQESA (i.e., not commingled with flows from adjacent lands).

Biological Resources

Oceanside General Plan: Environmental Resource Management Element (1975)

The Environmental Resource Management Element of the 1975 Oceanside General Plan establishes policies to conserve natural resources and preserve open space. This element combines the Conservation and Open Space Elements requirements for the General Plan. The policies are primarily implemented through designation and preservation of open space. Open space is defined to include all natural areas untouched by man (bays, cliffs, forests, lagoons, mountains, and ocean) as well as "developed" areas maintained in a natural state (cemeteries, parks, golf courses, farms, and reservoirs).

Final Multiple Habitat Conservation Program Plan for the Cities of Carlsbad, Encinitas, Oceanside, San Marcos, Solana Beach, and Vista (2003)

The Multiple Habitat Conservation Program (MHCP) is a comprehensive, multiple jurisdictional planning program designed to create, manage, and monitor an ecosystem preserve in northwestern San Diego County. The

MHCP subregion encompasses the seven incorporated cities of northwestern San Diego County, including the city of Oceanside. Each jurisdiction is intended to implement their portions of the MHCP plan through citywide "subarea" plans, which describe the specific policies each city will institute for the MHCP. The Oceanside Subarea Plan is described below.

Oceanside Subarea Habitat Conservation Plan / Natural Community Conservation Plan (2010)

While not yet formally adopted, the Final Oceanside Subarea Plan (Subarea Plan) has been implemented since 2010. This Plan addresses how the City of Oceanside will conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning Act (NCCP Act) and the U.S. Endangered Species Act (ESA). This Plan is a Natural Community Conservation Plan (NCCP) and a Habitat Conservation Plan (HCP) pursuant to Section 10(a) of the ESA (as amended). Approval and adoption of this Plan by the City would be intended to result in issuance of Federal and State permits for the take of certain listed rare, threatened, or endangered species. Upon issuance of permit, the City would be able to authorize the taking of natural habitats or associated species by public or private projects within its jurisdiction, as long as those biological resources are adequately conserved and managed by the Plan and the projects are consistent with and covered by the provisions of this Plan. The Plan is intended to lead to citywide permits for the incidental take of sensitive species in conjunction with private development projects, public projects, and other activities, which are consistent with this Plan. However, due in part to budgetary constraints, the City is contemplating an alternative to the Plan that would involve the incorporation of habitat preservation policies into the Environmental Resources Management Element of the City's General Plan. Such an approach would continue to promote preservation of sensitive habitat on a project-by-project basis, while relieving the City of the burden of acquiring and managing preserve areas. It is likely that many of the preservation measures outlined in the Plan would continue to be applied to new development and capital improvement projects.

Under this Plan, the San Luis Rey River corridor and Buena Vista Lagoon include Focused Planning Areas (FPAs). FPAs are areas that have been identified as Preserve with lands that currently are or that will be dedicated as open space and included in the City's Preserve, either in whole or in part, according to the policies of the Subarea Plan. See **Figure 7-2** which identifies hardline preserve areas and softline preserve areas.

- Hardline preserve areas generally represent existing preserve areas where the lines depicting ultimate preserve versus development areas can be confidently drawn at this time. Habitat acreages within hardline preserve areas are generally assumed to be at least 90% conserved (with most at 95% or 100%); and species locations in hardline areas are generally assumed to be 100% conserved (through avoidance of impacts).

- Softline preserve areas are those properties on which some lesser level of conservation is expected (generally 50% to 80%), but where precise lines depicting preserve versus development areas cannot be drawn at this time.

Several programs are in place to improve water quality by reducing pollutants entering waterbodies and regulating stormwater runoff. Projects to enhance biological resources within the coastal zone include a proposed restoration project proposed for the Buena Vista Lagoon and several restoration and management projects and programs for San Luis Rey River located both within and inland of the coastal zone.

7.1.4 Planned Improvements

Water Quality Programs

Total Maximum Daily Loads Requirements based on Section 303(d) of the Clean Water Act

TMDLs establish the maximum amount of a pollutant allowed in a waterbody and serves as the starting point or planning tool for restoring water quality. In some cases, an implementation plan is created to identify objectives for restoring water quality. A comprehensive implementation plan outlines management goals, projects, partners, priorities, schedule and funding along with tracking, monitoring and reevaluation processes. The TMDL completion dates shown in **Table 7-1** under Section 7.1.1 refer to a timeline by which the State Water Resources Control Board anticipates meeting the maximum pollutant allowances per waterbody.

Regional Municipal Separate Storm Sewer System (MS4) Permit

Regional Water Quality Control Boards have adopted National Pollutant Discharge Elimination System permits to regulate storm water for municipalities (see Section 3.2.4 for a description of the NPDES program). Most of these permits are issued to a group of co-permittees encompassing an entire metropolitan area. Phase I MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program (this includes the WQIP described above under Section 7.1.3) with the goal of reducing the discharge of pollutants to the maximum extent practicable. U.S. Environmental Protection Agency defines an MS4 as a conveyance or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, or storm drains) owned or operated by a state. Development and redevelopment projects within the coastal zone would be required to comply with the MS4 regulations during operations.

