

Appendix J
**General Plan and Local Coastal
Program Amendments**



**J-1 2012 Circulation
Element Text
Amendments**

3. MASTER TRANSPORTATION ROADWAY PLAN

The Master Transportation Roadway Plan chapter focuses on providing the guidelines to provide a network of roadways throughout the City which form the transportation network. This is important since the street system is used for vehicular, bicycle, transit, pedestrian, and goods movement. The City of Oceanside strives to create a network of complete streets that creates an environment for all users of the system. The Circulation Element and this Master Transportation Roadway Plan chapter are designed to effectively promote policies and guidelines that support the various forms of transportation available in the City of Oceanside. This chapter primarily focuses on mobility by use of the automobile; however, the design guidelines and policies for a multimodal network of complete streets are considered throughout the chapter.

The information contained within this chapter is intended to encourage design standards that promote efficiency and safety of the circulation network.

3.1 Policies and Implementation Strategies

GOAL 1: *A transportation network that supports safe and efficient travel for all modes of transportation.*

GOAL 2: *A transportation network that is designed to accommodate the existing and future growth of the City of Oceanside.*

Level of Service and Design Standards

OBJECTIVE:

- i.* Aim for an acceptable Level of Service (LOS) D or better on all Circulation Element roadways on an average daily basis and at intersections during the AM and PM peak periods.
- ii.* Employ Vehicle Miles Traveled (VMT) as the primary metric for determining the traffic impacts for new development projects located within Smart Growth transit corridors.
- iii.* Ensure that all streets within the City achieve the City's mobility goals and design standards as highlighted throughout this chapter.

POLICIES:

CHAPTER HIGHLIGHTS

- Policies and Implementation Strategies
- Roadway Classifications
- Existing Circulation System
- Regional Modeling Process
- Roadway Design Standards
- LOS Analysis Methodology
- Proposed 2030 Master Transportation Plan
- Recommended Overriding Considerations
- Traffic Impact Study Guidelines

- 3.19** For development within the Major Thoroughfare and Traffic Signal Fee area established by the City Council, the City shall collect the Major Thoroughfare Fees as required by Ordinance No. 80-30, the Traffic Signal Fees as required by Ordinance No. 87-19, and the latest City Council resolutions setting such fees.
- 3.20** If the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet the LOS D threshold, or if it creates safety hazards, the proposed development shall be required to make necessary off-site improvements. Such improvements may be eligible for reimbursement from collected impact fees. In some cases, the development may have to wait until financing for required off-site improvements is available. In other cases where development would result in unavoidable impacts, the appropriate findings of overriding consideration will be required to allow temporary undesirable levels of service.
- 3.21** Land Use development near designated transit corridors or in VMT-efficient (Vehicle Miles Traveled) areas shall be presumed to cause a less than significant transportation impact. Transit, active transportation and rehabilitation projects that do not add motor vehicle capacity should also be presumed to cause a less than significant impact.
- 3.22** The City shall require that those responsible for street improvements replant, replace, or install new landscaping pursuant to existing City policy along all new roadways or on those that have been redesigned and reconstructed.
- 3.23** Prior to approving any street widening project, the City shall explore all alternatives to adding additional lanes or acquiring additional right-of-way.

3.2 Roadway Classifications

Roadway classification is the process by which streets and highways are grouped into classes according to the type of service they are intended to provide. Fundamental to this process is the recognition that individual streets and highways do not operate independently. Rather, most travel involves movement through an integrated network of roads. It is the City's responsibility to plan, design, and implement a street system that recognizes the importance of the use and function of each hierarchical roadway classification.

The City of Oceanside recognizes the importance of the use and function of each street classification. The class of each road has a certain set of design guidelines and intended functions that are described below.

Expressway – An Expressway is designed to provide express direct travel through a city with several lanes of travel in each direction. It is a multilane roadway that is often a divided highway for through traffic with fully controlled access to intersections and with possible grade separations at most



intersections (SR76 has mostly at-grade intersections). Expressways are constructed and maintained by the Caltrans. Expressways in Oceanside are generally four or six lanes. The Caltrans Highway Design Manual (Index 405.5) states that median opening (includes intersections) should be spaced at intervals no closer than 1,600 feet. The cross section for an expressway is 102/160 or 122/200 feet (curb-to-curb/total right-of-way width).

Prime Arterial – A Prime Arterial is designed to provide regional, sub-regional, and intra-city travel. It includes high design standards with six lanes of travel, raised and landscaped medians, 8-foot shoulders, highly restricted direct access, and on-street parking is not allowed. The cross section for a prime arterial is 104/124 feet (curb-to-curb/total right-of-way width).

Major Arterial – A Major Arterial is designed to provide intra-city and sub-regional service. Direct access is allowed, but selectively restricted to assure proper function of the roadway. Typical design standards include the provision of four or six lanes of travel with a raised and landscaped median, 8-foot shoulders for emergency parking and bike lanes, and left-turn lanes are typically protected along the roadway. The cross section of a major arterial is 80/100 feet or 104/124 feet (curb-to-curb/total right-of-way width).

Secondary Collector – A Secondary Collector is designed for intra-city travel as a link between arterial and collector roadways. It frequently provides direct access to abutting properties; however, that is not its primary purpose. The typical design features include the provision of four travel lanes with a center two-way left-turn lane and includes bike lanes or four lanes with left-turn pockets without a raised median. The cross section of a secondary collector is 64/84 (curb-to-curb/total right-of-way width) with a two-way left-turn lane and 54/74, 60/80 feet without a two-way left-turn lane.

Collector Street – A Collector Street is designed to connect local streets with the adjacent arterial street network. The design standards typically include the provision for two travel lanes and on-street parking is allowed, except in specific locations where parking is removed to provide turn lanes at intersections. Collector streets frequently provide direct access to abutting properties, although the desire is to limit access where possible to reduce conflict. Collectors are generally two lanes with or without a center two-way left-turn lane. The cross section of a collector is 50/70 (curb-to-curb/total right-of-way width) with a two-way left-turn lane and 40/60 or 50/70 feet without a two-way left-turn lane. A Collector can also be a two-lane one-way street, such as the one-way couplet on Mission Avenue between Cleveland Street and Clementine Street with Seagaze Drive. A Collector Street may also be separated by a median with commercial land uses fronting or at an entry way to a residential development. A Collector that is a two-lane one-way street generally has parking on both sides of the street.

Local Street – A Local Street is designed to provide direct access to abutting properties and to provide connection between neighborhood streets and the collector street network. The Local Street may be discontinuous to discourage through trips. The typical design standards include the provision for two travel lanes, parking lanes on both sides of the street, and direct driveway access. The cross section of a local street is 36/56 or 40/60 (curb-to-curb/total right-of-way width).

3.6 LOS Analysis Methodology

The efficiency of traffic intersection operations and available and utilized capacity of roadways are measured in terms of Level of Service (LOS). The LOS refers to the quality of traffic flow along roadways and at intersections. Evaluation of roadways and intersections involves the assignment of grades from A to F, with LOS A representing the lowest level of congestion, and LOS F representing extremely crowded and restricted operations. Each letter grade corresponds to a range of volume to capacity (V/C) values. The values for roadways are presented as volume to capacity ratios or vehicle demand divided by the roadway capacity. Therefore, as the ratio approaches a 1.00 capacity, the roadway approaches LOS F.

Senate Bill 743 (SB 743) requires public agencies in the State of California to change how transportation impacts are assessed under the California Environmental Quality Act (CEQA), identifying the use of Vehicle Miles Traveled (VMT) as the primary metric for determining the transportation impact of new development projects. Because new metrics and guidelines in response to SB 743 have not yet been adopted by the State, the VMT analysis this Circulation Element is for reference purposes. When a final VMT methodology is adopted by the State, the City of Oceanside will implement the new VMT metric in Smart Growth transit corridors for new development projects.

3.6.1 Freeways and Ramps

Freeways and associated interchanges must be evaluated since all freeways are on the Congestion Management Program system. All signalized intersections of freeway ramps with arterials should be evaluated using the Highway Capacity Manual (HCM) signalized intersection operational method (see section 3.6.3). For diamond interchanges, the timing and phasing of the two signals must be coordinated to ensure queue clearances. Signal timing sheets should be requested from Caltrans or the City of Oceanside. Freeways impacted by a proposed project should be evaluated for significant impacts. Level of service (generally used by Caltrans) for freeways are categorized in Table 3-2.

If ramp metering is present at a freeway interchange, the effects of the metering should be analyzed. The analysis input and output for ramp metering is explained in the Traffic Impact Study (TIS) component guidelines which are included in Appendix G. In addition, the thresholds for a significant impact to ramps or freeways are included in Appendix G.



**TABLE 3-3
CIRCULATION ELEMENT ROADWAY CLASSIFICATION LOS & CAPACITY**

Class	Lanes	Cross Section ¹	Level of Service				
			A	B	C	D	E
Expressway	6	102/160 122/200	30,000	42,000	60,000	70,000	80,000
Expressway	4	102/160 122/200	25,000	35,000	50,000	55,000	60,000
Prime Arterial	6	104/124	25,000	35,000	50,000	55,000	60,000
6-Lane Major Arterial	6	104/124	20,000	28,000	40,000	45,000	50,000
5-Lane Major Arterial ²	5	102/122	17,500	24,500	35,000	40,000	45,000
4-Lane Major Arterial	4	80/100	15,000	21,000	30,000	35,000	40,000
Secondary Collector (4 lanes with 2-way left-turn lane)	4	64/84	10,000	14,000	20,000	25,000	30,000
Secondary Collector (4 lanes without 2-way left-turn lane, with left turn pockets)	4	54/74, 60/80	9,000	13,000	18,000	22,000	25,000
Commercial Collector (2 lanes with median island and roundabouts) ³	2	56/80	10,000	11,700	13,400	15,000	19,000
Collector (commercial fronting, 2-lanes with 2-way left-turn lane) ⁴	2	50/70	5,000	7,000	10,000	13,000	15,000
Collector (residential streets in the Circulation Element or industrial fronting)	2	40/60, 50/70	4,000	5,500	7,500	9,000	10,000
Local Street (residential streets NOT in the Circulation Element)	2	36/56, 40/60	—	—	2,200	—	—

Footnotes:

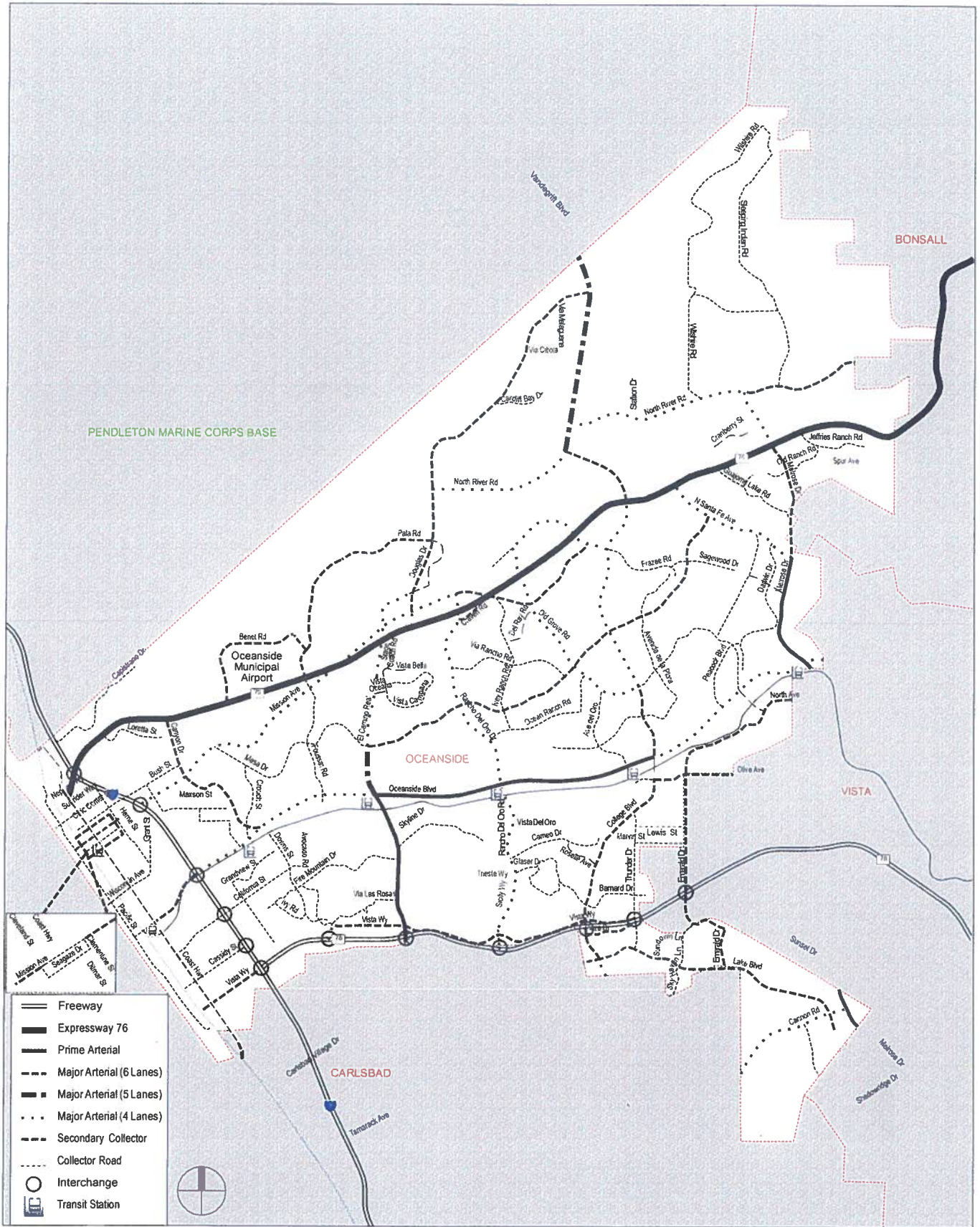
1. Cross sections are listed as curb-to-curb width/total right-of-way width, in feet.
2. Vandegrift Boulevard and El Camino Real are the only Circulation Element roadways designated as a 5-lane Major Arterial. It is not intended that other roadways be built to 5-lane Major Arterial standards.
3. This capacity is to be applied to 2-lane sections of Coast Highway.
4. This capacity will also be assumed for a two-lane one-way collector.

- College Boulevard is six-lanes between Old Grove Road and Vista Way
- Melrose Drive is connected between North River Road and SR76
- Melrose Drive is connected between Spur Avenue and N. Santa Fe Avenue
- Pala Road is connected between Los Arbolitos Boulevard and Foussat Road
- Mission Avenue is a one-way couplet between Cleveland Street and Clementine Street with Seagaze Drive (Clementine Street will be one-way northbound and Cleveland Street will be one-way southbound)

In addition to the major network changes, there are several other network improvements proposed for the 2030 Master Transportation Roadway Plan. Table 3-6 highlights the changes from the existing network to the proposed 2030 network. Several facilities are already built to their ultimate classification and are therefore not mentioned in Table 3-6. Intersection improvements beyond existing conditions are depicted in Figure 3.6 (page 33-34). Figure 3.6 shows the future intersection geometry in red. A complete list of roadway segment classification, forecast 2030 traffic volumes, delay and LOS are included in Appendix E.

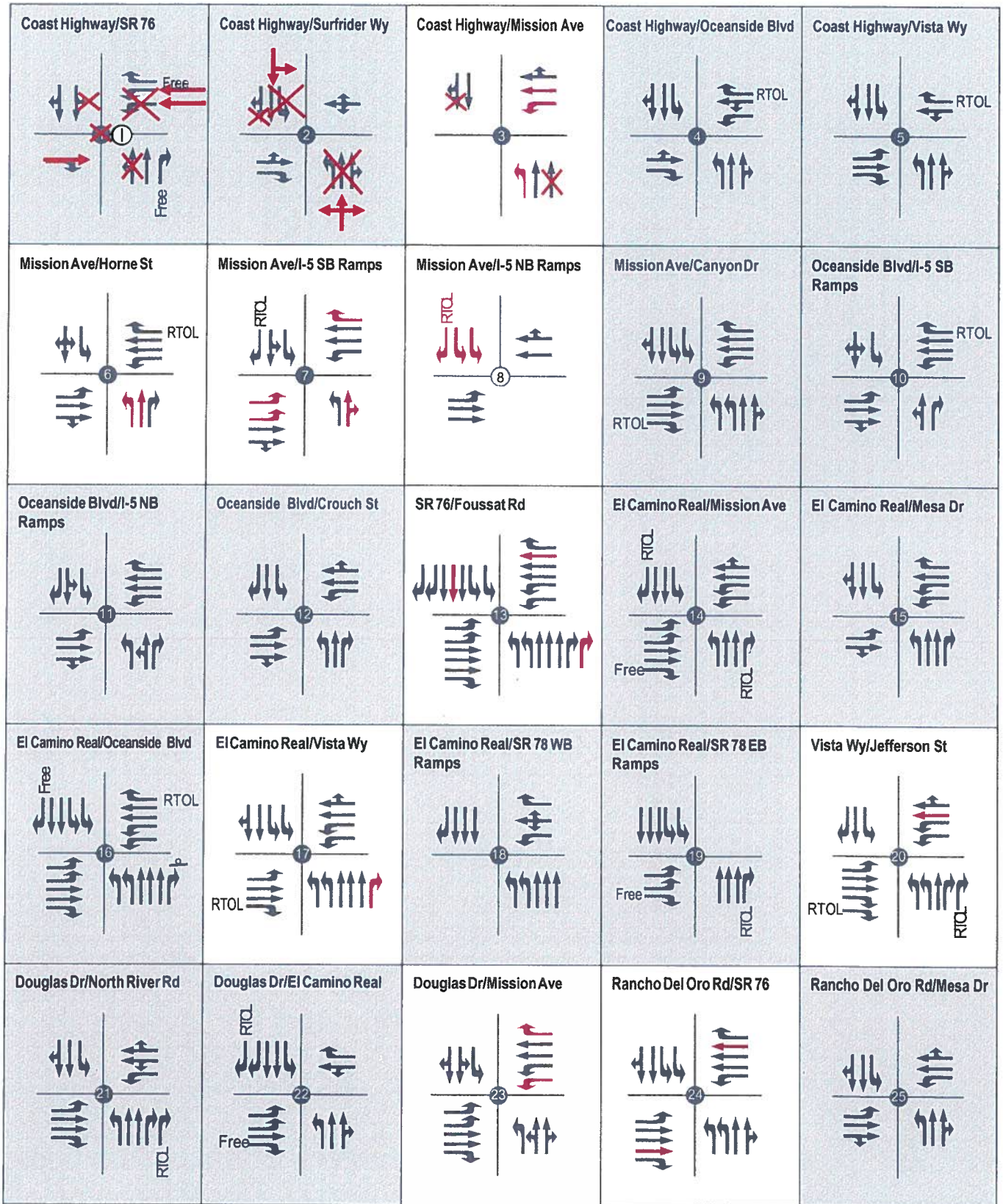
TABLE 3-6
2030 PROPOSED CLASSIFICATION CHANGES
(COMPARED TO EXISTING)

Facility	Existing		2030 Proposed	
	# Lanes	Classification	# Lanes	Classification
Canyon Dr: Mission Ave to Oceanside Blvd	2	Collector	4	Secondary Collector
Coast Hwy: Harbor Dr to SR76	2	Collector	4	Secondary Collector
<u>Coast Hwy: SR76 to South City Limits</u>	4	<u>Secondary Collector</u>	2	<u>Commercial Collector</u>
College Blvd: Old Grove Rd to Waring Rd	4	Major	6	Major
Douglas Dr: Vandegrift Blvd to Cardiff Bay Dr ¹	2	Collector	4	Secondary Collector
El Camino Real: Mesa Dr to Oceanside Blvd	4	Major	5	Major
Lake Blvd: Thunder Dr to Sundown Ln ²	2	Collector	4	Secondary Collector
Melrose Dr: North River Rd to SR76	-	-	4	Major
Melrose Dr: SR76 to N. Santa Fe Ave ³	4/6	Major	6	Major
Melrose Dr: N. Santa Fe Ave to Oceanside Blvd	4	Major	6	Prime
Melrose Dr: Oceanside Blvd to City Limits	4	Major	6	Prime



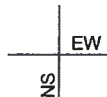
Not to Scale





LEGEND

NS Street/EW Street



● Study Intersection - Signalized

○ Study Intersection - Unsignalized

Study Intersection Number

RTOL Right-turn overlap

↔ Lane Geometry

⊥ Stop Sign Control

Unshaded intersection and red coloring indicates a geometric change from the Existing intersection geometry



2030 Master Transportation Roadway Plan Intersection Geometry

Figure 3.6

3.7.1 Unacceptable LOS Roadway Segments

There are several segments in the proposed 2030 Master Transportation Roadway Plan that do not operate at an acceptable LOS D or better and the mitigation measures to improve the operations to an acceptable level of service are not considered feasible. Figure 3.7 (page 38) depicts the 2030 Master Transportation Roadway Plan traffic volumes. Figure 3.8 (page 39) depicts the level of service operations for the roadway network for the 2030 Master Transportation Roadway Plan. As forecast traffic volumes build on the major corridors such as Coast Highway, College Boulevard, El Camino Real and Oceanside Boulevard, traffic should be managed through the Transportation Management Center (TMC). This will not provide full mitigation but simply improve overall traffic flow along these segments. The potential mitigation measures necessary to bring these segments to an acceptable LOS D or better are not always feasible or do not work towards achieving the overall long-term goals for the City of Oceanside. However, it is noted what would be required to fully mitigate these segments. The following are City of Oceanside roadway segments that do not operate at an acceptable LOS D or better under the proposed 2030 Master Transportation Roadway Plan.

