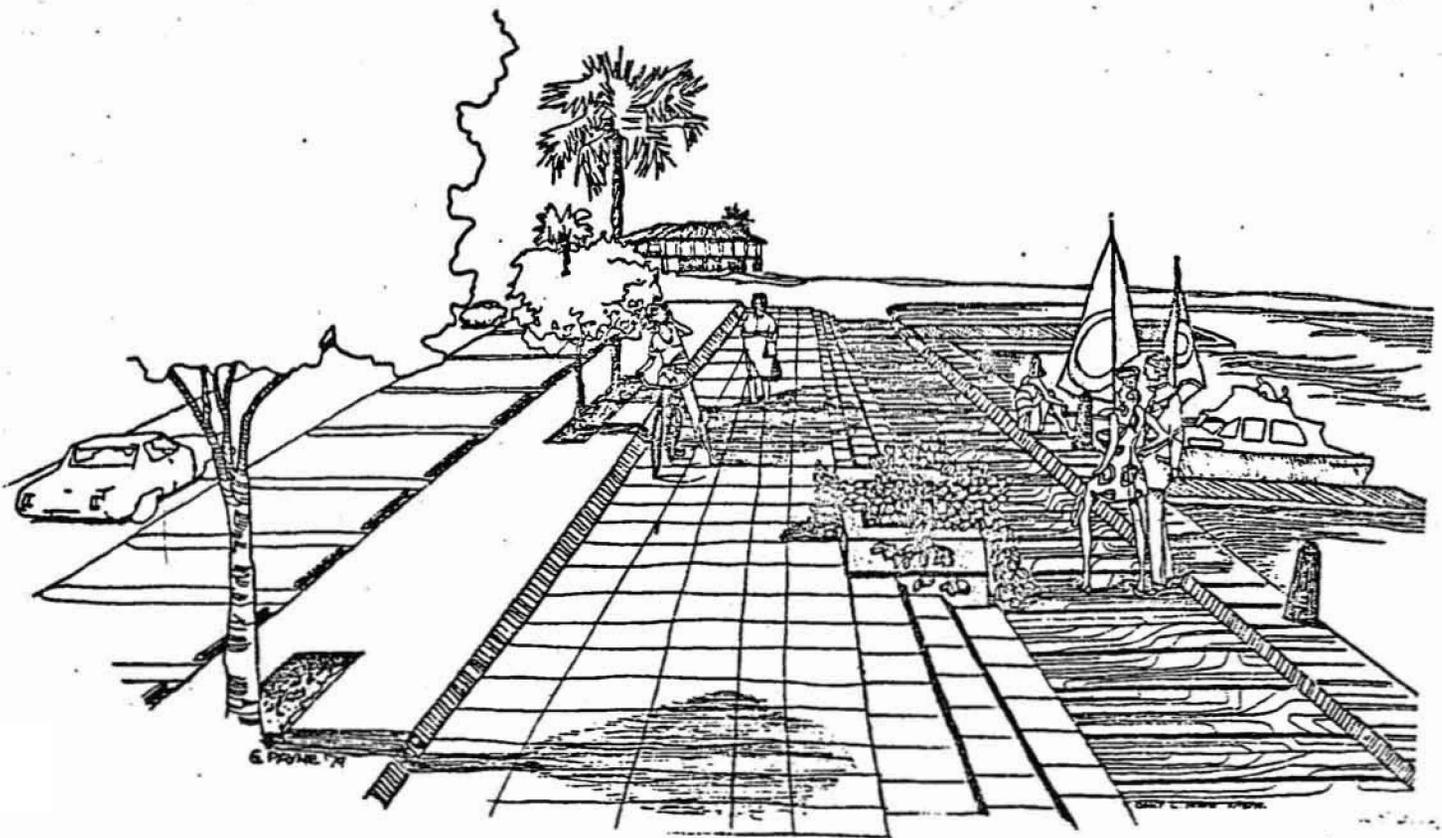


City of Oceanside

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

Local Coastal Program



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

PREPARED BY
THE CITY OF OCEANSIDE

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

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

	Pages
I COASTAL ACCESS	
A. Coastal Act Policies	1
B. Summary of Major Findings	1
C. Objectives & Policies	2
II RECREATION & VISITOR SERVING FACILITIES	
A. Coastal Act Policies	5
B. Summary of Major Findings	
1. Beach Parking	5
2. Public & Commercial Recreation	5
C. Objective & Policies:	9
General	9
Parking	10
Off-Setting Benefits Program	12
III WATER & MARINE RESOURCES: Diking, Dredging, Filling, & Shoreline Structures, and Hazard Areas	
A. Coastal Act Policies	15
B. Summary of Major Findings	15
1. Water Quality	15
2. Geologic Hazards	16
3. Flood Hazards	17
4. Harbor Area Projects	18
C. Objectives & Policies	19
IV SAN LUIS REY RIVER SPECIFIC PLAN	
A. Coastal Act Policies	22
B. Summary of Major Findings:	
Projects Proposed	23
Analysis of River Area Opportunities	24
Analysis of River Area Constraints	24
C. Objectives & Policies	25
V ENVIRONMENTALLY SENSITIVE HABITAT AREAS	
A. Coastal Act Policies	30
B. Summary of Major Findings	
Loma Alta Creek	31
C. Objectives & Policies	32
VI VISUAL RESOURCES & SPECIAL COMMUNITIES	
A. Coastal Act Policies	34
B. Summary of Major Findings	34
C. Objectives & Policies	36
VII NEW DEVELOPMENT & PUBLIC WORKS	
A. Coastal Act Policies	38
B. Summary of Major Findings	
Neighborhood Recommendations	39
Proposed Coastal Zone PublicWorks Project	41
C. Objectives & Policies	47

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

Adopted April 24, 1985
Certified July 10, 1985

I. COASTAL ACCESS

A. COASTAL ACT POLICIES:

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

B. SUMMARY OF MAJOR FINDINGS:

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

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

C. OBJECTIVE AND POLICIES:

Objective:

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

Policies:

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

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

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

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

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

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

The buffer zone shall be generally 100 feet in width as measured from the landward edge of the lagoon or existing riparian vegetation, whichever is more extensive. Within the buffer zone only passive recreation uses (such as walking, nature study, photography, small resource interpretive facilities and viewing areas) shall be allowed with no structures other than permitted by this policy and only very minor alteration of natural land forms or conditions for uses permitted by this policy.

6. The Redevelopment Department shall develop plans for a pedestrian overpass from the Oceanside Transit Center over the railroad tracks to facilitate access for beach users.