The Septic System Maintenance and Best Management Practices Rebate Program

The Septic System Maintenance and Best Management Practices Rebate Program, when funded, would be implemented by the Mission Resource Conservation District within the San Luis Rey River Watershed to address the priority of implementing or furthering recovery of streams, wetlands, and riparian systems. The program would accomplish the furthering of recovery of streams, wetlands and riparian systems, by reducing the amount of nutrients, Total Nitrogen and Total Phosphorus, and bacteria that are entering the

San Luis Rey River and negatively impacting water quality (San Diego RWQCB 2017).

Restoration or Mitigation Projects for Biological Resources

Buena Vista Lagoon Enhancement Project

The Buena Vista Lagoon Enhancement Project includes engineering studies and the preparation of an environmental impact report (EIR) to analyze possible approaches to the enhancement of the lagoon. A minimum of four alternatives are proposed for evaluation: three enhancement alternatives (freshwater, saltwater, and a saltwater/freshwater hybrid regime), and a no project alternative. The project, sponsored by the San Diego Association of Governments (SANDAG), has been under planning and development since the 1990s.

San Luis Rey Watershed Non-Native Plant Control Project

This ongoing giant weed control program for the San Luis Rey watershed has been operating since 1994 and seeks to remove non-native plants along the San Luis Rey River (along with other river systems in the Santa Margarita watershed located outside the coastal zone). The Mission Resource Conservation District has completed initial treatments on over 95% of San Luis Rey River, including areas within the coastal zone, using predominantly State and Federal grant funds under this program. The program is currently seeking re-treatment funds (San Diego RWQCB 2017).

San Luis Rey Flood Control Project Whelan Mitigation Site Habitat Restoration

This restoration and mitigation project is inland of the coastal zone. The U.S. Army Corps of Engineers, Los Angeles District (Corps, or Los Angeles District) and City of Oceanside are restoring southwestern willow flycatcher (*Empidonax traillii extimus*) habitat along the San Luis Rey River to meet environmental commitments and permit requirements. The restoration project includes active restoration of riparian habitat and floodplain (USACE 2014).

San Luis Rey Wetland Restoration/Mitigation Bank Project

This restoration and mitigation project, sponsored by the City of Oceanside, is inland of the coastal zone. The proposed San Luis Rey Wetland Restoration/ Mitigation Bank Project involves the restoration of a riparian river corridor and floodplain along a portion of the San Luis Rey River. The Restoration Area is currently utilized for agriculture and was converted to this use by channelizing and confining the river within farm berms, and the placement of fill within the river's historic corridor and floodplain to create farm fields. Despite the farm berms and the fill, the Restoration Area remains within the 100-year floodplain and is subject to periodic flooding. Implementation of the Project would require the removal of the fill, and its relocation to adjacent farm fields and agricultural areas. The Restoration Area within the floodplain would be

permanently protected with a conservation easement or other restriction which would prohibit future development activities. The San Luis Rey Wetland Restoration/Mitigation Bank Project is intended to provide a designated area for compensatory mitigation that may be required by federal, state, and local agencies as compensation for unavoidable impacts to wetlands as a result of other actions approved by such agencies. Due to its location within the San Luis Rey River floodplain and the implementation of successful riparian restoration projects located immediately up and down stream, the Restoration Area has a high potential for success. Therefore, the Restoration Area has been identified by several state and federal agencies as a high priority restoration site (Helix 2014).

The Coastal Act and the existing Local Coastal Program Land Use Plan identify policies that regulate development that have the potential to impact water resources, water quality and biological resources.

7.1.5 Coastal Policies

This section includes policies from the Coastal Act and the City's existing certified LCP Land Use Plan that relate to natural resources. The policies listed below are provided verbatim and have not been revised in any manner. As part of the LCP Update, the City will conduct a thorough policy review and identify those that should be carried forward, modified, or deleted based on their applicability to the current and anticipated future conditions of Oceanside's coastal zone. Policies will be reviewed for consistency with other City-adopted policy documents and compliance with the Coastal Act. Policies will also be reviewed for clarity, capacity for effective implementation, and to ensure they are reflective of the direction provided by the Oceanside community, stakeholders, and City-elected and appointed officials.