Coast Highway between Wisconsin Avenue and Oceanside Boulevard Harbor Drive and Seagaze Drive and between Oceanside Boulevard and Morse Street.

- Capacity: Commercial Secondary Collector with LOS E capacity of 25,000 19,000 (see Table 3-3 for roadway capacities)
- LOS: Forecast 23,6300 ADT volumes, LOS E, V/C ratio 0.94-1.23
- Mitigation: Widening to a four-lane secondary collector with a center two-way left turn lane would accommodate forecast traffic volumes convert to one lane each direction with roundabouts and bicycle lanes to provide for other mode choices along Coast Highway, such as transit, bicycle and walking.

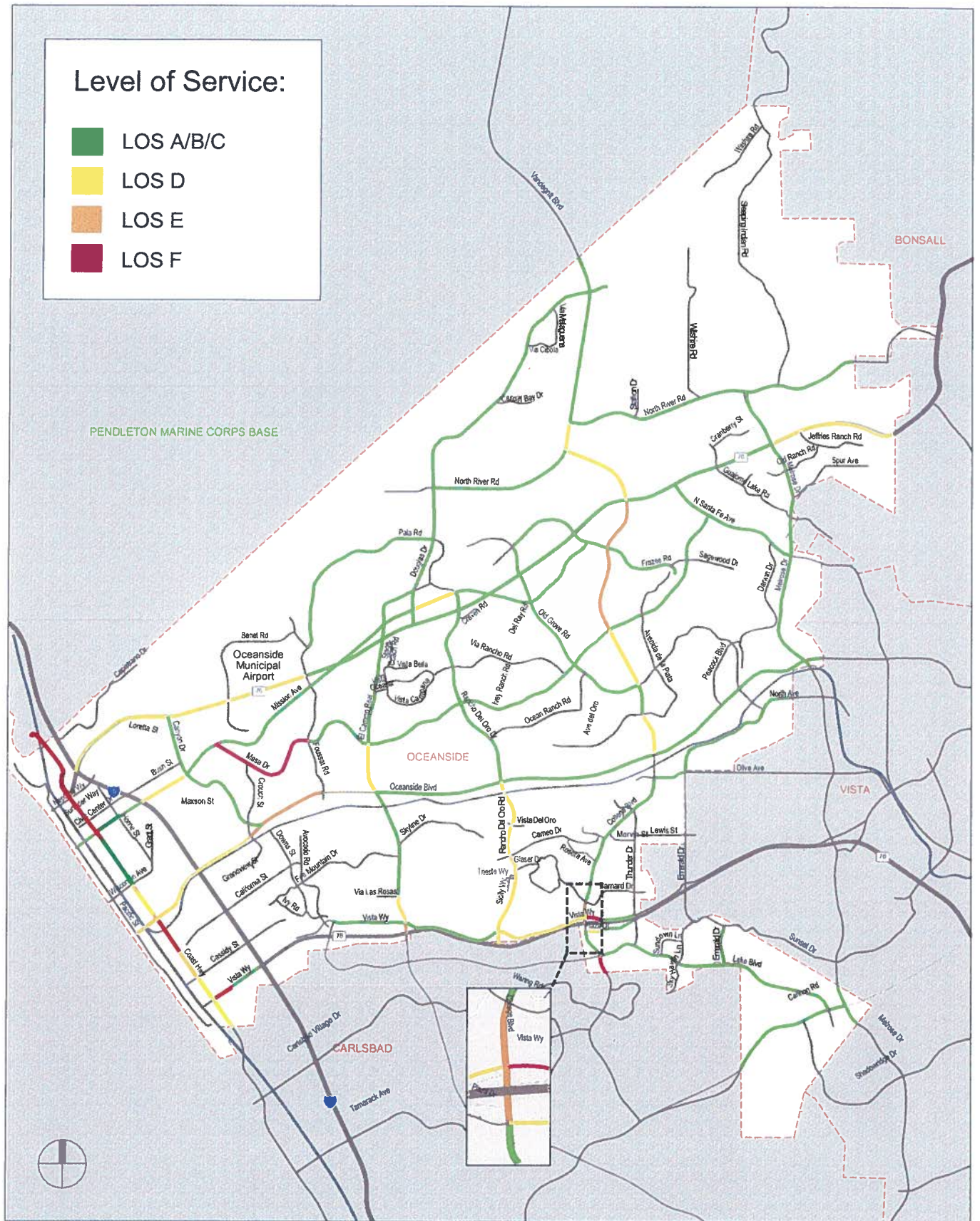
College Boulevard between SR76 and Mesa Drive, Oceanside Boulevard and Olive Drive, Waring Road and Plaza Drive, and Lake Boulevard and Southern City Limits

- Capacity: Four-lane major between SR76 and Mesa Drive, six-lane major between Oceanside Boulevard and Olive Drive, and Waring Road and Plaza Drive, and four-lane major between Lake Boulevard and the Southern City Limits
- Capacity: Four-lane major LOS E capacity of 40,000 and six-lane major LOS E capacity of 50,000
- LOS: Forecast between 36,300-52,000 ADT volumes, LOS E and F, V/C ratio 0.91-1.04
- Mitigation: Widening the four-lane major sections (where there is an impact) to a six-lane major or widening the six-lane major sections (where there is an impact) to a six-lane prime arterial would accommodate forecast traffic volumes; however, residents on certain sections of College Boulevard would be impacted by widening this corridor.

3.7.2 Unacceptable LOS Intersections

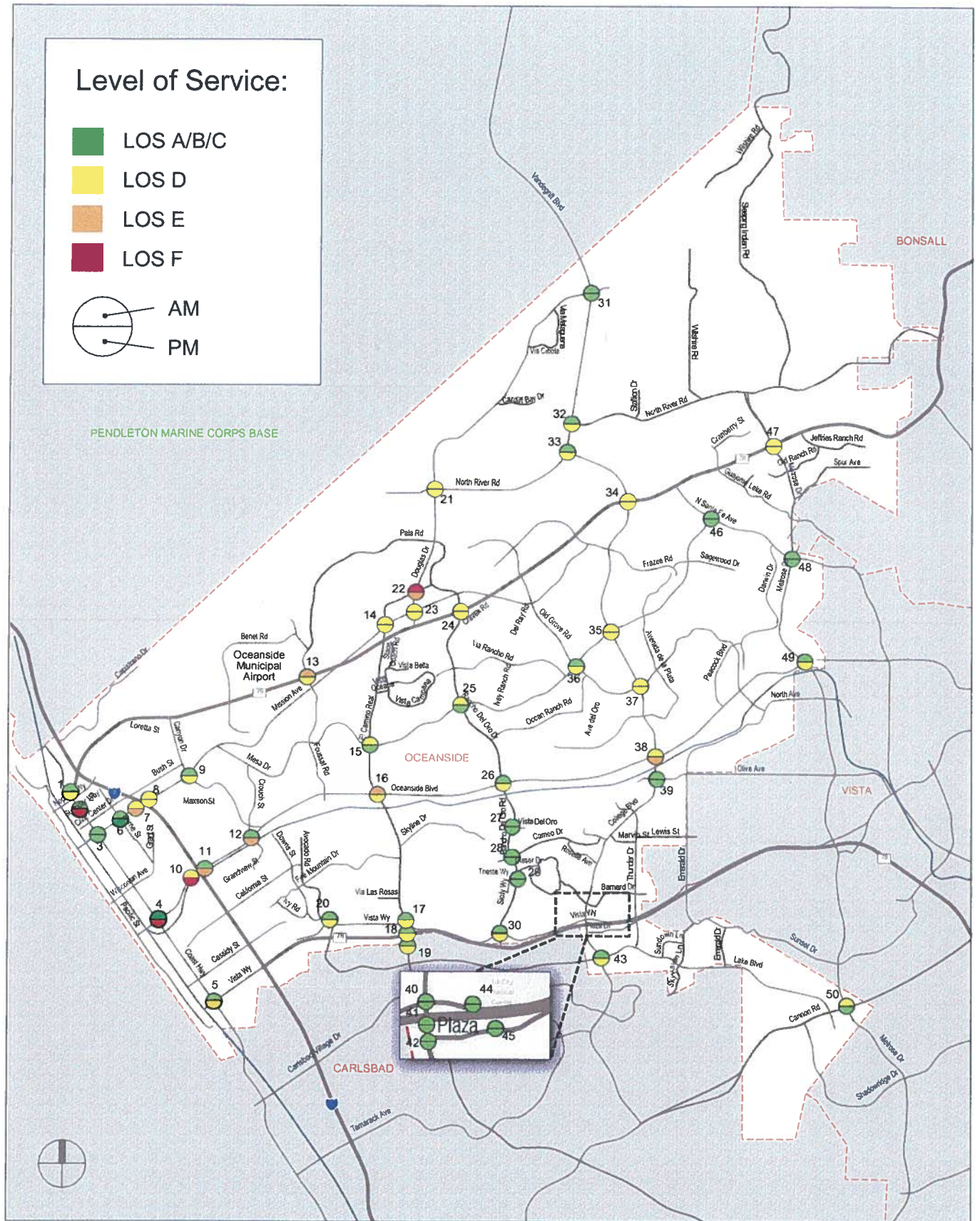
In addition, there are several key intersections in the proposed 2030 Master Transportation Roadway Plan that do not operate at an acceptable level of service during peak hours. Figure 3.9 (page 40) depicts the level of service operations for the key intersections for the proposed 2030 Master Transportation Roadway Plan. Below is a list of intersections that operate at LOS E or F during the AM or PM peak hours. The potential mitigation measures for the intersections that are proposed to operate at LOS E or F include adding an additional thru, left, or right-turn lanes to the necessary leg of the intersection. The intersection level of service, delay, and list of potential mitigation measures for these intersections are included in Appendix F.

- Mission Avenue and I-5 Southbound Ramps (PM peak hour)
- Oceanside Boulevard and I-5 Northbound & Southbound Ramps ((PM peak hour)
- Oceanside Boulevard and Crouch Street (PM peak hour)
- SR76 and Foussat Road (AM peak hour)
- El Camino Real and Oceanside Boulevard (AM peak hour)
- Douglas Drive and El Camino Real (AM and PM peak hours)
- College Boulevard and Oceanside Boulevard (PM peak hour)
- Coast Highway and Vista Way (PM peak hour)



2030 Master Transportation Roadway Plan
 Roadway Level of Service

Figure 3.8



3.7.3 Recommended Overriding Considerations

The following segments and intersection are recommended for consideration by City Council for an overriding consideration with the adoption of this Circulation Element. The mitigation measures identified for these segments have significant land use or environmental impacts that prohibit a feasible mitigation to bring the facility to an acceptable level of service.

Roadway Segments:

Coast Highway between Wisconsin Avenue and Oceanside Boulevard

Harbor Drive to Seagaze Drive

The Master Transportation Roadway Plan shows this segment as a four-lane secondary collector. It would require a four-lane 64/84 secondary collector designation without the existing on-street parking to accommodate the forecast traffic volumes. The new TMC can be used to manage the transportation system through adaptive signals on congested corridors. This segment of Coast Highway will be converted to a Complete Street with one lane in each direction separated by a center median island with roundabouts at key intersection locations to facilitate continuous and slow traffic flows.

Coast Highway between Oceanside Boulevard and Cassidy Street

The Master Transportation Roadway Plan shows this segment as a four-lane secondary collector with a two-way left turn lane on Coast Highway between Oceanside Boulevard and Morse Street. This segment of Coast Highway will be converted to a Complete Street with one lane in each direction separated by a center median island and two-way left turn lane with roundabouts at key intersection locations to facilitate continuous and slow traffic flows.

College Boulevard between SR76 and Mesa Drive

The Master Transportation Roadway Plan shows this segment as a four-lane major arterial. It would require a six-lane major arterial designation to accommodate the forecast traffic volumes. The new TMC can be used to manage the transportation system through adaptive signals on congested corridors.

College Boulevard between Oceanside Boulevard and Olive Drive

The Master Transportation Roadway Plan shows this segment as a six-lane major arterial. It would require a six-lane prime arterial designation to accommodate the forecast traffic volumes. The new TMC can be used to manage the transportation system through adaptive signals on congested corridors.

College Boulevard between Waring Road and Vista Way

The Master Transportation Roadway Plan shows this segment as a six-lane major arterial. It would require a six-lane prime arterial designation to accommodate the forecast traffic volumes. The new TMC can be used to

Vista Way between Coast Highway and Ditmar Street

The Master Transportation Roadway Plan shows this segment as a four-lane secondary collector with a two-way left turn lane. A four-lane secondary collector with a two-way left turn lane would be required to accommodate the forecast traffic volumes. This segment of Vista Way has existing residential dwelling units that front Vista Way. There is a history of speeding and safety complaints from the residents. The City reduced the number of lanes on this segment of Vista Way to help slow traffic speeds and improve safety conditions.

Intersections:**Mission Avenue and I-5 SB Ramps**

The new TMC can be utilized to manage traffic on Mission Avenue; however, it cannot be determined that the use of the TMC and adaptive signal controls will fully mitigate this intersection. It would require providing three thru lanes both east- and westbound and two westbound left-turn lanes to fully mitigate this intersection. This would require widening the Mission Avenue bridge over I-5. The Caltrans I-5 widening project plans show the Mission Avenue bridge remaining as four lanes.

Oceanside Boulevard and I-5 SB Ramps

The new TMC can be utilized to manage traffic on Mission Avenue; however, it cannot be determined that the use of the TMC and adaptive signal controls will fully mitigate this intersection. It would require providing three thru lanes both east- and westbound, two westbound right-turn lanes, and two eastbound left-turn lanes to fully mitigate this intersection.

Oceanside Boulevard and I-5 NB Ramps

The new TMC can be utilized to manage traffic on Mission Avenue; however, it cannot be determined that the use of the TMC and adaptive signal controls will fully mitigate this intersection. It would require providing three thru lanes both east- and westbound to fully mitigate this intersection.

Oceanside Boulevard and Crouch Street

The new TMC can be utilized to manage traffic on Mission Avenue; however, it cannot be determined that the use of the TMC and adaptive signal controls will fully mitigate this intersection. It would require providing three thru lanes both east- and westbound to fully mitigate this intersection.

SR76 and Foussat Road

This intersection cannot be fully mitigated in the AM peak hour, but providing two right-turn lanes northbound and three thru lanes southbound will improve the peak hour operations.

EI Camino Real and Oceanside Boulevard

The new TMC can be utilized to manage traffic on Mission Avenue; however, it cannot be determined that the use of the TMC and adaptive signal controls will fully mitigate this intersection. It would require providing three thru lanes both east- and westbound to fully mitigate this intersection.

Douglas Drive and El Camino Real

The new TMC can be utilized to manage traffic on Mission Avenue; however, it cannot be determined that the use of the TMC and adaptive signal controls will fully mitigate this intersection. It would require providing three thru lanes southbound, two thru lanes and one dedicated right-turn lane northbound, and on dedicated left-turn and one dedicated thru-lane westbound to fully mitigate this intersection. There is also not sufficient right-of-way at this intersection to provide the recommended mitigation measures.

College Boulevard and Oceanside Boulevard

The new TMC can be utilized to manage traffic on Oceanside and College Boulevard; however, it cannot be determined that the use of the TMC and adaptive signal controls will fully mitigate this intersection. It would require providing two eastbound right-turn lanes to fully mitigate this intersection.

Coast Highway and Vista Way

Two northbound travel lanes through the intersection would be necessary to mitigate the failing PM peak hour condition. This would require one through lane, a shared through and right turn lane and a dedicated left turn pocket.

3.8 Traffic Impact Studies

3.8.1 Traffic Impact Study Guidelines

The SANTEC/ITE Guidelines for Traffic Impact Studies (TIS) in the San Diego Region, March 2000 (or most recent version) shall be followed within the City of Oceanside for any proposed project that would have an impact on the City's roadway network. A TIS can also be required based on the discretion of the City. Early consultation between the developer and the City is required to establish the base study parameters, assumptions, and analysis methodologies for the TIS. The City of Oceanside has a list of required components for TIS reports. All TIS reports should follow the required TIS components guidelines which are included in Appendix G. A TIS can be performed by any consultant on the City approved Traffic Engineering Consultants list to complete development traffic impact studies.

As recommended in the SANTEC/ITE Guidelines, the use of the most recent version of the SANDAG Trip Generation rates should be used or the rates from ITE's latest Trip Generation manual. For smart growth/mixed-use development areas, SANDAG has developed a Trip Generation for Smart Growth: Planning Tools for the San Diego Region to identify trip generation rates associated with smart growth developments. This new method of applying Smart Growth trip generation rates is intended to supplement data in the San Diego Traffic Generators Manual, published by SANDAG in 2000, and the accompanying Not-so-Brief-Guide to Trip Generation, published by SANDAG in 2002. The most recent version of the SANDAG Smart Growth or Trip Generation rates should be used.

In addition, Senate Bill 743 (SB 743) requires public agencies in the State of California to change how transportation impacts are assessed under the California Environmental Quality Act (CEQA), identifying the use of Vehicle



Miles Traveled (VMT) as the primary metric for determining the transportation impact for new development projects. Because new metrics and guidelines in response to SB 743 have not yet been adopted by the State, the VMT discussion in this Circulation Element is presented for reference purposes only. Traditional intersection and roadway segment level of service analysis will remain the current metric used by the City of Oceanside to determine transportation impacts under CEQA until the new metrics and guidelines are developed and adopted in the San Diego region through SANDAG.

The Governor's Office of Planning and Research (OPR) released the *Revised Proposal on Updates to the CEQA Guidelines of Evaluating Transportation Impacts in CEQA* in January 2016. This document outlines OPR's recommendations regarding methodology for conducting VMT analysis and establishing thresholds for determining significant transportation impacts as part of CEQA analysis for new projects. The recommendations include:

- Vehicle Miles Traveled is the primary metric for determining transportation impacts across the State
- Land use development near transit or in VMT-efficient areas should be presumed to cause a less than significant transportation impact
- Transit, active transportation, and rehabilitation projects that do not add motor vehicle capacity should also be presumed to cause a less than significant impact
- Implementation should be phased over time

Implementation of the new VMT metric in the City of Oceanside will be limited to mixed-use transit corridors. The VMT analysis will be conducted using the SANDAG regional travel demand model, which considers a variety of factors related to the land use and transportation condition to determine mode of travel choice and VMT. The traditional intersection and roadway level of service analysis remain the current metric until the State releases final guidelines on how VMT to is to be modeled.

3.8.2 Traffic Analysis Performance Criteria

The City of Oceanside's minimum acceptable level of service for all roadways is LOS D. The values associated with the LOS D minimum for the different roadway classifications are defined in Table 3-3 (page 27). The minimum acceptable level of service for intersections during the peak periods is LOS D. The values associated with LOS D for intersections during the peak periods were previously defined in Tables 3-4 and 3-5 (pages 28 & 29). These level of service standards are considered acceptable within the San Diego region and have been used in the analysis for the Circulation Element.