7. The bike path along Highway 76 shall be extended under I-5 and the railroad track to the river mouth on the south side of the San Luis Rey River if and when funds are available to do so.
8. A handicapped ramp or elevator shall be provided from Pacific Street to The Strand in the vicinity of the pier complex.

II. RECREATION AND VISITOR SERVING FACILITIES

A. COASTAL ACT POLICIES:

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

B. SUMMARY OF MAJOR FINDINGS:

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

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

Beach Parking:

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

Public and Commercial Recreation:

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

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

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

C. OBJECTIVE AND POLICIES:

Objective:

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

Policies:

General:

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

*Funding
issue*

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

Parking:

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

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

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

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

Off-Setting Benefits Program:

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

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

28. Prior to the commencement of construction of the proposed project between Fourth and Sixth Streets on the Strand, the City shall control (through purchase agreements or other means) those lands designated in the Land Use Plan for park land use between First and Tyson Streets on the Strand, which are commensurate with the offsetting benefits formula in the previously adopted LCP Land Use Plan.
29. The park acquisition is to be financed in the following methods:
 - a. Upon certification of the LCP, the Community Development Commission (CDC) will place in an escrow account \$200,000 toward purchase of the park land.
 - b. As new development occurs in the Redevelopment Area, the CDC will pledge \$200,000 in annual tax increment (subject to the protection of existing bond service), and would also pledge its best efforts to float a bond issue to accelerate the acquisition.
 - c. The CDC will also receive a 1% "deferred purchase price" on the resale of each unit in the residential project, and share equally with the developer any profit from project sales exceeding 20%. These monies, like the tax increment, will be available to finance public park land.
 - d. The City is currently collecting three different types of park fees to assist in the acquisition and development of the Strand Beach Park:
 - Neighborhood park funds from within The Strand neighborhood.
 - A portion of Community/Regional park funds, which are allocated to community and regional parks City-wide.