Coastal Act Policies

- Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes. (*Chapter 3, Article 4 Marine Environment, Section 30230*)
- Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. (*Chapter 3, Article 5 Land Resources, Section 30240, Policy A*)
- Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas. (*Chapter 3, Article 5 Land Resources, Section 30240, Policy B*)

7.1.6 Existing Local Coastal Program Land Use Plan Policies

Water Resources and Quality

Table 7-4. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Chapter 2 Policy Summaries			
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	Objective	The City shall work with the Regional Water Quality Control Board and other appropriate agencies to prevent degradation of Oceanside's Coastal Waters.
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	1	As a supplement to the Hillside Development Manual and Ordinance, the City is reviewing the Grading Ordinance in order to minimize siltation of the San Luis Rey River, Lorna Alta Creek and Buena Vista Lagoon. Such review will be based upon the results of studies by the recently formed Tri-Cities Buena Vista Lagoon Joint Powers Committee and upon the following: ▪ Fitting new development to the topography and maximizing natural vegetative cover ▪ Reducing the area and duration of exposed soils; ▪ Revegetating disturbed completion of grading; ▪ Designing final grades as close to natural drainage patterns as possible: ▪ Incorporating slit basins or other measures to restrict siltation.
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	2	As part of its environmental review process, the City shall establish measures on a project by-project basis to minimize the introduction of dissolved grease, oil, paints, pesticides, construction, waste, and other pollutants into the urban run-off.
Section III Water and Marine Resources; Diking, Dredging, Filling, and Shoreline Structures; and Hazard Areas	C	3	The City shall continue to educate the public on the effects of biocides and fertilizers on waterbodies.
Section IV San Luis Rey River Specific Plan	C	4	In order to protect water quality in the river area, the City shall: ▪ Allow natural tidal circulation between the San Luis Rey Lagoon and the ocean through the culverts under Pacific Street. ▪ As part of its environmental review process, establish measures on a project- by-project basis to minimize the introduction of grease, oil, paints, pesticides, construction waste, and other pollutants into the San Luis Rey River.

Table 7-4. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Section IV San Luis Rey River Specific Plan	C	5	On a project-by-project basis, developers proposing activities in the San Luis Rey River study area shall: ▪ Direct storm run-off away from the river whenever possible. ▪ Maximize penetrable surfaces for percolation, and if necessary, provide sediment settling basins, grease traps and/or energy dissipaters. ▪ Use strict erosion and sedimentation controls which include: – Retaining all run-off from construction areas on-site in percolation-settling ponds, or channeled into culverts that possess adequate energy dissipaters to prevent erosion and sedimentation into the river and lagoon. – Prohibiting grading from November through March. – Revegetating slopes upon completion of grading. – Minimizing the alteration of land forms.
Section V Environmentally Sensitive Habitat Areas	C	3	The City shall require all developments which drain into the lagoon to include measures to prevent erosion, sedimentation and other water quality impacts, such as: ▪ During construction, retaining all run- off on-site in percolation settling ponds and staking do\om bales of straw in the drainage ways to filter remaining sediments. ▪ Prohibiting grading or clearing from November through March. Any soils left exposed during this period should be re-seeded or temporarily stabilized using plastic or other material as needed. ▪ Minimizing the alteration of land forms. ▪ Maximizing penetrable surfaces for percolation, and providing permanent sediment settling basins, grease traps and/or energy dissipaters.
Section V Environmentally Sensitive Habitat Areas	C	4	The City shall encourage active enforcement of leash laws in the vicinity of the lagoon.
Section V Environmentally Sensitive Habitat Areas	C	9	The City shall continue to cooperate with other agencies including the State Department of Fish and Game, the Cities of Carlsbad and Vista through the Joint Powers Committee, U.S. Fish and Wildlife Service, San Diego Association of Governments, and the Regional Water Quality Control Board in seeking ways to lessen current impacts on the lagoon. Siltation and water pollution are two such impacts which are particularly critical.

Biological Resources

Table 7-5. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Chapter 2 Policy Summaries			
Section I Coastal Access	C	5	The City, in conjunction with the State Department of Fish and Game, shall continue its efforts to provide and maintain an adequate buffer zone between Buena Vista Lagoon and development along its shore. Such a buffer is necessary for the provision of public access and protection of the lagoon from adverse environmental impacts. The buffer zone shall be generally 100 feet in width as measured from the landward edge of the lagoon or existing riparian vegetation, whichever is more extensive. Within the buffer zone only passive recreation uses (such as walking, nature study, photography, small resource interpretive facilities and viewing areas) shall be allowed with no structures other than permitted by this policy and only very minor alteration of natural land forms or conditions for uses permitted by this policy.
Section IV San Luis Rey River Specific Plan	C	Objective	The water resources of the river shall be maintained, enhanced and, where feasible, restored.
Section IV San Luis Rey River Specific Plan	C	Objective	New development shall be sited and planned in a manner which utilizes the San Luis Rey River environs to the fullest, but retains the aesthetic and resource values present.
Section IV San Luis Rey River Specific Plan	C	2	In order to protect the sensitive resources of the river area the City shall: ▪ Post signs at appropriate locations noting regulations on littering, off-road vehicles, use of firearms, and leash laws. ▪ Encourage the California Department of Fish and Game to actively enforce the Fish and Game Code in the river area. ▪ Require property owners to remove debris from their properties when fire or health hazards exist. ▪ Monitor future public use of the river area to identify areas of overuse. If such areas are identified, take steps to restrict access commensurate with the carrying capacity of the resources. ▪ Continue police and code enforcement against litterers, trespassers, off-road vehicles, and other violators.