3.8.3 Mitigation Measures

Any proposed development project that causes a street segment or intersection to operate worse than LOS D is a significant project impact. If a segment or intersection operates at LOS E or F under pre-project conditions, a significant impact is determined as outlined in the most recent version of the SANTEC/ITE Guidelines. The developer shall propose, prepare and provide

feasible mitigation measure(s) for the City to review that would improve the impacted location(s) to an acceptable LOS. Mitigation measures should be used to construct on- and off-site transportation infrastructure improvements and dedicate right-of-way connected to impacts resulting from new development. The City also may require a developer to provide improvements to pedestrian and/or bicycle facilities as part of the project's mitigation measures. Chapters 6 and 7 focus on the Pedestrian and Bicycle Facility networks in the City of Oceanside.

Any proposed development project that affects a street segment that already operates, or is projected to operate worse than LOS D, regardless of peak hour analysis, the developer shall propose, prepare and provide mitigation measure(s) for the City to review. If there are no feasible mitigation measures that would fully mitigate traffic impacts, the developer shall propose, prepare and provide various mitigation measures, such as Traffic Management Center tools and resources, which may not include physical improvements to the impacted facility. Where various mitigation measures have been prepared, agreed upon by the City, and will be implemented, yet are not sufficient to fully mitigate the traffic impacts, then LOS E during peak hour periods will be considered acceptable. A project's fair share contributions may also be considered by the City for predetermined project improvements (e.g. TMC, adaptive signals) in lieu of prepared and implemented mitigation measures.

3.9 Additional Recommended Transportation Network Guidelines

The following recommended guidelines are for action by the City:

1. Adopt and implement new VMT guidelines from the State Office of Planning and Research (OPR) and regional travel demand modeling for VMT analysis within mix-use transit corridors.
2. Develop and implement a Traffic Engineering Consultant on-call list for potential developers to utilize for traffic impact studies.
3. Implement the proposed transportation network and street classification standards as shown on Figure 3.5 (page 32).
4. As more precise intersection data becomes available, incorporate special design treatments for mitigating potentially unacceptable levels of service at those intersections identified in Section 3.7.2 (page 37) and included in Appendix F.
5. Continue to impose the City's Thoroughfare Fee and Traffic Signal Fee Ordinances to fund improvements necessary to maintain acceptable levels of service.
6. Update and revise the City's Thoroughfare Fee and Traffic Signal Fee Ordinances periodically to include road segment and intersection improvements as necessary to maintain acceptable LOS, and make any necessary adjustments in the amount of fees to be imposed.

daily. iCommute offers assistance and tools to commuters and employers through various services such as carpool, vanpool, schoolpool, transit, bike to work, and work from home programs.

Carpool – Carpooling shares the daily commute with another driver. iCommute offers RideMatcher, which is a database of thousands of commuters looking for carpool partners. TripTracker allows the individual commuter to track carpool trips and see the cost and environmental savings. The iCommute Carpool program also offers a Guaranteed Ride Home Program for those who carpool three or more times each week. And, park-and-ride lots are free and available for those who carpool or vanpool. Oceanside currently has four park-and-ride lots at the following locations:

- SR78/College Boulevard South (3700 Haymar Drive)
- Moreno Street (1928 Moreno Street)
- SR78/College Boulevard North (3710 Vista Way)
- Frontier Drive/New Hope Church (Mission Avenue and Frontier Drive)

Vanpool – Vanpools allow groups of 7 to 15 people to share their commute to work. A van can be leased by the commuter or an employer through one of iCommute's contracted vanpool vendors and receive up to \$400 per month to help offset the cost of the lease. The RideMatcher, TripTracker, Guaranteed Ride Home, and Park and Ride Lots are all available to vanpool commuters as well.

SchoolPool – This is iCommute's free carpool matching service for parents of children who attend the same school anywhere in the region. iCommute has helped to establish SchoolPool programs at elementary, middle, and high schools throughout the region.

Transit – Public transportation service is available throughout the region, including Oceanside. iCommute offers a link to 511's Transit Trip Planner to plan a commute using the public transportation available in the San Diego region.

Local Circulator – A local circulator within the Coast Highway corridor such as streetcars like those found in Old Town San Diego, can provide transportation options and connection to popular destinations. Providing local circulation between parking areas and destination points along the coast assists in enhancing the overall parking experience. These systems can promote walkability and can reduce traffic congestion. Funding mechanisms can be secured through public and/or private means and can enhance economic vitality for the Coast Highway corridor. A circulator shuttle operating between the Downtown area and Oceanside Boulevard is recommended, as this segment of Coast Highway typically has the highest concentration of development and parking demand within the corridor.

Bike to Work – iCommute will help a commuter find a ride partner, as well as connect the commuter with a free bike locator and map out the best route of travel. There are even some financial incentives offered through certain

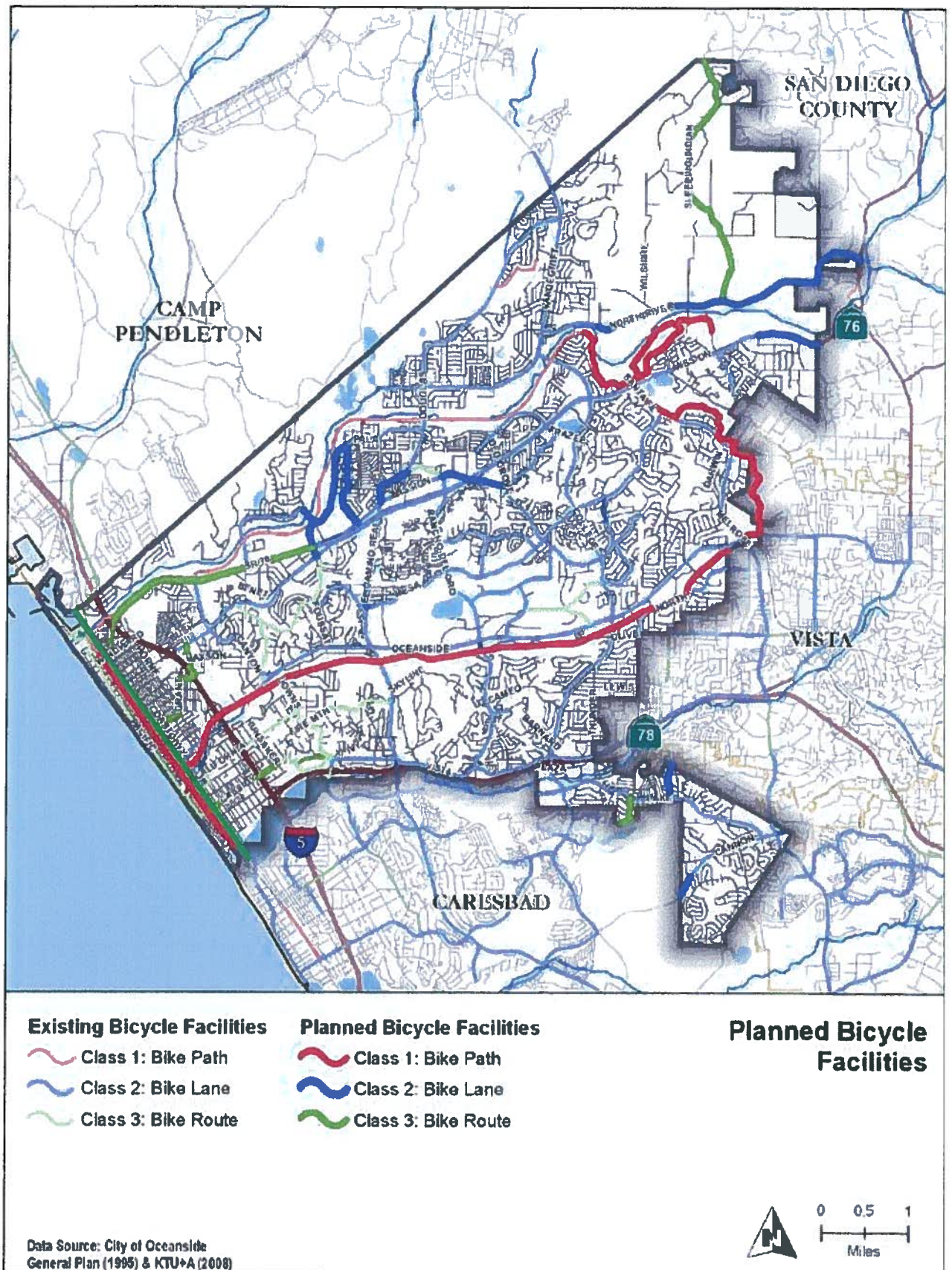


Figure 6.2



Oceanside Planned Bicycle Facilities

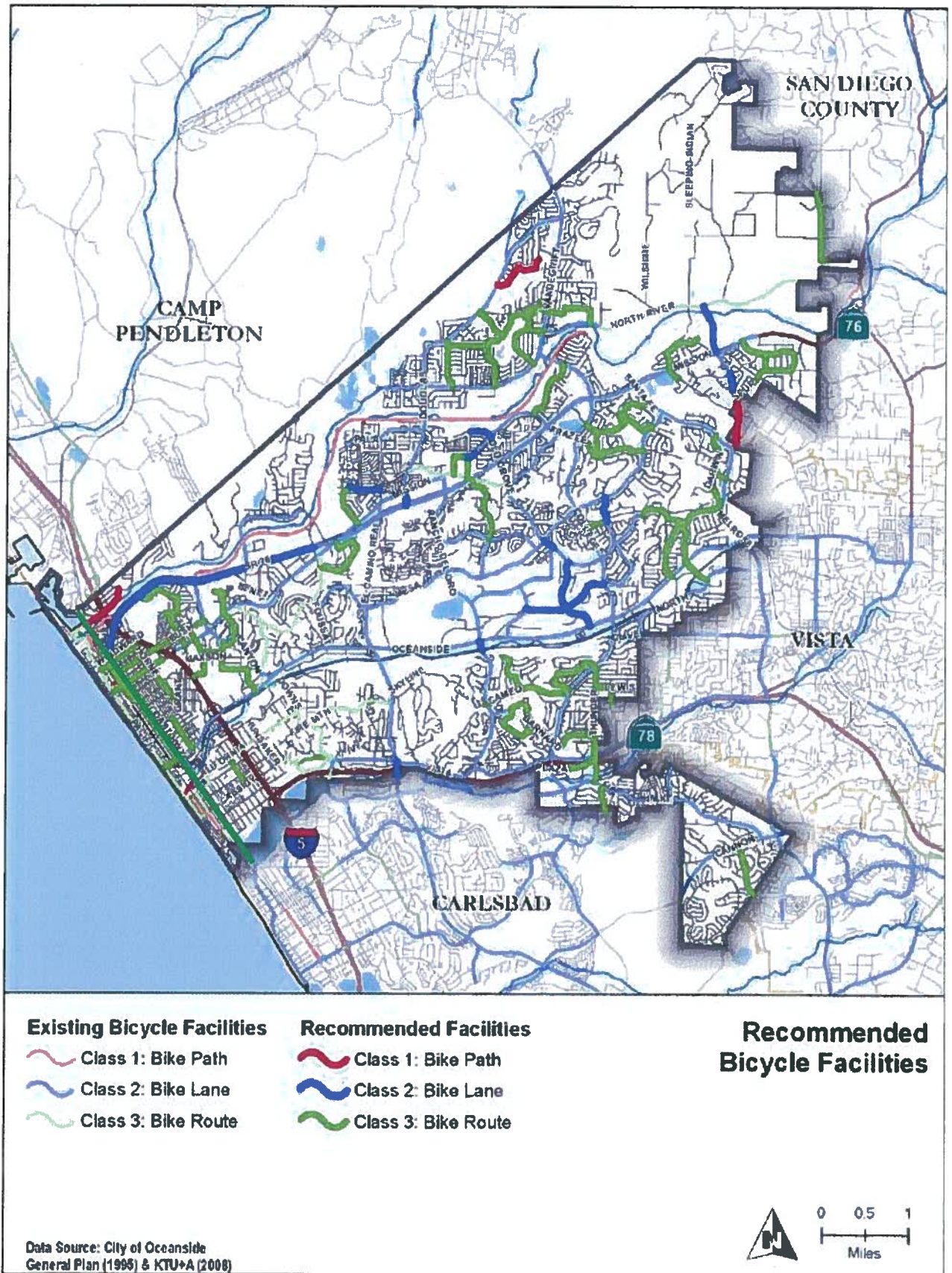


Figure 6.3



Oceanside Recommended Bicycle Facilities

J-2 Land Use Element Amendments



LAND USE ELEMENT

CITY OF OCEANSIDE, CALIFORNIA

Prepared by

Planning Department
City of Oceanside

Approved by

Planning Commission
City of Oceanside
July 7, 1986
Resolution No. 86-P61

Adopted by

City Council
City of Oceanside
September 10, 1986

Amended by

City Council
City of Oceanside
Resolution No. 86-272 - 10/29/86
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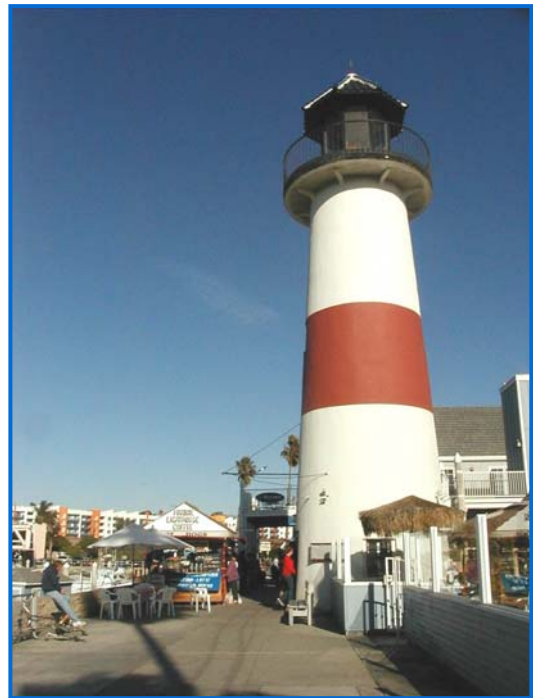
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LAND USE ELEMENT

INTRODUCTION

The Land Use Element and associated Land Use Map are guides to land use planning within the City of Oceanside and affect many of the issues addressed in the other General Plan elements. The Land Use Element and Land Use Map identify the type and location of future land uses within the City. The specific land uses in turn affect the remaining General Plan elements. For example, the type and location of land uses identified in the Land Use Element and Map affect the circulation system that is outlined in the Circulation Element, and the community facilities management objectives and policies identified in the Land Use Element affect the Community Facilities Element plan. The land uses identified in the Land Use Element and Map also reflect the community's goals for its future form and character.



Purpose and Authority

As a city, State law requires that Oceanside prepare and adopt a General Plan as a tool to manage growth and development. The Land Use Element is a mandatory element or chapter of the General Plan.

Land Use Element

The purpose of the Land Use Element is to describe present and planned land use activity that has been designed to achieve the community's long-range objectives for the future. The Land Use Element and Map identify the proposed general distribution, location, and extent of land uses such as industrial, commercial, residential, institutional, agricultural, open space, and community facilities. The element contains goals, objectives, policies, and implementation programs, along with maps and diagrams that outline the future land uses within the City and within specific planning areas. The element also provides direction related to how future development will occur, such as the intensity/density and character of new development. The element also addresses the relationship between development, community enhancement, and natural resource management.

The Land Use Element of the Oceanside General Plan represents the City's desire for long-range changes and enhancements of land uses. The objectives and policies in this element establish the constitutional framework for future land use planning and decision making in Oceanside.

Scope and Content

The Land Use Element is mandated by State law. The Element is comprised of three sections: 1) Introduction, 2) Long-Range Policy Direction, and 3) Land Use Plan. In the Long-Range Policy Direction section, major issues within the community are addressed through goals, objectives, and policies. The objectives, which are overall statements of the community's desires, are comprised of broad statements of purpose and direction. The policies serve as guides for reviewing development proposals, planning facilities to accommodate growth, and accomplishing community development strategies. The Land Use Map (Figure LU-1) graphically identifies the planned land uses within Oceanside and the land use designations are described through policies. Areas within the community that require more focused planning efforts are also identified. Specific implementation programs for the various goals, objectives, and policies are identified in the Land Use Plan section of the element.

Related Plans and Programs

There are a number of related plans and programs that are considered in the formulation, adoption, and implementation of local land use policy. Related plans and programs are both local and regional in nature. Regional planning agencies, such as the San Diego Association of Governments (SANDAG), recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as air quality, transportation, and habitat conservation have resulted in the adoption of regional plans. The form and distribution of development in Oceanside are affected by regional plans. Relevant local and regional plans related to the Land Use Element are discussed briefly in the following section.

Congestion Management Program

The San Diego region Congestion Management Plan was prepared by the San Diego Association of Governments as required by State law. The plan is updated on a regular basis. The Congestion Management Plan was developed as an integral complementary part of the region's overall growth management strategy, air quality improvement, and transportation development programs. The plan establishes a process to help ensure that a balanced transportation system is developed that better relates to population growth, traffic growth, and land use decisions to transportation and air quality improvement. The plan includes the setting of traffic level of service and transit performance standards, the development of both a trip reduction program and a land use impact analysis process, and the preparation of a seven-year capital improvement program.

Figure LU-1

Land Use Map

(Large scale hardcopy available at the Oceanside Planning Department)

San Diego Air Pollution Control District Regional Air Quality Strategy

The Regional Air Quality Strategy for the San Diego region includes a variety of measures to reduce traffic congestion and improve air quality. These include a variety of source pollution reduction programs, transportation control measures, and encouragement of cleaner fuels.

Local Coastal Program

The City has adopted a Local Coastal Program, which has been certified by the California Coastal Commission. This program outlines goals, policies, and programs to ensure appropriate development and land uses within the coastal area. The Land Use Plan section of the Local Coastal Program is included as General Plan Appendix B.

Oceanside Subarea Habitat Conservation Plan/Natural Communities Conservation Plan

Oceanside is in the process of adopting a Subarea Habitat Conservation Plan/Natural Communities Conservation Plan (Subarea Plan). The plan will comprehensively address how the City will conserve natural biotic communities and sensitive plant and wildlife species pursuant to the California Natural Community Conservation Planning (NCCP) Act of 1991 and the California and U.S. Endangered Species Acts. Approval and adoption of the plan by the City is intended to result in the issuance of federal and State authorizations for the take of certain listed rare, threatened, or endangered species. Once granted to Oceanside, the City will then be able to authorize the take of natural habitats or associated species, if consistent with the Subarea Plan. This will provide landowners with more regulatory certainty and aid in conserving the region's biodiversity.

Oceanside Redevelopment Plan

The City of Oceanside created a Redevelopment Project Area in 1975 in accordance with the California Community Redevelopment Law to eliminate blight within the designated redevelopment project area. The Redevelopment

Land Use Element

Plan is one of the tools that the City uses to implement policies included in the Land Use Element. General Plan Appendix A contains the plan.

Comprehensive Land Use Plan Oceanside Municipal Airport

As the Airport Land Use Commission, SANDAG prepared the Comprehensive Land Use Plan for the Oceanside Municipal Airport based on aircraft produced noise and flight activities at the airport. The plan identifies appropriate land uses compatible with the noise and safety issues related to airport activities. The plan also identifies implementing mechanisms to address nonconforming uses within the noise contours and flight activity zones.

Oceanside Small Craft Harbor Precise Plan and Oceanside Harbor Design Standards

The Oceanside Small Craft Harbor Precise Plan provides planning policies to guide land and water development within the Oceanside Small Craft Harbor District, and serves as an integral component of the City's Local Coastal Program pursuant to the California Coastal Act. The Design Standards address signage within the Harbor District. The California Coastal Commission (CCC) required the Harbor District to prepare a Harbor Precise Plan to guide future developments in the Oceanside Harbor area as part of a permit requirement for the Oceanside Harbor Chart House restaurant in 1976. The plan was approved by the CCC in 1979 and was amended twice in 1998 to reflect land and water use changes and to clarify the plan. The Precise Plan and its Design Guidelines are intended to meet the Specific Plan requirement imposed by the Land Use Element.

El Corazon Master Plan

A master plan is being prepared for the 465-acre El Corazon property located in the middle of the City, at the intersection of Oceanside Blvd. and El Camino Real. The plan identifies land uses, development review process, general community design elements, and development standards for the property. The project will include recreational facilities, such as golf courses, visitor-serving facilities, and open space preserve.