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

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

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

A. COASTAL ACT POLICIES:

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

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

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

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

B. SUMMARY OF MAJOR FINDINGS:

Water Quality:

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

Geologic Hazards:

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

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

Flood Hazards:

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

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

Harbor Area Projects:

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

C. OBJECTIVES AND POLICIES:

Objectives:

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

Policies:

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

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

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

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

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

IV. SAN LUIS REY RIVER SPECIFIC PLAN

A. COASTAL ACT POLICIES:

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

B. SUMMARY OF MAJOR FINDINGS:

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

Projects Proposed in the River Area:

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

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

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

Analysis of River Area Opportunities:

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

Analysis of River Area Constraints:

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

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

C. OBJECTIVES AND POLICIES:

Objectives:

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

Policies:

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

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

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

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

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

V. ENVIRONMENTALLY SENSITIVE HABITAT AREAS

A. COASTAL ACT POLICIES:

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

B. SUMMARY OF MAJOR FINDINGS:

Buena Vista Lagoon:

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

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

Loma Alta Creek:

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

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

C. OBJECTIVES AND POLICIES:

Objectives:

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

Policies:

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

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

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

VI. VISUAL RESOURCES AND SPECIAL COMMUNITIES

A. COASTAL ACT POLICIES:

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

B. SUMMARY OF MAJOR FINDINGS:

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

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

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

C. OBJECTIVES AND POLICIES:

Objectives:

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

Policies:

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

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

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

VII. NEW DEVELOPMENT AND PUBLIC WORKS

A. COASTAL ACT POLICIES:

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

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

B. SUMMARY OF MAJOR FINDINGS:

Neighborhood Recommendations:

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

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

- c. Discretionary review is needed on projects west of Pacific Street in order to regulate project design and beach access.
- 8. The City should continue to encourage residential rehabilitation in the Eastside neighborhood.
- 9. Possible public works projects in the Coastal Zone are delineated on the attached matrix.

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

PROPOSED COASTAL ZONE PUBLIC WORKS PROJECTS

NAME OF PROJECT	LOCATION	DESCRIPTION	COASTAL ACT COMPLIANCE
1. Drainage improvements per the Master Drainage Plan.	Throughout the Coastal Zone.	Construction of new and upgraded storm drain facilities in the downtown and Loma Alta Creek areas.	The storm drains are to be constructed to augment existing facilities. They will enable greater flood protection consistent with Section 30253.
2. Water facilities per the Sewer and Water Master Plan.	Throughout the Coastal Zone.	This project would entail extensive new construction and replacement of water lines, valves and hydrants	Approximately 70% of the existing water system is substandard by current engineering criteria. The project will correct this deficiency, and afford improved domestic service and greater fire protection.
3. Sewer line improvements per the Sewer and Water Master Plan.	Throughout the Coastal Zone.	<ul style="list-style-type: none"> a) Replace existing substandard 6" sewer lines with 8" lines. b) Replace deteriorated or depreciated piping and manholes. c) Replace inadequately sized lines. 	The purpose of this project is to correct existing deficiencies, and allow new development consistent with Coastal Act policies. This will allow densities which can facilitate transit and reduce energy consumption.

NAME OF PROJECT

LOCATION

DESCRIPTION

COASTAL ACT COMPLIANCE

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

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

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

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

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

C. OBJECTIVES AND POLICIES:

Objectives:

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

Policies:

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

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