Table 7-5. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Section IV San Luis Rey River Specific Plan	C	3	Developers proposing projects in the San Luis Rey Specific Plan study area shall: ▪ Maintain adequate buffers surrounding sensitive habitat areas, using setbacks, fencing and/or vertical separation. ▪ Protect habitat for the endangered Dudleva viscida. Where habitat impacts are unavoidable, the developer shall transplant the species to a protected location.
Section IV San Luis Rey River Specific Plan	C	11	New developments in the river area shall incorporate to the maximum extent feasible, native and/or drought tolerate plants into project landscape design.
Section V Environmentally Sensitive Habitat Areas	C	Objective	The City shall work with other local, state, and federal agencies, including the recently formed Tri-Cities Buena Vista Lagoon Joint Powers Committee, to protect the sensitive biological habitats and water quality of Buena Vista Lagoon.
Section V Environmentally Sensitive Habitat Areas	C	Objective	The City shall provide adequate flood protection to existing development in the vicinity of Loma Alta Creek in a manner which preserves the remaining resources of the creek.
Section V Environmentally Sensitive Habitat Areas	C	1	The City shall prohibit any diking or dredging of Buena Vista Lagoon and its surrounding wetlands, except for habitat restoration measures which have been specifically approved by the State Department of Fish and Game.
Section V Environmentally Sensitive Habitat Areas	C	2	Prior to approving any developments on dry lands adjacent to Buena Vista Lagoon, the City shall consult the State Department of Fish and Game to ensure that adequate measures are provided to protect and enhance the lagoon's sensitive resources. Such measures shall include, where appropriate: ▪ Provision of adequate buffers between development and the lagoon. ▪ Erection of barriers - such as fences - to prohibit access to sensitive portions of the lagoon. ▪ Incorporation of native riparian plant species into project design to enhance habitat value. ▪ Construction of informational signs/kiosks educating the public on the value of the lagoon, and listing regulations for public use. ▪ Habitat restoration measures (such as removal of built up sediment) providing that such measures are approved by the State Department of Fish and Game.
Section V Environmentally Sensitive Habitat Areas	C	5	In the area between Interstate 5 and Alvarado Street, the City shall prohibit encroachment of development beyond the bluff line of the lagoon.

Table 7-5. Existing Local Coastal Program Land Use Plan Policies

Section	Sub-section	Policy #	Objective/Policy
Section V Environmentally Sensitive Habitat Areas	C	6	New development on the private, commercially zoned land fronting the eastern segment of the lagoon, south of Highway 78 shall be sensitive to the lagoon and its environment.
Section V Environmentally Sensitive Habitat Areas	C	7	It is the policy of the City to prohibit filling in Loma Alta Creek.
Section V Environmentally Sensitive Habitat Areas	C	8	Removal of existing vegetation shall not be permitted in Loma Alta Creek except when essential for flood control purposes. In such instances, the City will obtain necessary clearances from the State Department of Fish and Game prior to commencing work.

Chapter 8

PRELIMINARY ISSUES AND POLICY RECOMMENDATIONS

The coastal zone presents some key issues and challenges that the City will need to address as part of the update to the Local Coastal Program. This chapter identifies those issues and provides preliminary policy recommendations.

This chapter identifies some key issues associated with each of the topic areas described in the LCP background study. It identifies constraints and opportunities by each issue, and presents preliminary policy recommendations for the City of Oceanside's (City's) consideration. As part of the LCP Update, the City will conduct a thorough policy review and identify those that should be carried forward, modified, or deleted based on their applicability to the current and anticipated future conditions of Oceanside's coastal zone. Policies will be reviewed for consistency with other City-adopted policy documents and compliance with the Coastal Act. Policies will also be reviewed for clarity, capacity for effective implementation, and to ensure they are reflective of the direction provided by the Oceanside community, stakeholders, and City-elected and appointed officials. The following is an initial list of issues and policy recommendations that will be expanded and further analyzed in subsequent phases of the LCP Update.

Table 8-1 is organized by background study topic area.

Table 8-1. Preliminary Issues and Policy Recommendations

Key Issues	Opportunities and Preliminary Policy Recommendations	Considerations or Limitations
Land Use		
There are parcels split by the coastal zone boundary, creating permitting issues for proposed new development. At present, proposed new development must comply with both coastal and inland zoning and permit requirements which creates uncertainty and inefficiency.	Adjust the coastal zone boundary to eliminate split parcels.	Research on the basis for current boundary; Outreach to affected property owners