Calle Montecito Neighborhood Revitalization Plan

This plan applies a comprehensive approach to understanding and dealing with the improvement needs of the Calle Montecito neighborhood. The Calle Montecito Neighborhood Revitalization Plan identifies a wide range of issues as well as inherent community strengths and opportunities. Based on community input, revitalization goals and work initiatives were generated and combined in the Libby Lake 2000 plan to create an overall plan that provides a timeframe, assignment of responsibilities, and identifies funding resources.

Mission Avenue Corridor Strategy Plan

Land Use Element

The Mission Avenue Corridor Strategy Plan addresses the need to revitalize the Mission Avenue Corridor from Interstate 5 on the west to Mission San Luis Rey on the East. The plan outlines the overall goals to guide revitalization of the corridor and presents a snapshot of key issues related to living and working along the corridor. It also provides both corridor-wide and segment-specific actions and an implementation program for the prioritized actions.

Mission San Luis Rey Historic Area Development Program and Design Guidelines

Recognizing the importance of maintaining and enhancing the area around Mission San Luis Rey, the report addresses the long-range goals and objectives for the area and establishes a program with specific guidelines for detailed proposal review. Sketches and exhibits are included to illustrate overall design concepts and their applications in specific conditions. The document is intended to provide a flexible design framework that will respect and compliment the Mission's historic setting, as well as encourage high quality, new development in the San Luis Rey area of the City.

Specific Plan for the San Luis Rey River Flood Control Project

This Specific Plan is intended to serve as an overlay and refinement to the City's General Plan. The plan contains policies that would prohibit development in flood prone and environmentally sensitive areas. The plan is designed to provide protection to both life and property within the 7.2-mile reach targeted by the project.

San Luis Rey River Specific Plan

The Specific Plan addresses development for the San Luis Rey River and vicinity in the downtown, coastal area. The San Luis Rey River and the surrounding vacant parcels are the last major portions of undeveloped land in Oceanside's Coastal Zone. The plan is intended to provide a comprehensive land use plan for the area which will: a) become an adjunct and refinement to the City's General Plan, intended to coordinate planning activities of the governmental agencies; b) serve as a certifiable component of Oceanside's

Local Coastal Program; and c) provide management policies and development criteria to guide future actions in the river area. Since the river is a significant coastal resource in terms of its recreational, scenic, and wildlife values, the San Luis Rey River Specific Plan includes measures to address the conservation and wise use of these resources.

The Sterling Property Specific Plan

The area subject to this specific plan contained substandard military housing. In exchange for constructing new military housing on MCB Camp Pendleton, a developer was chosen to receive the Sterling Homes property for redevelopment. The Sterling Property Specific Plan was prepared to define the basic development parameters for the Sterling Homes site including the land use mix and density; the primary circulation pattern; the overall open space concept and open space requirements; and the location and capacity of utilities to be provided by the developer.

State Route 78 Urban Design Study

The Urban Design Study is a follow-on to the 1987 State Route 78 Reconnaissance Study and Concept Plan which examined land use and transportation issues for the corridor. The Urban Design Study focuses on the visual experience of the freeway traveler on the SR-78 freeway between the Interstate 5 intersection to the west and the North Broadway intersection to the east in Escondido. The study provides the means to preserve or enhance the visual quality that encompasses the freeway corridor, including landscape concepts, urban design plan, and design guidelines for the properties adjacent to the SR-78 right-of-way.

Land Use Element

Oceanside Zoning Ordinance

The City's Zoning Ordinance is the primary implementation tool for the Land Use Element. Together, the Zoning Ordinance and Zoning Map identify specific types of land use, intensity of land use, and development and performance standards applicable to specific areas and parcels of land within the City.

Development Guidelines for Hillsides

The City's Development Guidelines provide an illustrated manual to assist developers, landowners, and City officials in understanding and interpreting the City's policies and regulations for hillsides. The guidelines balance the desire to preserve the natural beauty of the hills with the need to provide for future development that incorporates concerns for public health and safety to achieve reasonable land use in the hillsides.

Grading Regulation Manual

This code sets forth rules and regulations to control excavation, grading, and earthwork construction, including fills and embankments, and establishes administrative requirements for issuance of permits and approval of plans and inspection of grading construction.

Engineers Design and Processing Manual

The purpose of the Engineers Design and Processing Manual is to establish the procedures and minimum standards for the various plans and documents submitted to and processed by the City. The standards presented in the manual govern the processing of subdivision maps and related documents as well as public and private improvement and grading plans. The City also uses the manual as a standard for reviewing tentative maps, development plans, and other related applications.

Rancho Del Oro Specific Plan

The Rancho Del Oro Specific Plan encompasses approximately 1,940 acres of land within the geographic center of the City. The plan was prepared to provide for the development of a high quality, comprehensive planned community. The mixed land use plan provides for the phased development of the property with industrial and commercial uses as well as a variety of residential housing opportunities, and includes provisions for implementing circulation system and public utility improvements.

Del Oro Hills Specific Plan and Planned Residential Development Master Plan

The Del Oro Hills Specific Plan area includes 300 acres in the south-central area of the City. The Plan identifies land uses for the property, including land use descriptions and standards for the various land uses. Development standards and guidelines are also included for other features of the plan including the circulation system, architectural design, and open space.

Relationship to Other General Plan Elements

The Land Use Element is a distinct element, which, together with the other General Plan elements, comprises the General Plan. All elements of the General Plan are interrelated to a degree, and certain goals and policies of each element may also address issues that are the primary subjects of other elements. The integration of overlapping issues throughout the General Plan elements provides a strong basis for implementation of plans and programs, and achievement of community goals.

The Land Use Element relates very closely to all of the other General Plan elements. This element establishes the planned land use pattern for Oceanside. Alternatively, the other General Plan elements ensure that infrastructure and community facilities are available to accommodate planned land uses, and that the public's safety and the unique qualities of Oceanside are safeguarded and enhanced.

For example, the Housing Element of the General Plan provides the basis for establishing housing stock that meets the affordability requirements and other special needs of the community. The Circulation Element provides a

Land Use Element

Master Transportation Plan to accommodate increased traffic from planned development. The use of alternative transportation modes and reduction of automobile trips are also addressed in the Circulation Element, and its sub-element, the Recreational Trails Element, to meet the transportation demand from new development, and to mitigate the impact of development on regional air quality and traffic conditions. A number of areas are designated for parks and open space uses on the Land Use Map for recreational, aesthetic, and environmental preservation purposes. The Environmental Resources Management and Community Facilities Elements include policy and plans to maintain, enhance, and protect existing park and open space areas and to develop new facilities to meet new demand from population growth.

The Public Safety, Noise, and Hazardous Waste Management Elements ensure that planned land uses identified in the Land Use Element are compatible and will not result in public safety hazards or exposure of people to excessive noise or hazardous materials. In addition, the Military Reservation Element recognizes that the operation of Camp Pendleton affects the land uses within Oceanside.



LONG-RANGE POLICY DIRECTION

I. COMMUNITY ENHANCEMENT

GOAL: The consistent, significant, long term preservation and improvement of the environment, values, aesthetics, character and image of Oceanside as a safe, attractive, desirable and well-balanced community.

Policy:

- A. The goals, objectives, and policies of the City of Oceanside's General Plan shall direct the City in determining the location, type, and timing of improvements within the City.

1.0 Implementation of the Land Use Element

1.01 General Plan Consistency

OBJECTIVE: To ensure all projects are consistent with the General Plan.

Policy:

- A. Tentative Maps, Development Plans, and Conditional Use Permits approved prior to the adoption of this Element and exercised thereafter without modification, revision, amendment, or extension shall be considered consistent with this Element.

1.02 General Plan Revision

OBJECTIVE: To assure a proper and annual review of the Oceanside General Plan.

Policy:

- A. The Planning Department shall, before the end of each fiscal year prepare a "General Plan Annual Report" summarizing the City's performance in meeting the goals and objectives within the General Plan, and suggest possible refinements of the General Plan.

1.1 Community Values

OBJECTIVE: To ensure the enhancement of long term community and neighborhood values through effective land use planning.

Policies:

- A. Land uses shall be attractively planned and benefit the community.
- B. Land uses shall not significantly distract from nor negatively impact surrounding conforming land uses.
- C. The City shall analyze the long-term effects of all proposed development to assure both the present and future social, economic, and physical enhancement of the community.
- D. The City shall support and encourage the fulfillment of widespread neighborhood and community values.
- E. The development of storage tanks, distribution terminals, emission control systems, pumping stations, service yards, transportation facilities, pipelines, or any other facilities supporting off-shore oil and gas drilling operations shall be prohibited.

1.11 Balanced Land Use

OBJECTIVE: To develop and use lands for the long-term provision of a balanced, self-sufficient, and efficient community.

Policies:

- A. The City shall establish and enforce a balanced distribution of land uses to organize the City in a hierarchy of activity centers and land use so as to foster a sense of neighborhood, community, and regional identity.
- B. The City shall analyze proposed land uses for assurance that the land use will contribute to the proper balance of land uses within the community or provide a significant benefit to the community.
- C. The City shall continuously monitor the impact and intensity of land use and land use distribution to ensure that the City's circulation system is not overburdened beyond design capacity.

1.12 Land Use Compatibility

OBJECTIVE: To minimize conflicts with adjacent or related land uses.

Policies:

- A. Adequate setbacks, buffering, and/or innovative site design shall be required for land uses that are contiguous to and incompatible with existing land uses
- B. The use of land shall not create negative visual impacts to surrounding land uses.
- C. The use of land shall not subject people to potential sources of objectionable noise, light, odors, and other emissions nor to exposure of toxic, radioactive, or other dangerous materials.

1.121 Land Use Compatibility with Adjacent Jurisdictions or Responsible Agencies

Land Use Element

OBJECTIVE: To assure appropriate land use compatibility is maintained between Oceanside and adjacent jurisdictions or responsible agencies.

Policies:

- A. Oceanside shall formally notice adjacent jurisdictions of proposed land uses or developments that may affect an adjacent jurisdiction.
- B. Oceanside shall formally notice responsible agencies of proposed land uses or developments that may affect an agency's program or responsibilities.
- C To provide for proper land development or land use compatibility the City shall, wherever possible, take appropriate action on proposed land uses or development to address the concerns of adjacent jurisdictions or responsible agencies.
- D. The City shall formally reply to an adjacent jurisdiction's notice of proposed land development or land use to assure responsible and appropriate land use and infrastructure compatibility is maintained.

1.13 Neighborhood Character

OBJECTIVE: To promote and reinforce the unique and positive attributes of individual neighborhoods of Oceanside while strengthening citywide goals, involvement, and identity.

Policies:

- A The area between Ivy Road and Vista Way and between Jefferson Street and El Camino Real, shall address the specific



- development standards and requirements for subdivision and development of land to create single family residential developments fronting and taking access on Ivy Road and professional and office developments fronting and taking coordinated access on Vista Way.
- B. The area which includes the Fire Mountain single family residential district shall ensure that the rustic and rural nature of the district is preserved and enhanced. A key to this objective is providing for:
- 1) minimum lot sizes of 10,000 square feet or greater,
 - 2) view preservation, and
 - 3) extensive landscaping.
- C. The area surrounding Mesa Drive east of El Camino Real shall ensure and define a buffer between the existing residential area on the north side of Mesa Drive and the industrial area to the south.
- D. An open space buffer of appropriate width shall be required to separate residential developments from industrial developments on the south side of Oceanside Boulevard.
- E. All existing property and future subdivided lots taking access on Stallion Drive shall be determined to be located within the Estate A (0.5 – 0.9 du/ac) Residential Land Use Designation.
- F. The property containing approximately fifty and one-half (50.5) acres located directly west of the intersection of El Camino Real and Vista Oceana shall be developed in a manner that minimizes adverse impacts to the surrounding residential areas. To this end, the following restrictions shall be applied to future subdivisions and/or developments of the property:
- 1) Dwelling unit types shall be limited to single family detached homes, either Single Unit Conventional or Single Unit-Variable as defined in Section 2.34 of this Element.

- 2) The maximum number of dwelling units shall not exceed one hundred seventy (170) units.
 - 3) Large open space areas shall be maintained along the perimeter of the property.
- G. The area bounded by Horne Street, Weitzel Street, Center Avenue, Michigan Street, Freeman Street, and Missouri Street (otherwise referred to as the 300 block of Townsite Central) shall be limited to maximum allowable units on the typical 5,000 square foot lot to three (3) units. Also, developments shall be limited to a triplex design in nature to ensure compatibility with the surrounding neighborhood.
- H. For lands within the Loma Alta, Fire Mountain, and South Oceanside Neighborhood Planning Areas that are designated Estate B (1 – 3.5 dwelling unit/acre) and with the corresponding zoning of RE-B, a minimum lot size of 10,000 square feet as defined in the Zoning Ordinance shall be considered consistent with the underlying Land Use designation of Estate B Residential.¹

1.14 Noise Control

OBJECTIVE: To improve the quality of Oceanside's environment by minimizing the negative effects of excessive noise levels.

Policies:

- A. Noise emissions shall not reach levels that pose a danger to the public health.
- B. Noise emissions shall be controlled at the source where possible.

¹ Addendum to Land Use Element Text, GPA-11-88 City Council Resolution No. 88-273 (12/7/88)

- C. Noise emissions shall be intercepted by barriers or dissipated by space where the source cannot be controlled.
- D. Noise emissions shall be reduced from structures by the use of soundproofing where other controls fail or are impractical.
- E. Acceptable noise levels shall be demonstrated by the applicant in the review and approval of any projects or public or private activities that require a permit or other approval from the City.
- F. Greater than normal open space separation may be required between residential developments and secondary arterials or higher rated roadways, railroad right-of-way, and other noise or nuisance-producing land uses. This may be accomplished by either vertical and/or horizontal open space separation. The separation should be enhanced by decorative walling and extensive landscaping.
- G. Any proposed changes to the Land Use and Circulation Elements of the General Plan shall require review and consideration of the potential impacts on noise levels.

1.15 Public Safety

OBJECTIVE: To ensure an acceptable level of public safety for the prevention and reduction of loss of life and personal property of the citizens and visitors of Oceanside.

Policies:

- A. The City shall continually evaluate the acceptable level of risk to the public health, safety, and general welfare, and adjust policies accordingly.
- B. The City shall provide available information, and encourage education of seismic, geologic, fire, flooding, and other hazards.

1.151 Risk Sensitivity of Land Use

Policy:

- A. The City shall consider the type of land use in determining acceptable levels of risk from seismic and geologic hazards. The Public Safety Element shall serve as a guide for this determination.

1.152 Seismic and Geologic Hazards

Policies:

- A. The City shall consider seismic and geologic hazards when making land use decisions, particularly in regards to risk sensitive land uses as defined in the Public Safety Element.
- B. High risk land uses, as defined in the Public Safety Element, should be prohibited from areas of high seismic or geologic hazard.
- C. The City shall regulate land uses within areas highly susceptible to seismic and geologic hazards.
- D. The City shall require expanded soils and geologic testing and necessary engineering precautions when deemed necessary to reduce risks to acceptable levels. Wave action, erosion, and geotechnical reports shall be required as determined necessary.

1.153 Fire Hazards

Policies:

- A. The City shall maintain the necessary equipment, personnel, and water supply levels to provide a class 4 or better insurance rating to the entire City.
- B. Places of public assembly shall be designed with adequate, well-marked emergency exits, and have public address systems which would not be rendered inoperable because of fire.

1.154 Landfill Safety

Policy:

- A. Any proposed structure adjacent to or surrounding a previous landfill site must be investigated by the applicant to determine whether protection from landfill gas or geotechnical instability is needed.

1.16 Housing

OBJECTIVE: To ensure that decent, safe and sanitary housing is available to all current and future residents of the community at a cost that is within the reach of the diverse economic segments of Oceanside.

Policies:

- A. The City shall strive to maintain a reasonable balance between rental and ownership housing opportunities, between senior and family housing, and encourage a variety of individual choices of tenure, type, and location of housing throughout Oceanside.

Land Use Element

- B. The City shall strive to produce opportunities for decent and affordable housing in a pleasant environment for all of Oceanside's citizens.
- C. The City shall ensure that housing is developed in areas with adequate access to employment opportunities, community facilities, and public services.
- D. The City shall encourage development of a variety of housing opportunities, with special emphasis on providing:
 - 1) A broad range of housing types, with varied levels of amenities and number of bedrooms;
 - 2) Sufficient rental stock for all segments of the community, including families with children; and
 - 3) Housing which meets the special needs of the elderly and the handicapped.
- E. The City shall protect, encourage, and where feasible, provide housing opportunities for persons of low and moderate income.

1.17 *Public Facilities Management*

OBJECTIVE: To provide a consistent and high level quality of public services and facilities to the residents of the City.

Policies:

- A. Residential, commercial, and industrial development throughout the City shall be coordinated to ensure that adequate public services and facilities are provided to serve future development.
- B. Land use and development review applications that are inconsistent with the capability of any public service agencies to provide cost-effective services shall not be approved.
- C. Major extensions of services or utilities to facilitate land use change shall not be approved without a thorough review of all social, economic, and environmental factors and appropriate mitigation measures implemented, if necessary.
- D. Compact and in-fill development should be encouraged to concentrate expenditures for public services.

1.2 Site Design

OBJECTIVE: To provide high-quality site design, all proposed land development projects shall take advantage of natural or manmade environments to maximize energy conservation, natural air circulation, public safety, visual aesthetics, private and common open spaces, privacy, and land use compatibility.

Policies:

Land Use Element

- A. The placement of all proposed structural components, landscaping, accessways, etc. shall be oriented on the site in such a manner to maximize:
- 1) Interior building absorption and retention of solar energy during appropriate seasons and times of day, and the access to sunlight for potential solar energy collection; and
 - 2) The even circulation of natural breezes between and through all buildings; and
 - 3) The quality of view and vistas from the site to the surrounding environment; and
 - 4) The quality of views and vistas of the site from surrounding land uses; and
 - 5) The public safety by eliminating designs that may harbor or hide detrimental activities.
- B. A combination of deep, landscaped setback areas, berms, and decorative sound attenuation walls shall be required where developments abut major or intense transportation corridors.
- C. New development or land uses shall provide coordinated site design wherever possible with existing or proposed adjacent land uses to provide complimentary site design, unified circulation access, and joint use of ancillary facilities.
- D. Street hardware including but not limited to:
- mailboxes or multiple box units (MBU's)
 - bus shelters, bike racks, benches, etc.
 - fire hydrants
 - utility poles and boxes

- street lighting
- parking meters
- road signage
- and other ancillary facilities

shall not detract, but shall enhance, the streetscape and adjoining land uses and community.

- E. The City shall encourage the use of multiple mailbox units in attractive landscaped settings.
- F. The City shall encourage plans that maximize convenient, safe, and efficient design features for future residents of the project.
- G. All developments shall design parking areas to maximize efficiency, safety, convenience, and open space.

1.21 Common Open Space

OBJECTIVE: To provide and maintain common open areas for a wide range of uses.

Policies:

- A. Common open space must be accessible and usable by potential users of the common open space.
- B. Common open spaces within a project site shall be contiguous, unless it is found that segregation of the area and type of open space uses better serve the purposes of the General Plan and the project site.
- C. Where feasible, common open space shall be integrated with adjacent common or public open spaces, trails, or bicycle transit systems to promote an open space or trails network throughout the City.

1.22 *Landscaping*

OBJECTIVE: The enhancement of community and neighborhood identity through landscaping requirements that frame and soften the built environment consistent with water and energy conservation.

Policies:

- A. Existing mature trees shall be retained wherever possible.
- B. Mature trees removed for development shall be mitigated by replacement with an appropriate type, size, and number of trees.
- C. Drought-tolerant materials, including native California plant species, shall be encouraged as a landscape type.
- D. The City shall preserve, enhance, and perpetuate the positive historic landscapes of Oceanside as identified in the City's "Comprehensive Historic and Architectural Resources Survey".
- E. The City shall encourage the inclusion of green belts and common open space for pedestrian use in residential developments.
- F. A buffer of landscaping shall be required between the built environment and lands left in a natural or open state. The landscape buffer shall be of sufficient size and shall use plant materials that will retard the spread of wild fire.

1.23 *Architecture*

OBJECTIVE: The architectural quality of all proposed projects shall enhance neighborhood and community values and City image.

Policies:

- A. Architectural form, treatments, and materials shall serve to significantly improve on the visual image of the surrounding neighborhood.
- B. Structures shall work in harmony with landscaping and adjacent urban and/or topographic form to create an attractive line, dimension, scale, and/or pattern.
- C. Elevations, floor plans, perspectives, lines-of-sight, material boards, and other such displays and exhibits shall be provided as necessary to ensure compliance with General Plan policies.

1.24 Topographic Resources

OBJECTIVE: To ensure that development preserves and enhances the unique beauty and character of the City's natural topographic features and does not contribute to slope instability, flooding, or erosion hazards to life and property.

Policies:

- A. Lands designated for industrial and commercial development may require significant alteration of the terrain to ensure their viability. Therefore, it is recognized that the ability of such projects to fulfill the policies contained below will be limited.
- B. Lands considered to possess significant natural topographical features shall be preserved and integrated into project designs. Such lands include natural slopes of twenty percent (20%) or more with a minimum elevation differential of fifty (50) feet; major canyons and/or watercourses; significant rock outcroppings, trees, and native vegetation.
- C. Grading permits shall not be issued until all appropriate discretionary actions by the City and other responsible agencies approving the development have been granted.

- D. The term "natural slope" shall also apply to any man-made or altered slope which, over a period of years, revegetation and/or erosion has made indistinguishable from the natural terrain.
- E Structures shall be designed to adapt to hillside conditions.
- F Excessive cut and fill grading to create standard prepared pads shall be prohibited.
- G. Where grading is required, flat planes, and sharp angles of intersection with the natural terrain shall be avoided.
- H. Slopes shall be rounded and contoured to blend with the existing topography, unless on an individual site this practice would diminish open space or significant natural features of the site.
- I. The structural quality of the soil and geologic conditions shall be incorporated into the site design and determine the method and type of construction. Slope stability shall be ensured during and after construction.
- J. Potential hazards of flooding, erosion and sedimentation shall be reduced by designing the site drainage system to accommodate the existing upstream storm runoff and to coordinate with existing downstream conditions.
- K. Vehicular access to intermittent and perennial streams shall be controlled through project design.
- L. Setbacks from stream banks shall be established in the project design to maintain the health and usefulness of the watercourse for the benefit of the public.

- M. The amount of impervious surfacing shall be limited and shall be designed to support the natural drainage system.
- N. Roadways shall be designed and located to avoid excessive cut and fill, surface disturbance and to respect the existing topography.
- O. Parking areas shall adapt to the topographic character of the site.
- P. Site disturbance shall be limited to the minimum area necessary as construction proceeds.
- Q. Groundcover shall be re-established as early as possible as construction proceeds.
- R. Topsoil from excavated areas shall be stockpiled for reuse on the site where appropriate.
- S. The clustering of residential units to preserve natural topographic features shall be encouraged provided:
 - 1) It has been clearly and distinctly demonstrated that the residential cluster provides the most appropriate design to ensure preservation of the topographic resources.
 - 2) The net density (excluding common open spaces) of each residential cluster does not exceed the maximum potential density permitted within the land use designation.
 - 3) The dwelling units of the residential cluster are consistent with the land use designation.
 - 4) The common open areas are well integrated within the boundaries of the residential cluster and provide equitable access to all residents.

- 5) Residential clusters are confined to relatively small areas and separated by inter-linking open space areas to provide visual and spatial relief from continuous urban development.

1.25 Undevelopable Lands

OBJECTIVE: To enhance the community welfare and increase public safety through:

- 1) preservation of significant natural resources, or
- 2) the provision of adequate building setbacks from natural hazards.

OBJECTIVE: To ensure that the proposed development on the developable area of a site is compatible with surrounding developments within the same land use designation.

Policies:

A. Lands considered undevelopable shall be unbuildable and shall not be included in density calculations that define the development potential on a site. Undevelopable lands include slopes in excess of forty percent (40%) with a minimum elevation differential of twenty-five (25) feet and riparian corridors or associated vegetated areas of:

- 1) rivers,
- 2) intermittent or perennial streams, or
- 3) lakes

As a minimum, riparian corridors shall include channelways and banks.

B. Since land use patterns and developments are long-term features, lands on which significant natural hazards are likely to occur within the economic life of the proposed use shall be evaluated for their developability. The City may require studies, mitigation measures, and/or hazard setbacks to fulfill this policy.

C. The following criteria governs the applicability of *1.25 Undevelopable Lands*:

- 1) The method of determining the developable portion of a project site shall apply to all applications requiring discretionary action, including Specific Plans, Tentative Maps, Development Plans, Conditional Use Permits, Variances and Coastal Development Permits and to areas requesting a grading permit outside the discretionary process.
- 2) All approved and legally valid Tentative and Final Maps, Tentative Parcel Maps, Development Plans, Conditional Use Permits and Variances, and existing recorded residential lots shall not be subject to the provisions of this policy.
- 3) Specific Plans approved prior to the existence of this policy are not exempted. All previously approved discretionary projects that are eligible and under review for a time extension, revision, or amendment are subject to the provisions of this policy.
- 4) Modification of serious erosion gullies in excess of forty percent (40%) slope, which in the City Engineer's opinion must be altered in order to remedy unsafe and unstable conditions, shall be allowed. If as a result of this work the area of the erosion gullies is modified to slopes less than forty percent (40%) this area may be used in the calculation of the development potential of land at the discretion of the Planning Commission or City Council.
- 5) For the purposes of determining riparian areas, all such areas including artificially created agricultural lakes, water retention basins, and ponds shall be considered undevelopable for density calculation purposes. The City shall consult with all appropriate agencies through the environmental review process for assistance in the determination of riparian habitat areas.

- 6) As a basic information requirement for projects in hillside areas, an accurate and recent topographical map with minimum five (5) foot contour lines shall be submitted by the applicant at a scale of at least one inch equaling two hundred feet (1" = 200'). Such a map shall clearly depict areas between twenty percent (20%) and forty percent (40%) slope and areas with slopes over forty percent (40%). Any other information as required by the City's Hillside Ordinance shall also be submitted with a project's application.

- 7) Parcels of land which become virtually undevelopable as a result of applying these development potential policies may, at the discretion of the Planning Commission or City Council as applicable, be granted an exception to the strict adherence of these policies through one of the following methods:
 - (a) A limited transfer of development rights to an adjacent and/or a suitable area provided that it can be found that the "host" area can adequately absorb all of the impacts associated with that transfer and the overall high density range of the host area is not exceeded.

 - (b) An exception from, or a modification to the specific requirements of these policies may be granted upon a finding that (1) such exception or modification fulfills the overall objective, purpose, and intent of these policies, and (2) the exception or modification demonstrates a superior and more compatible relationship to pre-existing surrounding uses, as well as to land use categories.

1.3. Special Management Areas

OBJECTIVE: To provide special management of sensitive historical, cultural, recreational, and environmental areas and areas with unique planning considerations within the City.

1.31 Airport Influence Area

OBJECTIVE: To maintain and enhance the current and future operations of the Oceanside Municipal Airport, Oceanside desires to pursue the airport's growth as a modern general aviation facility as defined by the Federal Aviation Agency (FAA) Guidelines with the potential for short haul service. Airport growth should occur in a manner which maximizes airport and general public safety by ensuring that surrounding land uses are compatible with airport operations.

Policies:

- A. The City shall protect the airport for corporate and recreational aviation and shall not permit its use to support offshore oil and gas drilling facilities.
- B. The airport overlay encompasses the entire airport influence area as defined by the Comprehensive Land Use Plan (CLUP) adopted by SANDAG in 1981 and depicted on the General Plan Land Use map (see Figure LU-2).
- C. The data, methodology, guidelines, policies, and plan recommendations of the CLUP are fully a part of the airport overlay.
- D. The establishment of flight activity zones (or clear zones) at the end of runways, height limitations in approach departure corridors, and the appropriate regulations of land use shall be guided by the findings and recommendations of the CLUP.

Land Use Element

- E. The City shall encourage the development of land uses within the airport overlay that are compatible with general aviation operations.
- F. The City shall ensure that flight activity zones (clear zones) are maintained in association with the airport runway.
- G. Where existing or potential land uses are found to be incompatible with airport operations, the City shall establish, where practical, an equitable "off-setting" benefits package for uses which should be modified or phased out completely.
- H. The City shall promote a positive image of the airport and the community as a whole through preparation of development standards that stress quality building and landscape design features.

Figure LU-2

Special Management Area

Airport Influence Area

(Hardcopy available at the Oceanside Planning Department)

- I. The City shall ensure compliance with California noise standards for both existing and planned future residential uses within the airport overlay. The following shall be adhered to:
 - 1) Compliance with operative City codes and California noise standards if remodeling, conversions, or additions are made which require a building permit.
 - 2) Proposed residential development should be designed and located in such a fashion that natural topography, screening techniques, building setbacks, floor plan arrangements, and other relevant factors have all been utilized to the greatest extent possible in order to minimize noise impacts.
 - 3) Proposed residential development shall not be approved unless appropriate aviation easements are granted as a condition of approval.
- J. In recognition of the fact that residential and other airport sensitive uses proposed outside of the airport overlay area may be impacted by airport operations, the City shall require the granting of appropriate aviation easements as a condition of approval for projects in the general area bounded on the north by Camp Pendleton, on the east by E1 Camino Real, on the south by Mission Avenue, and on the west by the Oceanside Harbor.
- K. In recognition of several planned major public facility projects which are within the airport overlay and will provide benefits to the airport as well as the entire City, the City shall ensure that land use decisions and proposed regulations do not preclude or hinder the timely and cost effective completion of these vital public facility projects.

1.32 Coastal Zone

OBJECTIVE: To provide for the conservation of the City's coastal resources and fulfill the requirements of the California Coastal Act of 1976.

Policy:

- A. The City shall utilize the certified Local Coastal Plan and supporting documentation for review of all proposed projects within the Coastal Zone (see Figure LU-3). Specifically, the goals and policies of the Local Coastal Program Land Use Plan (see General Plan Appendix B) shall be the guiding policy review document.

Figure LU-3

Coastal Zone

Local Coastal Program (LCP) Program

(Hardcopy available at the Oceanside Planning Department)

1.321 San Luis Rey River Specific Plan

OBJECTIVE: To provide a comprehensive land use plan for the coastal portion of the San Luis Rey River which will:

- A. Become an adjunct and refinement to the City's General Plan, intended to coordinate planning activities of the City, Redevelopment Agency, private landowners, and various governmental agencies;
- B. Serve as a certifiable component of Oceanside's Local Coastal Program; and
- C. Provide management policies and development criteria to guide future actions in the coastal portion of the river area.

(See Figure LU-4)

1.3211 Access and Recreation and Visitor Serving Facilities

Policy:

The City shall maximize public access in the coastal portion of the San Luis Rey River and environs consistent with natural resource values.

1.3212 Sensitive Habitats

Policy:

The City shall protect, maintain, and enhance existing sensitive habitats.

1.3213 Water Quality

Policy:

The City shall maintain, enhance, and where feasible, restore water resources.

1.3214 New Development, Design Criteria, and Performance Criteria

Policy:

New development shall be sited and planned in a manner that utilizes the locality of the San Luis Rey River to the fullest, but retains the aesthetic and resource values present.

Figure LU-4
Special Management Area
Coastal Zone San Luis Rey River Specific Plan Boundary Map
(Hardcopy available at the Oceanside Planning Department)

1.3215 Hazards

Policy:

The City shall protect the public safety and welfare in areas of natural flood or geologic hazards.

1.3216 Implementation of the San Luis Rey River Specific Plan

Policies:

- A. The City shall require all private developments in the San Luis Rey River Specific Plan study area to submit a Development Plan for City approval, unless a Conditional Use Permit is already required.
- B. The City shall develop a phasing and funding program. These programs would establish:
 - 1) The priority and sequence of proposed acquisitions and public developments.
 - 2) Proposed funding sources for public improvements (e.g., grant funds, other agency funds, developer contributions, or City funds).
 - 3) Cost estimates for specific improvements, to enable capital facilities budgeting.
- C. The City shall establish the development of a monitoring and maintenance program to periodically:
 - 1) Review the condition of the San Luis Rey River and assure the correct implementation of the San Luis Rey River Specific Plan; and

- 2) Review Specific Plan adequacy in light of changing conditions and needs.

1.322 Harbor District

Policies:

- A. The adopted Oceanside Small Craft Harbor Precise Plan and Oceanside Harbor Design standards shall guide development and land use within the Harbor District (see Figure LU-5).
- B. The City shall not support the use of the Camp Del Mar Basin for facilities supporting offshore oil and gas drilling operations.

1.323 Coast Highway Development Incentive District

Policies:

- A. The Coast Highway Vision and Strategic Plan (CHVSP) shall provide policy direction for the revitalization of the Coast Highway corridor. The CHVSP shall guide both capital improvements and zoning incentives meant to revitalize and enhance the Coast Highway corridor by calming traffic, increasing walkability, improving visual quality, and facilitating a synergistic mix of commercial, residential, and public land uses.
- B. The Coast Highway Development Incentive District shall serve as an optional bundle of land use and development regulations that provide for additional residential density and building height in exchange for specified public benefits, standalone residential projects within certain segments of the corridor, and streamlined entitlement review in conjunction with form-based zoning standards. Applicants may choose to have a project reviewed under either the Coast Highway Development Incentive District or the underlying zoning regulations. Projects proposed within the Overlay must comply with all other applicable regulations.
- C. In exchange for specific public benefits, densities between 43 and 63 dwelling units per acre shall be permitted in mixed-use

development in nodal segments of the Coast Highway corridor, as depicted on map exhibits in the Coast Highway Development Incentive District.

Figure LU-5

Special Management Area

Oceanside Small Craft Harbor Precise Plan

(Hardcopy available at the Oceanside Planning Department)

1.33 *Historic Areas and Sites*

Policy:

- A. The City shall utilize adopted criteria, such as the "Mission San Luis Rey Historic Area Development Program and Design Guidelines," to preserve and further enhance designated historic or cultural resources (see Figure LU-6).

1.34 *Specific Plan for the San Luis Rey River Flood Control District*

OBJECTIVE: To implement, in a timely manner, the San Luis Rey River Specific Plan flood control project for the purpose of the protection of life and property from flood damage, preserving environmental quality and promoting the economic well-being of the community.

Policies:

- A. Prohibit new construction within the flood channel, ponding areas and mitigation areas shown on Figures LU-7 and LU-8, and limit construction in the flood overflow and development precluded areas to flood compatible uses.
- B. As part of the City's discretionary review process, require all new developments in and adjacent to the river channel to grant land in fee title and construct improvements in accordance with the Corps of Engineers' Flood Control Plan.
- C. Work closely with the Corps of Engineers during the advance engineering and design phase to minimize project costs wherever feasible and consistent with engineering design and environmental criteria.

1.35 *Redevelopment Project Area*

Land Use Element

OBJECTIVE: To promote the long-term viability and rejuvenation of the redevelopment area consistent with the overall policies and improvements of the City.

Policy:

- A. The Downtown Redevelopment Project Area (see Figure LU-9) shall be implemented by the Redevelopment Plan. This plan shall be implemented by the Oceanside Community Development Commission, consistent with City policy and the General Plan.

Figure LU-6

Special Management Area

Historic Areas and Sites

(Hardcopy available at the Oceanside Planning Department)

Figure LU-7
Special Management Area
Specific Plan for the San Luis Rey River Flood Control Project
Part I
(Hardcopy available at the Oceanside Planning Department)

Figure LU-8
Special Management Area
Specific Plan for the San Luis Rey River Flood Control Project
Part II
(Hardcopy available at the Oceanside Planning Department)

Figure LU-9

Special Management Area

Redevelopment Project Area

(Hardcopy available at the Oceanside Planning Department)

1.36 Specific Plan/Residential Density Transfer

Specific plans serve as the land development guidance system for certain areas within the City.

Certain specific plans within the City contain areas of residential land use designations that do not fit within the City's residential density ranges.

In these specific plans, residential densities are transferred from one location to another within the boundaries of the specific plan.

The City has three specific plans with such residential density transfer mechanisms. They are:

1.361 Rancho Del Oro

1. Rancho Del Oro Specific Plan and Development Agreement: File number S-1-84, adopted by Resolution No. 85-238 (see Figure LU-10, LU-11, LU-12).

1.362 Del Oro Hills

2. Del Oro Hills Specific Plan and Planned Residential Development Master Plan: File number S-2-84, adopted by Resolution 85-14 (see Figure LU-13).

1.363 The Sterling Property

3. The Sterling Property Specific Plan: File number S-3-84, adopted by Resolution 86-03 (see Figure LU-14).

A careful examination of these adopted specific plans is necessary to clarify the exact amount and type of land uses planned for various areas within the specific plan boundary.

1.37 *Guajome Regional Park Sphere of Influence*

OBJECTIVE: To protect the valuable natural and cultural resources of Guajome Regional Park by insuring that future development in areas adjacent to or visible from Guajome Regional Park will be compatible with its recreation and scenic areas.

Policies:

- A. The City shall recognize the sphere of influence boundary line established by the Cities of Oceanside and Vista, the Board of Supervisors of San Diego County and the Guajome Regional Park Area Planning and Coordinating Committee (see Figure LU-15).

Figure LU-10

Special Management Area

Rancho del Oro Specific Plan

(Hardcopy available at the Oceanside Planning Department)

Figure LU-11

Rancho del Oro

Existing General Plan

(Hardcopy available at the Oceanside Planning Department)

Figure LU-12

Rancho del Oro

Density Management Plan

(Hardcopy available at the Oceanside Planning Department)

Figure LU-13

Special Management Area

Del Oro Hills Specific Plan

(Hardcopy available at the Oceanside Planning Department)

Figure LU-14

Special Management Area

Sterling Specific Plan

(Hardcopy available at the Oceanside Planning Department)

Figure LU-15

Special Management Area

Guajome Regional Park

(Hardcopy available at the Oceanside Planning Department)

B. The City shall solicit the Guajome Regional Park Area Planning and Coordinating Committee for comments and recommendations on proposed projects within the Guajome Regional Park Sphere of Influence during the development review process.

C. Proposed projects within the Guajome Regional Park Sphere of Influence shall be subject to the following objectives and policies:

OBJECTIVE: To ensure that structures shall be visually compatible with the open space nature of Guajome Regional Park.

Policies:

D. Building exteriors shall have textured surfaces and extensive use of natural building materials for accents and treatments.

E. The colors of exterior surfaces of structures shall be tones compatible with the surrounding landscape and not bright, glossy, or otherwise visually out of character with the natural setting.

F. Structures shall not be permitted on slopes abutting Guajome Regional Park.

G. Deep landscaped setbacks shall be maintained on yards abutting Guajome Regional Park and those abutting rights of way which border the park.

H. Structures shall be oriented to preserve views from Guajome Regional Park, the development, and surrounding properties.

OBJECTIVE: To ensure that property altered by development remains compatible with the environment of Guajome Regional Park.

Policies:

- I. Cut slopes visible from Guajome Regional Park shall be revegetated with a mixture of drought-tolerant and native plant species.
- J. Properties abutting Guajome Regional Park shall provide a transition area between landscaped areas and natural vegetation.
- K. Vegetation clearance shall only be conducted immediately prior to grading and replanting shall commence immediately afterward.
- L. Developments shall integrate features such as landscaping, open areas, and pathways with those of Guajome Regional Park while also establishing a clear demarcation between public and private property.

II. Community Development

GOAL: The continual long term enhancement of the community through the development and use of land which is appropriate and orderly with respect to type, location, timing, and intensity.

2.0 Subdivision of Land or Real Property

OBJECTIVE: To create legal divisions of land or real property that shall provide long-term enhancement for the community.

Policies:

- A. No proposed division of land or real property shall be created which fails to implement the General Plan, City policies and ordinances, or development standards.
- B. Any City action creating a legal division of land or real property shall identify and consider adjacent and surrounding land uses and land divisions to assure compatibility and proper integration.

- C. A subdivision of land or real property must provide adequate on-site improvements consistent with the general plan, including street design, drainage and sanitary facilities, and easements.
- D. A subdivision of land or real property must include provisions for off-site improvements or the payment of fees for off-site improvements consistent with the General Plan, including temporary and permanent school facilities, road and bridge improvements, parks, and sewers.
- E. A subdivision of land or real property must be designed to accommodate, protect, and preserve environmentally sensitive areas identified in the General Plan.

2.01 Commercial Subdivision

OBJECTIVE: To assure commercial subdivisions of land shall promote long-term economic efficiency and provide benefits to the community.