Table 8-1. Preliminary Issues and Policy Recommendations

Key Issues	Opportunities and Preliminary Policy Recommendations	Considerations or Limitations
Reevaluate the application of the Coastal Dependent, Recreation and Visitor Serving Commercial Use land use designation in an undeveloped area surrounded by residential land uses in Lawrence Canyon.	Redesignate to Open Space or other appropriate designation.	Coastal Act prioritizes coastal-dependent and visitor-serving commercial uses which may limit the opportunity to change land use designations that promote such uses.
Light Industrial designation is proposed to be eliminated with the LCP amendments associated with the Oceanside Coast Highway Corridor Study project.	Possible redesignation to General Commercial as part of LCP Update Ensure light manufacturing/makers are accommodated within an appropriate land use designation.	None
The application of the Open Space designation is not consistently applied to all parks or designated open spaces. The application along the railroad lines may not be consistent with existing land uses or future planned improvements.	Possible redesignations.	None
The current land use designations and descriptions are dated. These should be revisited to ensure they are reflective of current conditions and updated for consistency with the City's other long-range planning efforts within the coastal zone.	Possible revisions to land use descriptions.	None
Land Use designation boundaries may require an overall minor clean-up to ensure the designation boundaries are parcel based.	Possible boundary adjustments and redesignations.	None
Cultural Resources		
The City has not conducted a comprehensive historic inventory since 1992, which could result in the possibility that potentially historic resources would be redeveloped or demolished without adequate protection.	Develop a policy or implementation program that identifies support for creating a historic inventory pending funding opportunities. Develop policies that clarify under what circumstances an historic resource assessment is required.	Historic inventories can be costly and would be borne by the City. There could be a perception by the homeowners that the City is placing restrictions on remodels and redevelopment.

Table 8-1. Preliminary Issues and Policy Recommendations

Key Issues	Opportunities and Preliminary Policy Recommendations	Considerations or Limitations
Public Works		
Decommissioning of La Salina Wastewater Treatment Plant allows for the possibility of a different land use which could lead to potential land use conflicts with adjacent existing uses.	Opportunities to address future planning of this site.	Concerns that redevelopment of the site be compatible with the surrounding built environment
San Luis Rey Wastewater Treatment Plant could require an increase in treatment capacity by 2050 according to projected sewer flow, which if not addressed would hinder opportunities for new development.	Develop policies that would require the City to explore ways to increase capacity, if deemed necessary.	Projections for sewer flow will become more accurate as the planning horizon is shortened.
Circulation, Parking and Coastal Access		
Policies associated with trails within the coastal zone are outdated and require updating to be consistent with current access and multi-modal transportation plans.	Ensure consistency with the City's Pedestrian and Bicycle Master Plans, including the completion of the Coastal Rail Trail.	Completing the Coastal Rail Trail will require significant investment by the City, primarily due to the need to construct a new bridge over Loma Alta Creek.
Policies for coastal beach access points underrepresent existing access opportunities and do not reflect current deficiencies or opportunities.	Update policies and associated exhibits to reflect current access points, identify potential access points south of Wisconsin Avenue, and explore approaches to increasing ADA compliant access.	Achieving ADA-compliant access is difficult, given the narrowness and steepness of most beach accessways.
Parking policies are outdated and do not address current conditions.	Update policies to reflect current parking facilities and consider additional policies to better manage parking within the coastal zone.	Public perception on parking supply and demand varies.
Policies associated with public transit and alternative modes of transportation within the coastal zone do not reflect current and planned improvements.	Opportunities to update and address NCTD plans, TOD opportunities and public transit connections and programs, including possible shuttle service.	The City currently has limited information on NCTD plans.
East-west pedestrian access is limited by the presence of the LOSSAN Rail Corridor. North-south pedestrian access is limited by the presence of the NCTD SPRINTER rail line.	Develop policies that enhance the safety, accessibility, and visibility of existing undercrossings and overcrossings. Develop policies to encourage more wayfinding signs.	NCTD owns the rail line which adds complexity to the process of improving existing overcrossings and undercrossings. Safety regulations and cost of improvements are also challenges.

Table 8-1. Preliminary Issues and Policy Recommendations

Key Issues	Opportunities and Preliminary Policy Recommendations	Considerations or Limitations
Oceanside Small Craft Harbor is in need of dock improvements and in high demand.	Develop policies to identify funding sources to support upgrades and improvements to docks at Oceanside Small Craft Harbor.	It would be costly to upgrade boat docks. There are spatial limitations on the number of slips that can be added.
Scenic Resources, Recreation and Visitor-serving Facilities		
Park and recreational facilities are limited in the coastal zone.	Develop policies that seek to improve and upgrade existing park and recreational facilities to serve current needs. Develop policies that would prohibit the sale or vacation of City-owned property without consideration for use as a park facility. Develop policies that prohibit a net loss of parkland. Explore ways to make more efficient use of existing parkland. Develop policies that support the creation of public open space in conjunction with new development within the Coast Highway corridor.	Costs to expand and maintain new park and recreational facilities are prohibitive.
The Junior Seau Beach Community Center is an underutilized, aging structure in need of renovation or replacement.	Develop policies that establish priorities for future use of the site.	It would be costly to upgrade, operate, and program the community center.
Amphitheater is in need of renovation.	Develop policies to explore funding sources for upgrading the amphitheater.	Cost to upgrade the amphitheater.
The view corridors map is outdated and does not accurately reflect existing view corridors and the quality of the views.	Review and update view corridors and view corridor policies to ensure they are reflective of current conditions.	
Existing policies do not adequately acknowledge and protect important visitor serving and recreational facilities.	Review and update policies associated with specific park spaces and recreational facilities, as well as visitor-serving uses within the Downtown District and Coast Highway corridor.	None
There are a lack of existing LCP policies that promote public art within coastal zone	Consider policies to promote public art.	None
Coastal Hazards and Shoreline Protective Devices		
The study to evaluate impacts on beach erosion from the Camp Pendleton Harbor has been stalled due to a lack of funding.	Develop policies that encourage the completion of the study and implementation of the recommendations to reduce beach erosion in Oceanside.	Requires coordination with Camp Pendleton.

Table 8-1. Preliminary Issues and Policy Recommendations

Key Issues	Opportunities and Preliminary Policy Recommendations	Considerations or Limitations
Natural Resources		
Policies associated with protection of water quality need strengthening	Supplement and update water quality policies to address water quality impairments.	None
Policies addressing biological resources need strengthening	Develop policies that protect wetlands and ESHAs.	Compliance with Coastal Act may require detailed and prescriptive policy language.
Policies associated with landscape design and maintenance within the coastal zone need strengthening.	Develop policies that encourage native landscaping and maintenance of invasives.	None

Chapter 9

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Appendix A

Stakeholder Interviews Summary

CITY OF OCEANSIDE LOCAL COASTAL PROGRAM UPDATE

STAKEHOLDER INTERVIEWS SUMMARY

JANUARY 26, 2018

STAKEHOLDER INTERVIEWS INTRODUCTION

In December 2017 and January 2018, the Oceanside Local Coastal Program Update project team facilitated a series of 12 interviews with key stakeholder groups to introduce the groups to the Local Coastal Program Update process, to solicit input regarding valued resources and future development within the City's Coastal Zone, to present preliminary sea-level rise hazard maps, obtain feedback regarding interviewees experience with flooding, and to initiate a discussion of appropriate methods to adapt to sea-level rise.

An agenda with a standard list of questions was provided prior to the interviews. Each of the interviews generally followed the format provided in the agenda, but was adjusted based on the group makeup to ensure a productive discussion around the interviewees' particular interests or expertise. The key groups interviewed included:

1. Coastal Advocates
2. Shoreline Preservation/Protection Experts
3. Neighborhood Groups
4. Business Advocates
5. Resource Conservation
6. Neighboring Jurisdictions
7. Public Safety
8. Public Works
9. Transportation Agencies/Providers
10. Developers
11. Harbor

12. Utilities

Stakeholders were further encouraged to reach out to others to participate in the Local Coastal Program Update process, to take the survey that would be posted on the City's project website (https://www.ci.oceanside.ca.us/gov/dev/planning/local_coastal.asp), and to sign up to receive the monthly email blasts.

Project Team

Project team members involved in the interviews included:

- Russ Cunningham, City of Oceanside
- Scott Nightingale, City of Oceanside
- Kimiko Lizardi, Environmental Science Associates (ESA)
- Reema Shakra, ESA
- Nick Garrity, ESA
- Lindsey Sheehan, ESA

Summary of Key Themes

The following provides a summary of the key themes and feedback provided throughout the interviews.

Coastal Resources and Development

- Recognize that Oceanside provides a wide variety of coastal amenities and experiences.
- Protect Oceanside's iconic coastal resources including the:
  - Pier
  - Harbor
  - Sandy beaches
  - Buena Vista Lagoon
  - Loma Alta Creek
  - San Luis Rey River
  - The Roberts Cottages
- Recognize the importance of:
  - Pacific Street Linear Park
  - Pacific Street Promenade
  - Cassidy Street
  - Buccaneer and Tyson Parks

  - Downtown
  - Coast Highway
- Beach preservation is essential to the City's brand, identity, hospitality sector, and overall economy.
- Avoid tarnishing the City's brand ("beach casual") by allowing more intensive land uses in the Coastal Zone.
- Preserve view corridors identified in the LCP and the following: Cassidy Street, Pacific Street (north), Pacific Street Promenade, the Strand, and streets that lead to Buena Vista Lagoon
- Require that new coastal development provide more open space, avoid cookie-cutter development.
- Avoid full-tear down and rebuilds and encourage reinvestment in existing buildings.
- The Coastal Zone should be more bike- and walk-friendly.
- The City should look to Pasadena, Santa Cruz, and other cities that have spurred revitalization of commercial districts through historic preservation, façade improvement programs, etc.
- Consider establishing a riverwalk along San Luis Rey River, similar to what Napa did.
- Promote public art and art galleries in the Coastal Zone.
- Promote light manufacturing/makers in Downtown.
- Ensure that new development on the Strand does not exceed the height of the coastal bluff.
- Provide healthier food options in the Coastal Zone, particularly near the Pier.
- Recognize unique neighborhoods and the different scale and type of development appropriate to each, specifically Downtown and South "O".
- Promote a balanced community, such as a daytime community with office uses.
- Consider opportunities for transit-oriented development around the Oceanside Transit Center and Sprinter Station.