Policies:

- A. Commercial parcels shall be of sufficient size and dimensions to allow for the efficient potential reuse of the parcel.
- B. Subdivision of commercial lands shall encourage wherever possible the unification of access and site design with adjacent and surrounding commercial land uses.

2.02 Residential Subdivision

OBJECTIVE: To assure residential subdivisions of land shall be of sufficient size, dimensions, and topography to promote overall community enhancement, and the aesthetic and efficient functioning of the particular residential unit.

Policies:

- A. Individual residential parcels shall provide building pad areas of sufficient size and dimensions to accommodate an aesthetically pleasing and efficient dwelling unit.
- B. Individual residential parcels shall be organized or laid out in a fashion that promotes functional and aesthetically pleasing neighborhoods.
- C. Individual residential parcels shall provide building pad areas that are reflective of the minimum lot area established for the area.
- D. Individual residential parcels that have large unusable areas shall be discouraged.

2.03 Agricultural Subdivision

Policy:

- A. The City shall assure in all actions that the legal parcels or interests in agricultural lands are of sufficient size to viably conduct agricultural practices.

2.1 Industrial Development

OBJECTIVE: To promote industries which are consistent with community enhancement and provide stable tax bases and a balance of employment opportunities.

Policies:

- A. Industrially designated lands shall be devoted to industrial uses for the preservation of the City's economic future, employment opportunities, and general welfare.

- B. Industrial land uses shall be compatible with surrounding land uses and available community facilities.
- C. Ancillary commercial, office, and recreational uses may be permitted when clearly oriented to support the industrial development and serve its population.
- D. Storage and warehousing facilities and services shall not be directly accessible to the general public.
- E. The City shall enhance positive long-term economic and employment opportunities through the proper allocation and protection of the following industrial designations:
 - 1) General Industrial
 - 2) Light Industrial
 - 3) Research Park

2.11 General Industrial

OBJECTIVE: To provide industrial lands that can accommodate a wide range of industrial uses, including those of relatively high intensity, while minimizing negative impacts to surrounding land uses.

Policies:

- A. Areas designated General Industrial shall generally contain a minimum of one hundred (100) acres. Smaller sites may be considered when located adjacent to other industrial areas. General Industrial areas shall have access to a major arterial or higher rated street and shall be physically and visually separated from adjacent non-industrial land uses, preferably by natural topographic features.

- B. General Industrial uses shall generally engage in manufacturing, assembly, packaging, processing, and fabrication operations. Warehousing, storage, and distribution facilities may also be permitted.
- C. General Industrial areas shall be designed primarily to provide sites for independent, single use developments, although industrial park and multi-tenant developments may also be permitted.
- D. Outside operations, equipment, and storage areas may be permitted provided such areas are adequately screened from view.
- E. Each industrial use shall provide attenuating structures, devices, and procedures to insure that noise, vibration, odors, glare, heat, and other emissions do not interfere with neighboring industrial activities nor endanger the health, safety, peace, or general welfare of persons residing or working in the surrounding area.
- F. Architectural design shall be oriented towards providing functional, efficient, and visually appealing industrial structures. Primary structures shall be of concrete tilt-up or concrete block construction or the equivalent with exterior treatment and features such as aggregate finishes, accent bands, and buttresses. Prefabricated, sheet metal, and portable structures shall be limited for use as offices, storage, and other accessory buildings.
- G. Landscaping shall be maintained in all setback, parking, and other open areas to provide screening, buffering, and to enhance the appearance of industrial structures.

2.12 Light Industrial

OBJECTIVE: To provide and protect industrial lands that can accommodate a wide range of moderate to low intensity industrial uses capable of being located adjacent to residential areas with minimal buffering and attenuation measures.

Policies:

- A. Areas designated Light Industrial shall generally contain a minimum of two hundred (200) acres. Smaller sites may be considered when located adjacent to land uses of similar intensity. Light Industrial areas shall have access to a secondary arterial or higher rated street either directly or through non-residential areas.
- B. Light Industrial uses shall be restricted to uses generally engaged in the manufacturing, assembly, packaging, fabrication and processing of components into finished products rather than the conversion of raw materials. Industrial activity shall be conducted primarily within structures, and outside storage areas and assembly activities shall be limited.
- C. Light Industrial areas shall be primarily developed as industrial parks and commerce centers providing both single-use and multi-tenant structures. Independent development for single-use projects on larger sites may also be permitted.
- D. Light Industrial developments shall place its emphasis on presenting an efficient, clean and visually appealing industrial environment. Architectural, landscape, signage and development standards shall be coordinated to provide for unified site design.
- E. Each industrial use shall provide attenuating structures, devices and procedures to insure that noise, vibration, glare, odors, heat and other emissions are not perceptible outside its boundaries by the natural senses.
- F. All storage, assembly and parking areas and equipment shall be completely screened from view. Mechanical equipment, vents, stacks, apparatus, antennae and other appurtenant items shall be incorporated

into the total design of structures in a visually attractive manner or shall be entirely enclosed and screened from view.

- G. Deep, extensively landscaped areas shall be provided as a buffer where Light Industrial areas abut residentially designated areas. Whenever possible, unobnoxious uses or facilities such as parking, recreation and patio areas shall be located adjacent to the landscape buffer to further insulate the residential areas from the industrial activities.

2.13 Research Park

OBJECTIVE: To provide and protect industrial lands for the development of communities of high technology, research and development industries and related uses set in campus or park-like settings.

Policies:

- A. Areas designated Research Park shall generally contain a minimum of one hundred (100) acres. Smaller sites may be considered when located within or adjacent to other industrial areas. Research Park areas shall have access to a major arterial or higher rated street either directly or through non-residential areas.
- B. Industrial uses within this designation shall be restricted to uses that generally engage in the manufacture of low-bulk, high value products, conduct research and development operations, maintain corporate offices or provide satellite facilities for colleges or universities.
- C. To encourage the establishment of industrial communities, developments shall provide ancillary uses and facilities to support the industrial operations and serve the needs of their populations. These include, but are not limited to commercial services, conference and convention facilities, daycare centers, recreation facilities and short term housing and lodging.

- D. Research Park developments shall establish lot area, setback, and lot coverage standards to provide open, spacious industrial settings. Extensive landscaped areas shall be distributed throughout the development.

- E. Excellent architectural design shall be provided throughout each development. Structures shall be designed to provide low profiles and to integrate with surrounding features.

- F. Structures shall generally be constructed for single uses. Multi-tenant structures shall be limited.

- G. Outside equipment, storage and assembly areas shall be prohibited. Utility structures shall be incorporated into the overall site design to provide aesthetically pleasing forms. Examples of this include decorative pools for cooling systems, corporate art for signage, landscape berms for screening and placing communication equipment in ornamental towers or sculptures.

2.2 Commercial Development

OBJECTIVE: To promote and preserve a balance of successful markets and services in aesthetic, people-oriented associations that are compatible and organized to surrounding land uses.

Policies:

A. The City shall preserve and enhance viable, positive commercial developments through the proper allocation of the following commercial land use designations:

- 1) Community Commercial
- 2) Neighborhood Commercial
- 3) General Commercial
- 4) Special Commercial
- 5) Professional Commercial

2.21 Community Commercial

Policies:

- A. This designation shall provide the community with commercial centers containing a wide variety of commercial establishments. Major tenants shall provide larger, low volume, higher cost items, such as home furnishings, apparel, durable goods, and specialty items and generally have citywide market areas. Support facilities such as entertainment establishments and restaurants shall be encouraged.
- B. Development within this designation shall be on sites in excess of thirty (30) acres. Specialized commercial uses requiring less land area may be

considered when of similar intensity, or offering comparative revenue and/or employment generating capacities. Location shall be limited to sites along major arterials or higher rated roads.

C. This designation shall provide for residential use in conjunction with mixed-use development at densities up to 29 dwelling units per acre.

2.22 Neighborhood Commercial

Policies:

A. Neighborhood Commercial shall provide commercial uses which meet the day to day commercial needs of the community. Commercial center development is implicit. Key tenants shall be limited to supermarkets, variety stores, drug stores, specialty stores, and similar businesses. Most retail shops, restaurants and services are permitted as minor tenants and "convenience" businesses may be allowed when well integrated into the center's design.

B. Since Neighborhood Commercial centers will meet the daily shopping needs of the community, they shall be located near residential areas along major arterials or secondary arterials, preferably at their intersections with collector streets. Consequently there shall be limits on their intensity to be compatible with nearby residential areas. Areas shall generally be between ten (10) and thirty (30) acres.

C. This designation shall provide for residential use in conjunction with mixed-use development at densities up to 29 dwelling units per acre.

2.23 General Commercial

Policies:

- A. General Commercial shall provide retail shops, restaurants and services which meet the "immediate" commercial needs of the community. High intensity, drive-up/drive-through and convenience businesses shall be developed in commercial centers or clustered together in coordinated site or development plans to avoid the proliferation of driveway-cuts and to accommodate their high traffic generation characteristics.
- B. General Commercial shall be designated on small sites of between five (5) and ten (10) acres. General Commercial areas shall be located on streets designated as major arterials or higher or at the intersection of two secondary arterials.
- C. Outside of the Coastal Zone, this designation shall provide for residential use in conjunction with mixed-use development at densities up to 29 dwelling units per acre. Within the Coastal Zone, this designation shall provide for both standalone residential use and residential use in conjunction with mixed-use development at densities consistent with those established in the C-2 zoning standards and the Coast Highway Development Incentive District.

2.24 Special Commercial

Policies:

- A. Special Commercial shall designate commercial sites within and/or adjacent to areas with unique characteristics, such as scenic areas, historic areas, freeway off-ramps, the Coastal Zone, and other unique or special areas.
- B. Signage in Special Commercial developments shall be consistent with any special guidance systems established for the area.
- C. Uses and development standards shall be established through the following special policies and identified guidance systems to best utilize and/or protect the unique characteristics of the externality.

D. Outside of the Coastal Zone, this designation shall provide for residential use in conjunction with mixed-use development at densities up to 29 dwelling units per acre. Within the Coastal Zone, this designation shall provide for both standalone residential use and residential use in conjunction with mixed-use development at densities consistent with those established in the C-2 zoning standards and the Coast Highway Development Incentive Overlay (DIO).

2.241 Coastal Zone

Policy:

- A. Development on property designated Special Commercial within the boundaries of the Coastal Zone or Local Coastal Program (LCP) Area shall provide coastal dependent, recreational and visitor serving uses and facilities as specified by the LCP and California Coastal Act of 1976 (See Figure LU-16).
- B. Residential uses shall be permitted in conjunction with mixed-use development on those properties within the Coastal Zone bearing the General Commercial land use designation. Maximum potential residential densities on these properties are specified in the applicable zoning standards.
- C. Standalone residential use shall be permitted within "avenue" segments of Coast Highway as specified in map exhibits in the Coast Highway Development Incentive Overlay. Maximum potential residential densities for standalone residential use are specified in the applicable zoning standards.

2.242 Interstate 5, State Highway 76, and State Highway 78 Corridors

Policies:

- A. Commercial sites adjacent to freeway off-ramps and expressway intersections shall coordinate site development to provide joint use

of entrance/exit points, parking areas, freeway/expressway-oriented signage, rest areas and visitor-serving facilities (see Figure LU-17 and LU-18).

- B. Given the proximity and visibility from major travel corridors, development shall place a major emphasis on providing visitor-serving uses and facilities. Larger sites may provide commercial development of community serving or higher level.
- C. Commercial sites west of Interstate 5 are recognized as entry points to the Coastal Zone and shall be encouraged to provide commercial uses, services and facilities compatible to and in support of coastal dependent uses.
- D. Commercial developments shall be encouraged to provide facilities that promote and support the use of public transportation systems.

2.243 Scenic and Recreation Areas

Policy:

- A. Commercial developments adjacent to scenic and recreational areas shall provide site design visually compatible with the surrounding open space environment. Development shall feature uses and facilities oriented towards providing support to the recreational or scenic activities of the area (see Figure LU-19).

2.244 Mission San Luis Rey Historic Area

Policies:

- A. Commercial development within the Mission San Luis Rey Historic Area shall place a major emphasis on protection of views; provision of architecture, landscaping and streetscapes consistent with the "Mission San Luis Rey Historic Area Development Program and

Design Guidelines"; and provision of visitor-serving uses and facilities (see Figure LU-20).

Figure LU-16

Special Commercial Area

Coastal Zone

(Hardcopy available at the Oceanside Planning Department)

Figure LU-17

Special Commercial Area

Interstate 5 and Expressway 76 Corridor

(Hardcopy available at the Oceanside Planning Department)

Figure LU-18

Special Commercial Area

State Highway 78 and Frontage Property

(Hardcopy available at the Oceanside Planning Department)

Figure LU-19

Special Commercial Area

Scenic and Recreational

(Hardcopy available at the Oceanside Planning Department)

Figure LU-20

Special Commercial Area

Mission San Luis Rey Historic Area

(Hardcopy available at the Oceanside Planning Department)

Village Commercial Core

- B. Commercial properties along San Luis Rey Road and in the area of Douglas Drive and Peyri Drive shall be developed to create an intense pedestrian-oriented village commercial area unified by architecture, pedestrian network, and multi-use parking areas on the peripheries. Commercial uses within the village core shall be pedestrian oriented.

- C. The special commercial properties on the northwest corner of Douglas Drive and North El Camino Real shall be linked by design and architecture to the Village Commercial Core. However, uses are not limited to pedestrian-oriented commercial, but are encouraged to serve the needs of the individuals traveling along the Douglas Drive Corridor.

Mission Avenue Corridor

- D. Commercial properties fronting on Mission Avenue between El Camino Real and Old Grove Road shall be encouraged to develop commercial centers serving surrounding residential areas as well as providing support to the recreation activities of the Mission Area.

Mission Avenue/Old Grove Road

- E. Commercial properties at the intersection of Mission Avenue and Old Grove Road shall be developed as a commercial center or group of commercial centers providing neighborhood and/or community-serving businesses and services. Specialty and visitor-serving commercial uses and professional office development shall also be encouraged. The design and placement of structures shall provide an inward focus emphasizing pedestrian activities. The development of strip centers, highway-oriented, and other high intensity development including but not limited to drive-through restaurants, freestanding convenience markets, gas stations, car washes, auto parts or repair stores, and other such similar uses shall not be

permitted. Any project related application shall be required to file a Master Development Plan and shall also comply with the “Mission San Luis Rey Development Program and Design Guidelines” as adopted by the City Council.

Ivey Ranch Commercial

- F. Site design and commercial uses shall be coordinated and directed towards protection of nearby scenic and recreation areas.

2.245 College/Vandegrift

Policy:

- A. The design and location of buildings, landscaping, signage, parking areas, walls, fences, and other structures or features shall maximize protection to the adjacent single family development. High intensity, highway oriented uses or uses which generally operate outside of normal business hours, including but not limited to drive-through restaurants, convenience markets, gas stations, car washes, auto parts or repair stores and other such uses which are out of character with the surrounding neighborhood shall be prohibited. Any project related application shall file a Master Development Plan (See Figure LU-21.).

2.246 El Camino Real/Mission Avenue²

Policies:

The following policies shall apply to the property located southwest of the intersection of Mission Avenue and El Camino Real:

- A. Principal vehicular access to the property shall be provided from Mission Avenue. El Camino Real access, if any, shall have approaches designed and constructed as necessary to provide safe sight distance and adequate acceleration for vehicles entering onto El Camino Real.
- B. Development of the property shall be designed to accommodate a mix of community- and neighborhood-serving commercial uses and recreational uses which shall be restricted as necessary to limit the overall traffic generation potential so that the El Camino Real/Mission and Fireside/Mission intersections shall operate a Level

² Addendum to Land Use Element Text, GPA-12-87 City Council Resolution No. 88-133 (5/25/88)

of Service (LOS) of C or better during off-peak hours, and at LOS D or better during peak hours.

- C. The design and location of buildings, landscaping, signage, parking areas, walls, fences, and other structures shall maximize protection to the surrounding residential and institutional developments.
- D. Full geotechnical and hydrological investigations shall be required concurrently with all development applications on the property to identify the constraints, hazards, the nature, and scope of work necessary for the development of the property and the potential off-site impacts.
- E. Dedication of right-of-way for State Route 76 shall be provided as necessary through future development application approvals.

Figure LU-21

Special Commercial Area

College Boulevard and Vandegrift Boulevard

(Hardcopy available at the Oceanside Planning Department)

2.247 Southwest Corner of Frazee Road and Old Grove Road³

Policies:

- A. Commercial properties at the intersection of Old Grove Road and Frazee Road shall be developed as a commercial center. Low intensity specialty and visitor-serving commercial as well as professional office development shall also be encouraged. The design and placement of structures shall provide an inward focus emphasizing pedestrian activities. The development of strip center, highway-oriented, and other high intensity development including, but not limited to, drive-through restaurants, convenience markets, gas stations, car washes, auto parts or repair stores, and other similar uses shall not be permitted. Any project-related application shall be required to file a Master Development Plan and shall also comply with the "Mission San Luis Rey Development Program and Design Guidelines".
- B. The design and location of buildings, landscaping, signage, parking areas, walls, fences, and other structures shall maximize protection to the surrounding residential areas.
- C. Access driveways shall be limited to provide necessary points of ingress and egress.
- D. Prior to development, a landscaped screening wall will be constructed along the eastern side of Old Grove Road north of Scarlet Oak Drive along the open space areas within Williams Ranch Unit #1 and #2.

2.25 Professional Commercial

³ Addendum to Land Use Element Text, GPA-6-88 City Council Resolution No. 88-253 (11/2/88)

Policies:

- A. This designation shall provide the community with a wide variety of professional office, administrative, and business service uses. Development intensities shall vary and shall be subject to and reflective of surrounding uses and characteristics.

- B. Since professional uses vary in degrees of intensity, locational requirements shall be implemented to ensure compatibility with surrounding land uses. Professional designations shall be located on secondary arterials or higher. High intensity, high traffic generating uses shall be encouraged to locate adjacent to institutions, developments, or facilities of a comparable level of intensity.

2.26 Commercial Enhancement

Policies:

- A. The City shall encourage the establishment of specialized districts, centers, and developments for unique commercial uses which contribute positively to the City's revenue and employment generating abilities and cultural enhancement.
- B. The City shall not permit the proliferation and/or over-concentration of commercial uses that generate adverse impacts to the social structure, visual quality, economy, public safety, or well-being of the community.

2.27 Commercial Design

Policies:

- A. Commercial architecture shall emphasize establishing prominence and identity to businesses while presenting tasteful, dignified, and visually appealing designs compatible with their surroundings.
- B. Landscape design shall incorporate areas for benches, trash receptacles, bicycle racks, and other forms of street furniture where appropriate.
- C. Parking areas shall be designed to meet the following criteria:
 - 1) Parking spaces shall be provided in sufficient number to serve all proposed and probable uses within the development.
 - 2) Parking areas shall balance the number of spaces according to individual tenant requirements.
 - 3) Parking spaces shall be located within convenient walking distance to commercial structures.

- 4) Access lanes shall be located so not to disrupt pedestrian movements nor traffic flow from parking area loading aisles.
- 5) Compact parking spaces shall be well dispersed throughout the parking area.
- D. Trash disposal areas and loading/unloading facilities shall be screened from view and, whenever possible, separated from customer serving areas.
- E. All commercial developments shall be designed to insure that visual, noise, lighting, traffic, and other negative impacts do not adversely affect surrounding residential areas.
- F. Where appropriate, walkways, arcades, concourses, malls, plazas, courtyards, and other pedestrian-oriented design features shall be provided to encourage pedestrian movement within the development and to adjacent developments.
- G. The phasing of commercial projects shall be permitted to allow initial development and expansion in response to demographic and economic changes. Site designs shall illustrate the ultimate development of the property and/or demonstrate their ability to coordinate and integrate with surrounding commercial properties.
- H. The City shall not approve any phasing plan that allows a development or use that is inconsistent with the site's land use designation.

2.3 Residential Development

OBJECTIVE: To direct and encourage the proper type, location, timing, and design of housing to benefit the community consistent with the enhancement and establishment of neighborhoods and a well balanced and organized City.