Public Access, Parking and Recreation

- Wayfinding is an important aspect of maintaining and improving coastal access.
- Access to Buena Vista Lagoon trails and the Nature Center are often impacted by flooding.
- The City could promote a "waves to waterfall" trail along Buena Vista Lagoon.
- Implement additional public parking along South Myers Street between Morse and Eaton.
- Provide more convenient ways to pay for public parking.
- Consider providing more structured parking in a centralized location that feeds into retail areas
- Public parking should be time-limited.
- Mixed input was provided around public parking with some stakeholders indicating that Oceanside has a lot of parking while others stated a need for more public parking. The issues around parking seem to

result from a lack of parking at certain locations (such as Buccaneer Beach and other parts of South "O") and the lack of an overall management strategy for parking within the Coastal Zone.

- Continue to expand alternative transportation options in the Coastal Zone.
- Consider shuttle service in the Coastal Zone which has already been well-studied.
- Consider additional public access at the vacant lot south of Oceanside Boulevard (near the formerly pink house).
- Complete the Coastal Rail Trail.
- The waterways and public access ways sometimes attract nuisance activities.
- Concern about protecting access to the Strand and the recreational resources at the beach.
- Ensure accessways to the beach are maintained, safe and universally accessible.
- Improve barrier between vehicular and pedestrian space on the Strand.

Environment and Natural Resources

- Pesticide/herbicide use in park and landscape maintenance should be evaluated.
- Landscape in the Coastal Zone should emphasize native species.
- There are several sensitive/protected species in the city's coastal watersheds.
- Maintain Buena Vista Lagoon as a freshwater lagoon (i.e., keep the weir).
- Enforce the prohibition of dogs on the beach.
- Mitigate water quality before it gets to the river and lagoon
- Need to better understand and address water quality enhancement projects upstream and the impact on the waterways.
- Improve water quality, flood protection, habitat, and sand replenishment associated with the waterways
- Need to maintain buffers for scenic and biological protection.
- Buccaneer Beach is a valuable recreational and natural resources with opportunities for restoration and enhancement.
- Opportunities to enhance breakwaters for nesting areas such as the rock pelican near marina suites.

Local Coastal Program Update Process

- We should be asking, "What kind of coastal zone would you like your children and grandchildren to experience?"
- Use latest and greatest modeling data in sea-level rise mapping scenarios.
- Consider taking actions related to adaptation sooner than waiting for the Local Coastal Program Update to be completed.

Flooding and Adaptation Solutions

- Flooding is already a documented and recognized issue, including sited examples of flooding at the Strand, St. Malo, the Buena Vista Lagoon, the Oceanside Harbor, Buccaneer Beach Park, La Salina Wastewater Treatment Plant, San Luis Rey River, Loma Alta Creek, Buena Vista Lagoon Nature Center, Coast Highway.
- Gradual loss in sandy beach, especially south of Oceanside Pier, has been observed over the years.
- Beach preservation is not a long-term solution for sea level rise.
- Need to consider how important maintaining sand is as new hotels will bring more people to the beach. When there was poor sand nourishment, the beaches that had sand were packed.
- Many stakeholders are open to groins/jetties as a means of retaining sand on the City's beaches and pointed to the groins and accompanying beach nourishment programs in Orange County.
- The City should seek economies of scale with sand replenishment.
- With sand replenishment in Oceanside being a benefit to coastal jurisdictions to the south, the City should explore sand replenishment partnerships with Carlsbad, Encinitas, Solana Beach, and Del Mar.
- Look for opportunities to continue Army Corps of Engineers sand replenishment study.
- Understand who owns and has maintenance responsibility for the revetment.
- The City could consider a sand mitigation fee on new development.
- Use a trigger based approach tied to sea-level rise.
- Avoid time-based triggers because it gives a false sense of security.
- Need to consider the cost of maintenance to address damage caused by sea-level rise hazards, which is borne by all taxpayers (including those located inland) to protect the homes on the beach.
- Need to consider loss to property value behind the 1st row of houses if the beach were lost.
- Some stakeholders expressed concern about the look of hard structures.
- Consider soft solutions not hard armoring.
- Consider limitations on redevelopment.
- Consider restrictions on redevelopment based on frequency of damage.
- Require a notice on title to property owners regarding risk.
- Consider managed retreat as a long-term strategy.
- Prevent building below grade along the Strand
- Need to consider raising roads adjacent to the Harbor.
- Need to consider sea-level rise in the design of public improvements.
- Consider creation of an artificial reef that can serve as a breakwater.
- Consider construction of a sea wall.

Stakeholder Interviews Agenda and Questions

Introductory Remarks (Russ):

- Purpose of interview
  - Kicking-off a major update to the City's LCP
  - Seeking early input on variety of topics
- LCP Update goals
  - Revise LCP to reflect existing conditions
  - Identify vision for Coastal Zone, looking forward to the next 20-30 years
  - Prepare for sea-level rise hazards
  - Revise LCP to reflect current community values
  - Improve consistency with Coastal Act, and other ongoing City-led planning efforts
- Grant-funded effort
- Major steps in the update included on the handout and flow chart poster board

Introductions (Attendees)

- Interviewees introductions and their interest in the Coastal Zone
- City staff and consultant staff introductions

Development in Coastal Zone Discussion (Attendees)

1. What places are important to you in Oceanside's Coastal Zone?
2. What scenic resources and views merit preservation and/or enhancement?
3. What concerns and ideas do you have regarding public access to the coastline?
4. What type of development would you like to see in the Coastal Zone in 10-20 years?
5. How can the City best accommodate growth within the coastal zone?
6. What concerns do you have about the health and function of the City's coastal watersheds?

Sea-level Rise Hazards Presentation (ESA)

- Presentation on sea-level rise
- Hazard layers in Oceanside

Sea-level Rise Hazards in Coastal Zone Discussion (Attendees)

1. What has been your experience with past storms?
2. Based on these hazard maps, what assets do you see as being the most vulnerable to sea level rise and associated coastal hazards?

3. What methods do you see as most appropriate for adapting to sea level rise and associated coastal hazards?

Closing Remarks (Russ)

- Next steps

11.1 Stakeholder Participant List

Last Name	First Name	Stakeholder Group Name	Representing
Chunn	Julia	Coastal Advocates	Surfriders
Webb	Chris	Shoreline Protection	Consultant, Moffat and Nichol
Hearon	Greg	Shoreline Protection	Consultant, Coastal Frontiers
Tenaglia	John	Neighborhood Groups	St. Malo
Marshall	Jane	Neighborhood Groups	OCNA
Mackin	Shari	Neighborhood Groups	CPPB
Krammer	Carolyn	Neighborhood Groups	CPPB
West	Joel	Neighborhood Groups	Save South-O
Valenti	Joel	Neighborhood Groups	General Manager of North Coast Village
Caulfield	Matt	Neighborhood Groups	Save South-O
Alanis	Paul	Neighborhood Groups	St. Malo
Alanis	Allison	Neighborhood Groups	St. Malo
Gaul	Leslee	Business Advocacy	Visit Oceanside
Ashton	Scott	Business Advocacy	Chamber of Commerce
Wright	Rick	Business Advocacy	Main Street Oceanside
Fox	Richard	Business Advocacy	South O'
Anderson	Charles	Business Advocacy	Restaurant Owner
Schiafone	Ted	Harbor Stakeholders	Harbor Manager
Wootton	Ron	Resource Conservation Groups	Buena Vista Lagoon
Nygaard	Diane	Resource Conservation Groups	Preserve Calavera
Hammond	Alice	Resource Conservation Groups	Sierra Club
Herskowitz	Joan	Resource Conservation Groups	Audobon Society, Buena Vista chapter
Hollenbeck	Eric	Resource Conservation Groups	California Department of Fish and Wildlife
Stuckrath	Janet	Resource Conservation Groups	US Fish and Wildlife Service
Stiehl	Carl	Neighboring Jurisdictions	City of Carlsbad
Chopyk	Bill	Neighboring Jurisdictions	City of Solana Beach

Last Name	First Name	Stakeholder Group Name	Representing
Levi	Dean	Neighboring Jurisdictions	Camp Pendleton
Lorenzo	Mike	Neighboring Jurisdictions	Camp Pendleton
Ray	Tony	Neighboring Jurisdictions	Camp Pendleton
Jammal	Sam	Neighboring Jurisdictions	Camp Pendleton
Kogerman	Bill	Public Safety	Fire Department, Steering Committee
Curtis	Bill	Public Safety	Beach lifeguard Captain
Marchand	Sean	Public Safety	Policy Department
Biagas	Briana	Public Safety	US Coast Guard
Forward	Bryan	Public Works	Public Works, Parking Enforcement
Freetly	Jeff	Public Works	Public Works
Sabellis	Mark	Public Works	Public Works
Menard	Joel	Public Works	Public Works
Mertz	Nathan	Public Works	Public Works
LaGrange	Howard	Transportation Agencies	City of Oceanside, Bike and Pedestrian Coordinator
DiPierro	David	Transportation Agencies	City of Oceanside
Amberson	John	Transportation Agencies	City of Oceanside
Blythe	Dana	Transportation Agencies	NCTD
Svensk	Kristina	Transportation Agencies	NCTD
Carenza	Jim	Developer	Pacific Development
Hamm	Richard	Developer	Pelican Communities
DAgostino	Brian	Public Utility Providers	SDG&E
Wiseman	Danielle	Public Utility Providers	SDG&E
Ramp	Jennifer	Public Utility Providers	SDG&E
Gutierrez	Robert	Public Utility Providers	City of Oceanside, Water Utilities