2.31 Residential Designations

Policy:

A. The City's residential lands shall be designated as shown in Table LU-1.

**Table LU-1
Residential Land Use Designations**

Designation Title	Potential Range of Dwelling Units per Gross Acre*	
	Base Density**	Maximum Potential Density**
Estate A	0.5	0.9
Estate B	1.0	3.5
Single Family Detached	3.6	5.9
Medium Density A	6.0	9.9
Medium Density B	10.0	15.0
Medium Density C	15.1	20.9
High Density	21.0	28.9
Urban High Density	29.0	43.0

* Explanation of developable and non-developable lands:
Density ranges of residential designation do not imply minimum and maximum residential densities that can be uniformly applied to any particular site.

Physical characteristics of a site along with a site's relationship to external factors can modify a site's density. A careful examination of City policy should be made to clarify developable lands and undevelopable lands within a particular site.

** Explanation of residential density ranges:
Densities between the base density and maximum potential density within each residential density range represent density potentials that could be obtained on developable portions of a site.

2.32 Potential Range of Residential Densities

Policies:

A. The base density shall be considered the appropriate density for development within each residential land use designation.

B. Residential projects that possess an excellence of design features shall be granted the ability to achieve densities above the base density. Project characteristics that exceed standards established by City policy and those established by existing or approved developments in the



surrounding area will be favorably considered in the review of acceptable density within the range. Such characteristics include, but are not limited to the following:

- 1) Infrastructure improvements beyond what is necessary to serve the project and its population.
- 2) Lot standards (i.e. lot area, width, depth, etc.) which exceed the minimum standards established by City policy.
- 3) Development standards (i.e. parking, setbacks, lot coverage, etc.) which exceed the standards established by City policy.
- 4) Superior architectural design and materials.
- 5) Superior landscape/hardscape design and materials.
- 6) Superior recreation facilities or other amenities.
- 7) Superior private and/or semi-private open space areas.

- 8) Floor areas that exceed the norm established by existing or approved development in the surrounding area.
- 9) Consolidation of existing legal lots to provide unified site design.
- 10) Initiation of residential development in areas where nonconforming commercial or industrial uses are still predominant.
- 11) Participation in the City's Redevelopment, Housing, or Historical Preservation programs.
- 12) Innovative design and/or construction methods that further the goals of the General Plan.

The effectiveness of such design features and characteristics in contributing to the overall quality of a project shall be used to establish the density above base density. No one factor shall be considered sufficient to permit a project to achieve the maximum potential density of a residential land use designation.

- C. Residential projects with densities below the base density shall be considered to be consistent with the land use designation.

2.33 Residential Unit Types Consistent With Residential Designations

Policies:

- A. The Residential Land Use designations shall reflect residential unit (or building) types of a residential development, not simply the overall number of dwelling units per acre.
- B. Certain existing residential developments contain large open space areas that result in densities below the base density of their land use designations. Therefore, it shall be recognized that the land use

designation reflects the density of the developed sections of these projects and that open space areas shall be preserved as such.

- C. Within developments that provide open space areas, the density of the minimum lot area shall not exceed the maximum allowable density within its land use designation (i.e. the minimum lot area shall not be less than that which would otherwise have been permitted if open spaces were not provided).

- D. To assure residential land use designations accurately reflect residential unit types, residential unit types shall be allowed in the various residential land designations according to Table LU-2.

**Table LU-2
Residential Unit Type/Residential Land Use Designation Consistency Matrix**

Residential Development Types								Residential Land Use Designations
<i>Single-Family Detached</i>			<i>Single-Family Attached</i>			<i>Multi-Family Unit Structure</i>		
SU-C	SU-V	SU-M	TU-C	TU-V	MP	MUS	GQ	
X								Agricultural (Non-Residential)
X								Estate A (.5-.9 DU/AC)
X								Estate B (1-3.5 DU/AC)
X								S-F Detached (3.6-5.9 DU/AC)
	X	X	X	X	X			Med. Density A (6-9.9 DU/AC)
						X	X	Med. Density B (10-15 DU/AC)
						X		Med. Density C (15.1-20.9 DU/AC)
						X		High Density (21-28.9 DU/AC)
						X		Urban High Density (29-43 DU/AC)
							X	Civic Institutional (Non-Residential)
							X	Private Institutional (Non-Residential)
SU-C = Single Unit-Conventional SU-V = Single Unit-Variable SU-M = Single Unit-Manufactured Single Family Detached SU-C SU-V SU-M			TU-C = Two Unit-Conventional TU-V = Two Unit-Variable MP = Multi-Plex Single Family Attached TU-C TU-V MP			MUS = Multiple Unit Structure(s) Q = Group Quarters Multi-Dwelling Unit Structures MUS GQ		
Note: Any reference to residential housing types or residential land use designations in this Land Use Element is not intended to preclude mobile home parks in any residential land use designation as authorized by State law; provided that, appropriate provisions shall be incorporated into the Zoning Ordinance to require a Conditional Use Permit for any proposed mobile home park.								
Note: Allowable residential unit types in mixed-use development on Coastal Zone properties bearing the General Commercial land use designation are determined by the Land Use Plan of the City's Local Coastal Program.								

2.34 Residential-Unit Types

Policies:

A. Residential dwelling unit types shall be defined as follows:

Single Family Detached Dwellings

Single Unit – Conventional (SU-C) – A detached structure containing one dwelling unit. The structure is constructed to fixed development standards established by the City policy and the Zoning Ordinance and serves as the only dwelling unit on the property. The property is a legally subdivided lot with the minimum lot area and dimensions established by the Zoning Ordinance.

Single Unit – Variable (SU-V) – A detached structure containing one dwelling unit. The structure is constructed to development standards established by City policy and a Development Plan or a Master Development Plan and serves as the only dwelling unit on the property. The property is a legally subdivided lot with the minimum lot area and dimensions established by a Development Plan or a Master Development Plan. The property generally holds an interest in common areas and facilities.

Single Unit – Manufactured (SU-M) – A detached structure containing one dwelling unit that is constructed elsewhere and transported or assembled on the site. The site is any area or tract of land where two or more lots are rented or leased or held out for rent or lease to accommodate mobilehomes or manufactured units used for human habitation. This category is controlled by State law (Title 25).

Single Family Attached Dwelling

Two Unit – Conventional (TU-C) – A structure consisting of two dwelling units attached by a common wall. Each unit is constructed on a legally subdivided lot and attached to its companion unit on the common

property line. Development and lot standards are established by City policy and the Zoning Ordinance.

Two Unit – Variable (TU-V) – A structure consisting of two dwelling units attached by a common wall. Each unit is constructed on a legally subdivided lot and attached to its companion unit on the common property line. Development and lot standards are established by City policy and a Development Plan or Master Development Plan and properties generally hold an interest in common areas and facilities.

Multi-Plex (MP) – A structure consisting of three or more dwelling units attached by common walls. Each unit is constructed on a legally subdivided lot and attached to one or more companion units on a common property line or lines. Development and lot standards are established by City policy and a Development Plan or Master Development Plan and properties generally hold interest in common areas and facilities.

Multiple Family Dwellings

Multiple Unit Structures (MUS) – A structure or group of structures containing two or more dwelling units on a single property. Subdivision of the property may exist to permit ownership of air space in the form of a dwelling unit with an undivided share in common elements. The property may also be divided for the purpose of ownership in the form of a stock cooperative.

Group Quarters (GQ) – A structure or group of structures containing three (3) or more units rented or leased or held out for rent or lease for the purpose of human occupancy in excess of thirty (30) consecutive calendar days. Such units provide only sleeping and bathroom facilities and are served by centralized dining and kitchen facilities.

2.35 Dwelling Unit/Land Use Consistency Through Density Reduction

Policies:

- A. A residential project may be developed using the residential unit type(s) allowed within the next lower residential land use designation provided:
 - 1) The density of the project or that portion of the project is within the permitted range consistent with the proposed unit type as determined by the Residential Unit Type/Residential Land Use Designation Consistency Matrix.
 - 2) The project is consistent with the objectives of the General Plan and other City policies.
 - 3) The project does not interfere with the efficient and proper provision of City services.
- B. The appropriate density of such residential projects shall be determined by the criteria established by Policy 2.32 of this element.
- C. The City shall, in its annual review of the General Plan, redesignate the sites of such residential projects to the appropriate land use designation.

2.4 Institutional

OBJECTIVE: To provide for and protect areas within the City for both private and public institutional type uses.

Policies:

- A. Developments with this designation are characterized by spacious and extensively landscaped settings stressing retention and enhancement of natural features. A strong emphasis is also placed on excellent architectural quality and compatibility.

- B. Developments within this designation are also distinguished by a general inward orientation creating a community of complementary uses. To support this, ancillary commercial and short-term housing and lodging such as hotels, dormitories, and guest homes may be permitted when clearly oriented to serve the population of the development.

2.41 *Civic Institutional*

Policy:

- A. This 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.

2.42 *Private Institutional*

Policy:

- A. This designation provides for private uses and facilities that by their nature are situated in campus or park-like settings. These include, but are not limited to, the following:
- 1) Religious institutions providing places of worship, religious study, instruction or retreats, traditional arts and crafts, and related activities.
 - 2) Private schools, colleges, and universities providing education and instruction in professional, vocational, technical, and academic fields.
 - 3) Cemeteries and memorial parks which may include mortuaries, mausoleums, and other ancillary structures.
 - 4) Private recreation areas and facilities where activities are conducted primarily out-of-doors and require large open areas. These include but are not limited to golf courses, recreation and country clubs, campgrounds, amphitheaters, equestrian activities, recreation, entertainment, and theme parks.

- 5) Institutions associated with the medical and surgical arts such as hospitals, sanitariums, and hospices.

2.5 Agricultural

OBJECTIVE: To identify, conserve and enhance Oceanside's agricultural areas.

Policies:

- A. Agricultural areas are characterized by their primary function that is to farm, graze, or conduct animal husbandry. Agricultural areas typically involve contiguous tracts of agricultural land uses with only a very minor intrusion of non-agricultural land uses. These nonagricultural land uses are only of the type and size to service the special needs of the agricultural area.
- B. Residential development shall be permitted provided such development does not interfere with existing agricultural operations and that the open space character of the area is preserved. Appropriate minimum lot areas shall be determined by the area's topography, adjacent land uses, and the availability of public services and utilities; however, under no circumstances shall lot areas be less than two and one-half (2 1/2) acres. Lot configurations and dimensions shall provide areas of sufficient size to conduct limited, low-intensity agricultural activities such as orchards, gardens, and the keeping of livestock.
- C. The City shall, in all proposed actions converting agricultural lands to other land uses, consider the loss of those lands to the potential agricultural productivity to the community; and shall assure that land use compatibility to agricultural lands is fully defined and assured.
- D. Land use compatibility is of primary importance to agricultural areas, since land use conflicts between agricultural and non-agricultural uses can force the economic nonviability of agricultural areas.

2.6 Open Space

OBJECTIVE: To identify and preserve a variety of lands that, due to their topography, use, natural resources, values, and/or limitations, are best left in an open or natural state.

Policies:

- A. Public parks, flood channels, public and private outdoor recreation facilities, water recharge areas, and water bodies shall be designated as open space.
- B. The City shall require open space designation on lands set aside for significant permanent protection and enhancement through the utilization of planned common open space in proposed land development.
- C. Lands considered undevelopable within a proposed land development or use shall be offered for designation as open space as a condition of approval of the proposed land development or use.
- D. The City shall encourage the preservation of contiguous natural open space that provides wildlife habitat.
- E. The City shall cooperate with local, State, and federal agencies in the management of natural resources.

2.7 Community Facilities Management

OBJECTIVE: To provide a consistent level of quality and affordable public services and facilities and to effectively manage development to ensure that a consistent service level is continued.

Policy:

A. Capital improvement impact fees shall be collected at the time a building permit is issued and should consist of four components:

- 1) A fee based on share of citywide capital improvement expansion and replacement needs represented by the proposed development.
- 2) A fee to cover additional construction and replacement of capital improvements directly serving the proposed development.
- 3) Fees must be adequate to cover the full cost of non-citywide facilities serving the development (neighborhood parks, fire, and paramedic facilities), including a reserve for replacement costs.
- 4) In addition, fees must cover new construction and replacement of citywide facilities.

2.71 Circulation

OBJECTIVE: To provide for a circulation system which incorporates all modes of transportation for the safe and efficient movement of people and goods within and through the City of Oceanside.

Policies:

A. The Circulation Element shall identify and analyze the overall transportation needs of the City of Oceanside.

B. The Circulation Element shall:

- 1) Contain descriptions of the proposed circulation system;
- 2) Establish the various interrelationships in the circulation system;
- 3) Discuss implementation plans for the circulation system; and,
- 4) Identify standards and criteria for the location, need, operation, and administration of City circulation facilities.

C. The use of traffic reversions, and design circulation patterns on local streets shall be explored to mitigate inappropriate through traffic through neighborhoods.

2.711 Master Street Plan

OBJECTIVE: To provide a balanced circulation system to serve the growing transportation demands within and through the community.

Policies:

- A. The Master Street Plan, amended to include updated information with additional analysis of mass transit, aviation, nautical, and non-motorized transportation will constitute the Circulation Element of the City of Oceanside.
- B. The Master Street Plan shall establish a network of streets/arterials throughout the City capable of receiving traffic from existing and future collector and local streets.
- C. The City shall approve and build streets as per City of Oceanside Engineering Manual Specifications.

D. The City may require additional right-of-way width and additional improvements of major arterials where required for turning movements or to provide access to adjacent properties whenever access is not feasible from a lower classification street system.

E. The City shall:

- 1) Require development to provide collector and local street improvements according to standards of the City Engineering Department.
- 2) Require development to dedicate necessary right-of-way when subdivision or development of property adjacent to or straddling streets is proposed and adopted by the Master Street Plan.
- 3) Require development to provide all necessary grading, installation of curbs, gutters, and parkway tree planting, unless these improvements are provided through other means.
- 4) Require development to provide a minimum of half street improvements plus twelve (12) feet of pavement in accordance with City standards.
- 5) Should development be within an area subject to a Major Thoroughfare Fee provision established by the City Council, the City shall require the following:
 - a) Payment of the Major Thoroughfare Fee as required by Ordinance No. 80-30 and the latest City Council resolution setting such fee; or
 - b) Obtain reimbursement of the required fee as the development installs the necessary improvements, and the City's construction cost estimates of the improvements are greater than the required fee. Should the improvements be less than

the required fee, the developer shall pay the difference to the City of the required fee and the City's cost of the improvement.

- 6) The development will install all sidewalks and curbs as required in their permanent location to provide for maximum design development.
- F. If the location and traffic generation of a proposed development would result in congestion on major streets (less than Service Level C – stable traffic flow) or promote safety hazards, the proposed development should in that case be required to make the necessary off-site improvements (subject to reimbursement from impact fees to be collected) or the development should be deferred until financing for the improvements is assured.

2.712 Non-Motorized Transportation

OBJECTIVE: To enhance environmental and social benefits for the citizens of Oceanside by provision of an integrated system of bicycle and pedestrian networks with associated facilities for the safe and efficient movement of people in and through the City of Oceanside.

2.7121 Bicycle Facilities

OBJECTIVE: To provide an integrated Bicycle Circulation System and Bicycle Facilities to promote the environmental and social benefits of commuter and recreational bicycling. The Bicycle Circulation System and Bicycle Facilities shall provide mobility and safety to all persons and areas within the City of Oceanside.

Policies:

- A. Development shall provide Class II Bikeways (Bike Lanes) on all secondary, major, and prime arterials.

- B. Collector streets which function as links for the Bicycle Circulation System shall require Class II Bikeways (Bike Lanes). In such cases the City shall reduce hazards to cyclists on collector streets by eliminating on-street parking.
- C. The City shall provide connection and continuation of the Pacific Coastal Corridor and the San Diego–Anza Borrego Corridor Bicycle Facilities as identified in the Regional Transportation Plan of San Diego County.
- D. The use of land shall integrate the Bicycle Circulation System with auto, pedestrian, and transit systems:
 - 1) Development shall provide short-term bicycle parking and long-term bicycle storage facilities such as bicycle racks, pedestal posts, and rental bicycle lockers.
 - 2) Development shall provide safe and convenient bicycle access to high activity land uses, such as schools, parks, shopping, employment, and entertainment centers.
- E. The City shall continue seeking funds at the private, local, and federal levels for bicycle circulation system expansion.

2.7122 Pedestrian

OBJECTIVES:

- 1. Provide for safe pedestrian circulation throughout the City, including sidewalks, pedestrian access to the beach, pedestrian malls, and hiking trails.
- 2. Provide access for the handicapped and elderly population to assure them safety and mobility.

Policies:

- A. The construction of five (5) foot wide sidewalks adjacent to the curb shall be required in all new developments and street improvements.
- B. The City shall protect pedestrian access to the public beach by maintaining easements and causing the construction of stairways and "walk-throughs" where appropriate.
- C. The City shall encourage the inclusion of greenbelts and common open space for pedestrian use in residential development.
- D. The City shall in accordance with State law, provide access for the handicapped and elderly to all public buildings by the removal of architectural barriers.
- E. The City shall assure public access to the Beach/Strand with the dedication of public right-of-way easements, construction of stairways, and acquisition of land for park development.

2.713 Public Transit

OBJECTIVE: To provide adequate bus service, light rail transit, and support facilities to satisfy the needs of the community and region.

2.7131 Transit System

Policies:

- A. The City shall coordinate and encourage the existing bus system to serve newly developed areas.
- B. The City shall investigate the responsibilities of development in providing necessary on-site and off-site bus system improvements including bus shelters within new commercial, residential, and industrial developments.
- C. The City shall cooperate with relevant entities and agencies in the development of regional public transportation systems and facilities.
- D. The City shall encourage the development of light rail transit corridors in the City, North County, and the region as a whole.

2.7132 Railroad

OBJECTIVE: To improve and modernize railroad facilities within Oceanside and the region.

Policy:

- A. The City shall encourage the use of the railroad right-of-way for landscaping, parking facilities, recreation areas, and similar uses.

2.72 Utilities

OBJECTIVE: To assure the long-term efficient economic and aesthetic provision of public utilities to the City and its residents and businesses.

2.721 Utility Corridors

OBJECTIVE: To provide sufficient buffering from utility corridors and surrounding land uses to protect the public safety and welfare and ensure the long-term use of utility corridors.

Policies:

- A. The City shall require sufficient screening, fencing, noise attenuation, landscaping, open space setbacks, or other permanent mitigation or buffering measures between utility corridors and adjacent and surrounding land uses. The employed measures shall be of sufficient scope to minimize to the maximum extent possible negative impacts to adjacent surrounding land uses from the particular utility corridor.
- B. The City shall encourage the coordination combination of multiple utilities into one unified corridor or corridor network. By consolidating utility corridors negative impacts associated with utility corridors can be more effectively and efficiently mitigated overall corridor maintenance costs are decreased, less land is used in corridor right-of-ways, and the citizens of Oceanside will have a clearer understanding of the importance and scope of a utility corridor network.
- C. The City shall restrict any development, improvement, and/or use of a utility corridor to assure the long-term low cost maintenance of the utility or utility corridor.
- D. Pipelines transporting crude oil or natural gas from local off-shore drilling operations shall not be permitted within public rights-of-way or other utility corridors.

2.722 Water Supply and Distribution

Policies:

- A. The City of Oceanside, which buys water from the San Diego County Water Authority, is responsible for storage facilities and distribution system.

- B. Water supply and distribution facilities shall be funded by assessment districts except in older portions of the City that already have service.
- C. New development in unserved areas shall be approved only where an assessment district is formed that will provide storage facilities and distribution system prior to occupancy.
- D. The water supply and distribution system shall be designed for logical service unit area to allow for development of the services unit area at the intensity proposed by the General Plan.
- E. Should assessments be expanded to include new properties, the property owners of the original assessment shall be appropriately reimbursed for any resulting over assessments.
- F. If the site of a proposed development does not meet these standards, a decision among the following alternatives should be made:
 - 1) Approval based on plans to improve the water system using revenues from citywide connection fees and user charges. This would be appropriate in some infill locations.
 - 2) Approval upon payment of fees by the developer adequate to cover the development's share of needed improvements.
 - 3) Deferral of approval until a plan for financing water service can be prepared and approved.
 - 4) Deferral of approval until the supply of developable land with water service is reduced or extension of service to nearby land makes further extension logical.

2.7221 Financing Principles

Policies:

- A. Where no assessment districts exist and water is not currently provided, development will be approved only upon formation of a district to finance water storage and distribution.
- B. Where a single purpose assessment district exists or existing districts provide for only a portion of the need, development will be approved only upon the formation of an overlay district to provide the missing services.

2.723 Sewage Collection And Treatment

Policies:

- A. All new housing in the City of Oceanside shall pay a "per-unit" sewer connection charge.
- B. The system should be designed for a logical service unit to allow for full development of the service area at the intensity proposed by the General Plan.
- C. When facilities are built that benefit property not assessed, provisions should be made for reimbursement of owners of property assessed from later assessments of the property benefited.
- D. If the site of a proposed development does not meet these standards, a decision among the following alternatives should be made:
 - 1) Approval based on plans to improve the sewer system using revenues from citywide connection fees and user charges. This would be appropriate in some infill locations.

- 2) Approval upon payment of fees by the developer adequate to cover the development's share of needed improvements.
- 3) Deferral of approval until a plan for financing sewer service can be prepared and approved.
- 4) Deferral of approval until the supply of developable land with sewer service is reduced or extension of service to nearby land makes further extension logical.

2.724 Major Drainage

Policies:

- A. The Master Drainage Plan will set standards for citywide drainage.
- B. Each assessment district (or tract in an infill area) should provide drainage improvements within its boundaries adequate to handle runoff when the drainage basin is fully developed to the intensity proposed by the General Plan.

2.7241 Financing Principles

Policies:

- A. Acreage fees levied citywide or by drainage basin to finance off-site improvements and to reimburse assessment districts or individuals required to build more than their proportional share of improvements.
- B. Drainage charges should be based on the amount of runoff and evaluation of the responsibility for the problem combined with the benefits received.

- 1) Upstream development should bear a portion of the cost, even though it would not be subject to flooding if the drainage system were not built.

- 2) Downstream property owners who would not be able to develop without the basin-wide system would pay a larger share.

2.725 Energy

OBJECTIVE: To assure the City and its citizens are appropriately served sufficient energy in the long-term.

Policies:

- A. The City shall encourage the design, installation, and use of passive and active solar collection systems.
- B. The City shall encourage the use of energy efficient design, structures, materials, and equipment in all land developments or uses.
- C. The City shall encourage the use of long-term lower cost energy sources.
- D. The City shall require the undergrounding of energy transmission lines and distribution systems to new land developments or uses.

2.726 Communication Systems

OBJECTIVE: To provide for the efficient and aesthetic functioning of communication systems within the City.

Policies:

- A. The City shall encourage planning for the future communication system needs of individual land developments or uses and the City in general.
- B. Communication facilities shall be required to conform visually with surrounding land uses and/or natural features.

C. The City shall require the consolidation and joint-use of communication facilities and structures whenever possible.

2.73 Public Education Facilities

OBJECTIVE: To provide facilities which serve the educational and informational needs of the community.

2.731 Schools

OBJECTIVE: To plan for and provide a consistent level of quality education facilities concurrent with community needs in cooperation with the appropriate local school districts.

Policies:

- A. The City shall consider the effect of residential development on the existing and design capacity of all affected educational facilities as defined by the appropriate school district.
- B. The City shall provide assistance, if requested, to the appropriate local school district for the maintenance of an acceptable ratio between school enrollment and facility capacity.

2.732 Libraries

OBJECTIVE: The objective of the Oceanside Public Library is to make available and accessible to all people of the City books and other materials that will assist and encourage them to:

- Continually educate themselves
- Keep pace with progress in all fields
- Become better citizens
- Become more capable in their daily occupations
- Develop their creative and spiritual capacities
- Appreciate and enjoy works of art and literature
- Make such use of leisure time as will promote personal and social well-being
- Contribute to the growth of knowledge

2.74 Public Recreation Facilities

OBJECTIVE: To enhance the well-being of City residents by providing opportunities for relaxation, rest, activity, and education through a well balanced system of private and public park and recreational facilities distributed to serve the entire community.

Policies:

- A. Enrich the quality of life for all citizens of Oceanside while providing constructive and creative leisure opportunities.
- B. Provide recreational experience and programs that contribute to the total health of the individual while meeting the desires of the community as a whole.
- C. Provide adequate parkland acreage in both location and size to meet the recreation needs of existing and future residents and to preserve natural resources within the City.
- D. Develop park sites to provide diverse recreational facilities to meet the active and passive recreational needs of Oceanside residents.
- E. Provide for the optimum functional and aesthetic integration of all recreational, environmental, cultural, and social elements into Oceanside parks.
- F. Improve and modernize Oceanside parks to overcome both design deficiencies and any deterioration of existing facilities.
- G. Distribute future park sites to equitably serve a greater number of Oceanside residents while reducing annual maintenance and operation costs.
- H. Maintain the presence of parklands and open space as a fundamental element to conserve and enhance the natural environment thereby improving the quality and livability of the City of Oceanside.

- I. Emphasize trail linkage opportunities between community, County, and State open space systems and recreation facilities and throughout those private developments where deemed both suitable and appropriate.
- J. Foster cooperative use of existing land resources and recreational facilities between other public and quasi-public agencies.
- K. Operate and maintain Oceanside park and recreation facilities through programs that are designed for the most effective use and enhancement of the park site at the least cost possible.
- L. Define basic objectives, financing, and alternative/nontraditional means for timely and balanced development of park and recreation facilities in Oceanside.

III. Natural Resource Management

GOAL: Continual evaluation of the state of the environment and formulation of a program of planned management, wise utilization and preservation of natural resources to ensure the health, safety, and welfare of present and future generations.

Policy:

- A. Natural resource management shall be a workable program to conserve natural resources and preserve significant open space.

3.0 Evaluating the State of the Environment

OBJECTIVE: To research and prepare a natural resource management system. This database along with other information shall be used by the City, citizens, and developers to assist in the identification, management, or preservation of natural resources.

Policies:

- A. The City shall utilize the requirements of the California Environmental Quality Act (CEQA) as amended to assure that potential impacts to the environment are properly evaluated.
- B. The City, through the procedures established by both the State of California's CEQA Guidelines and the City of Oceanside's Local CEQA Guidelines, shall identify, evaluate, and mitigate significant impacts to the environment.
- C. The City shall assure the proper evaluation through the environmental review process of sensitive and potentially valuable wildlife habitats. Such habitats include, but are not limited to:

- 1) Wetland Habitats such as:
 - a) Coastal Marshes
 - b) Fresh Water Marshes
 - c) All Riparian, Oak or Willow Woodlands
 - d) San Luis Rey River Area
 - e) Loma Alta Creek Area
 - f) Buena Vista Creek Area
 - g) Buena Vista Lagoon Area
 - h) Guajome Lake Area

2) Sensitive Habitats or Vegetation Associations such as:

- a) Coastal Sage Scrub Vegetation
- b) Heavy Clay Soils within Coastal Sage Scrub Vegetation
- c) Maritime Desert Scrub Vegetation
- d) Cliffs and Banks above the San Luis Rey River
- e) Natural drainage areas

D. The City shall recognize the importance of sensitive or potentially valuable wildlife habitats and support efforts to preserve these resources.

E. The City shall develop a natural resource management data base. Until the natural resource management data base system is prepared, resource sensitivity analysis shall be required of projects which pose an impact on the City's natural resources. Resource sensitivity analysis shall be consistent with goals, objectives, and policy of natural resource management.

3.1 Environmental Resource Management

3.11 Vegetation And Wildlife Habitats

OBJECTIVE: Recognition and preservation of significant areas with regard to vegetation and wildlife habitats.

Policies:

A. A biological survey report, including a field survey, shall be required for a proposed project site if the site is largely or totally in a natural state or if high interest species of plants or animals have been found on nearby properties.

- B. Where appropriate, the City shall apply open space land use designations and open space zoning to areas of significant scenic, ecological, or recreational value.

- C. In areas where vegetation or wildlife habitat modification is inevitable, mitigation and/or compensatory measures such as native plant restoration, land reclamation, habitat replacement, or land interest donation will be considered.

- D. Areas containing unique vegetation or wildlife habitats shall receive a high priority for preservation.

- E. Specific plans shall be developed in conjunction with regional and County agencies where appropriate, for areas where there is occurrence of endangered or threatened species.

3.12 Floodplain

Policies:

- A. Construction is prohibited within the floodway and restricted in the floodplain by requiring flood-proofing measures for all structures.
- B. The City shall require property owners with land adjacent to the floodway to make reasonable channel improvements concurrent with development of their land or to contribute to a fund for future improvement of the length of the channel by the City.
- C. The entire length of Loma Alta Creek will be channelized due to the intensity of land use in the area. Improvements shall be based on containing 100-year flood flows.

3.13 Erosion and Siltation Controls

OBJECTIVE: To preserve the Buena Vista Lagoon's critical habitats by a comprehensive program of erosion and siltation control.

Policy:

- A. The City shall continue to participate in the Buena Vista Lagoon Joint Powers Committee and to implement recommendations made by the Committee.

3.14 Grading and Excavations

OBJECTIVE: To provide mitigation recommendations for grading and excavations in the City of Oceanside.

Policies:

A. Investigation and evaluation of currently affected areas will indicate the measures to be included, such as the following measures:

- 1) Keep grading to a minimum, leave vegetation and soils undisturbed wherever possible.
- 2) Plant bare slopes and cleared areas with appropriate vegetation immediately after grading.
- 3) Chemically treat soils to increase stability and resistance to erosion.
- 4) Install retaining structures where appropriate.
- 5) Construct drainage systems to direct and control rate of surface runoff.
- 6) Construct silt traps and settling basins in drainage systems.
- 7) Construct weirs and check dams on streams.

3.15 Soils Group 1: La Jolla Group, Linda Vista Foundation, Quaternary Alluvium, and Beach Dune Sands

Policy:

A. The City shall recommend appropriate drainage structures for groundwater and surface water in Soils Group 1, such as:

- 1) Diverting surface water away from cut and fill slopes.
- 2) Providing silt traps and setting basins downslope of grading and construction.
- 3) Requiring drainage of groundwater from Claystone beds.
- 4) Alluvium may require shoring during excavation due to high groundwater levels, and drainage systems.
- 5) Beach sand excavations also require shoring.

3.16 Soils Group 2: Igneous and Metamorphic Rocks and Residual Soils

Policies:

- A. The City shall recommend against mass grading in Soils Group 2 (generally hard rock formations) due to difficulty and cost.
 - 1) Granitic deposition is associated with springs. Groundwater drainage is recommended for weathered slopes.
 - 2) Deeply weathered soils are unstable in steep slopes geologic investigations.
 - 3) Engineering geologists and soil foundation engineers should consult investigations at individual development sites prior to excavation.
- B. The City of Oceanside shall follow the grading ordinance as to enforcement of mitigation measures within the City of Oceanside.

3.17 Coastal Preservation

Policies:

- A. The City shall attempt to preserve shoreline beach area as a valuable recreational asset and visitor inducement.
- B. The City shall continue with periodic replenishment of beach sand by the Federal government until permanent beach sand management systems are decided on and implemented.

3.18 Air Quality

Policy:

- A. The City shall cooperate with the San Diego County Air Pollution Control Board, and participate in the Regional Air Quality Control Strategy (RAQS).

3.19 Agricultural Resources

Policies:

- A. The City shall apply agricultural land use designations and zoning classifications to areas of significant productive agricultural use.
- B. Extension of City services to agricultural areas will be limited.
- C. The City shall encourage participation of agricultural property owners in Williamson Act contracts.

3.2 Cultural Resources

Policies:

- A. The City shall encourage open space land use designations and open space zoning or open space easements for the preservation of cultural resources.



- B. The City shall encourage the acquisition, restoration and/or maintenance of significant cultural resources by private organizations.

Land Use Element

- C. Cultural resources that must remain in-situ to preserve their significance shall be preserved intact and interpretive signage and protection shall be provided by project developers.

- D. An archaeological survey report shall be prepared by a SOPA (Society of Professional Archaeologists) certified archaeologist for a project proposed for grading or development if any of the following conditions are met:
 - 1) The site is completely or largely in a natural state;
 - 2) There are recorded sites on nearby properties;
 - 3) The project site is near or overlooks a water body (creek, stream, lake, freshwater lagoon);
 - 4) The project site includes large boulders and/or oak trees; or
 - 5) The project site is located within a half-mile of Mission San Luis Rey.

- E. The presence of agriculture on a potential project site shall not preclude the requirement for an archaeological survey report if any of the above listed conditions are established.

3.21 Scenic Open Areas

Policy:

- A. The City shall encourage the preservation of significant visual open areas.

3.22 Water

Policy:

- A. The City shall strive to completely reclaim wastewater for re-use.

3.23 Paleontological Resources

OBJECTIVE: Recovery, retention and evaluation of paleontological resources.

Policy:

- A. Paleontological survey reports shall be prepared by a qualified paleontologist approved by the City for all proposed projects that are located in the area designated as having a high potential for fossils on the City's natural resource management data base system.

3.3 Mining

OBJECTIVE: To provide for the conservation and development of mineral deposits of local and regional significance and to allow the environmentally sensitive extraction of said deposits while minimizing land use conflicts.

3.31 *Mineral Resource Areas*

Policy:

- A. Mining operations shall be restricted to the following areas which contain mineral deposits determined to be of regional significance by the State Mining and Geology Board pursuant to the California Surface Mining and Reclamation Act of 1975 and those found to be essential to the economic well-being of the City (see Figure LU-22).
- B. Mineral Resource Areas shall remain in effect until the resource has been depleted or no longer exists in sufficient quantity or quality to be of benefit to the City and/or the region.
- C. The City shall not approve, extend, or amend any permit for mining operations that are not located within designated mineral resource areas.

3.311 San Luis Rey River Basin

Policy:

- A. The channel and flood-plain of the San Luis Rey River, beginning in the area of the Douglas Drive Bridge and extending upstream to the City limits, contains deposits of construction quality sand which may be extracted provided:
 - 1) Mining operations do not intrude into nor endanger environmentally sensitive habitats or planned habitats.
 - 2) The flow of sand to the Pacific Ocean is not significantly disrupted and that impacts to the City's beaches are appropriately mitigated.

- 3) Mining operations do not conflict with the San Luis Rey River Flood Control Project and terminate prior to its construction.
- 4) Sand extracted is used as construction material or for beach replenishment and not for landfill purposes.
- 5) Mining operations shall be limited to specified time periods not exceeding five (5) years.

Figure LU-22

Mineral Resource Areas

(Hardcopy available at the Oceanside Planning Department)

3.312 South Coast Asphalt Rock Quarry

Policy:

- A. The South Coast Asphalt Rock Quarry located southwest of Highway 78 contains deposits of granitic rock that shall be permitted to continue mining operations until expiration of its permit in 1992.

3.313 Crystal Silica

Policy:

- A. The mining area of the Crystal Silica Company located northeast of the El Camino Real/Oceanside Boulevard intersection contains deposits of silica sand which shall be permitted to be mined under the provision of its permits and the Rancho del Oro Specific Plan and Development Agreement.

3.32 Land Use Compatibility

Policies:

- A. When considering development proposals within urbanized sections of Mineral Resource Areas, the City shall balance the potential loss of the mineral deposit against the value of the development and consider the importance of the deposit to the regional market and not just its local significance.
- B. Lands within Mineral Resource Areas designated agricultural or for open space shall be limited to those land uses which are compatible with mining operations or those which do not require high investment in structures, landscaping, or other improvements and thereby precluding mining operations due to the higher economic value of the land and its improvements.

- C. Mining operations shall mitigate all adverse impacts to surrounding properties and to public infrastructure improvements.
- D. Mining operations shall apply all appropriate measures necessary to avoid soil instability, flooding, or erosion hazards to life and property.
- E. The City shall not approve, extend, or amend permits for mining operations within established residential areas or within areas where residential projects have been approved.
- F. Proposed developments within or adjacent to Mineral Resource Areas shall provide adequate buffering, building placement, and phasing plans to assure compatibility with existing mining operations.
- G. Development within or adjacent to Mineral Resource Areas shall not be permitted if found to significantly interfere with the future or continued extraction of the resource.

3.33 Reclamation

Policies:

- A. All mining operations shall provide reclamation plans to minimize water degradation, damage to aquatic or wildlife habitat, flooding, erosion, and other adverse effects incidental to mining and/or processing activity.
- B. Reclamation plans shall insure that all mined lands are reclaimed to a usable condition which is readily adoptable to alternate land uses consistent with their land use designation and creates no danger to public health or safety.
- C. Reclamation plans shall provide for the restoration of mined lands to establish landforms and vegetation consistent with the surrounding area.



LAND USE PLAN

The following section identifies specific implementation programs for various goals, objectives, and policies identified in the previous section.

I. COMMUNITY ENHANCEMENT

1. The City shall undertake the preparation of a "Community Appearance Ordinance" to assure a reasonable quality of cleanliness and maintenance on all property within the City.
2. A citywide "Streetscape Master Plan" shall be prepared to provide specific direction for the beautification of all major streets as identified on the "Master Street Plan" and various local streets.

General Plan Revision (1.02)

1. The City shall initiate as necessary, through Council Resolution, proposed revisions to the General Plan. A General Plan Amendment process shall be established to accomplish a systematic review
2. The City shall revise the "Comprehensive Zoning Ordinance" to bring that document into conformance with the City's General Plan Land Use Element.

Community Values (1.1)

1. The City shall survey or gather a consensus of neighborhood and community values annually. That survey shall be included within the City's "General Plan Annual Report".

Balanced Land Use (1.11)

1. The City shall determine the amount, acreage and type of existing and potential land uses annually. This information shall be presented within the "General Plan Annual Report" and shall assist the City in defining and determining the proper balance of land use.

Land Use Compatibility (1.12)

1. A land use/zoning compatibility matrix shall be developed to define levels of zoning compatibility with land use designations.

Neighborhood Character (1.13)

1. Coordinated monuments and/or entrance landscaping shall be developed at major entrance points to each neighborhood area, wherever possible.
2. The City shall prepare and adopt "Community Plans" to provide neighborhood implementation of citywide policies.

The proposed Community Plan Areas are depicted on Figure LU-23.

Conceptual Neighborhood Areas within the Community Plan Areas are depicted on Figure LU-24.

Noise Control (1.14)

1. The City shall update the Noise Element, undertake an implementation program to establish acceptable levels of noise for land use types, and create a noise ordinance for effective enforcement.

Public Safety (1.15)

1. The City shall revise the Public Safety Element of the General Plan to provide detailed policy and implementation programs for the preservation of the public's safety. The City shall utilize existing environmental impact and soils reports in revising the Public Safety Element.

Housing (1.16)

1. The City of Oceanside 2000 Housing Element contains more specific policy statements and programs for the implementation of these overall policies.

Public Facilities Management (1.17)

1. The City shall prepare and adopt a new Community Facilities Element of the General Plan during fiscal year 1986–87 to ensure that a consistent service level is maintained and continued and that financing mechanisms are analyzed and developed to accomplish these objectives.

Site Design (1.2)

1. The City shall provide coordination of City site design standards.
2. The City shall prepare illustrated site design guidelines.

Figure LU-23

Community Plan Areas

(Hardcopy available at the Oceanside Planning Department)

Figure LU-24
Neighborhood Areas within Community Plan Areas
(Hardcopy available at the Oceanside Planning Department)

Land Use Element

Undevelopable Lands (1.25)

1. The City shall undertake a program to map all riparian corridors and generalized areas in excess of forty percent (40%) slope and between twenty percent (20%) – forty percent (40%) slope.

Airport Influence Area (1.31)

1. The City shall prepare an "Airport Master Plan" to provide detailed guidance for actions relating to the Oceanside Municipal Airport.

Implementation Of The San Luis Rey River Specific Plan (1.3216)

1. The San Luis Rey River Specific Plan contains more specific policy statements and programs for implementation of these overall policies.

Specific Plan For The San Luis Rey River Flood Control District (1.34)

1. The Specific Plan for the San Luis Rey River Flood Control Project contains specific policy statements and programs for implementation of these overall policies.

Specific Plan/Residential Density Transfer (1.36)

1. The City shall annually update the General Plan to identify developments approved under Specific Plans with residential density transfer mechanisms.

II. COMMUNITY DEVELOPMENT

Agricultural (2.5)

1. The City shall map all agricultural lands within Oceanside and identify their potential agricultural productivity.

Open Space (2.6)

1. The City shall keep a record of private open space areas as identified in existing and approved development projects. These open space areas shall be designated on the land use map annually.

Land Use Element

Community Facilities Management (2.7)

1. A Community Facilities Element shall be prepared to establish the framework and fee system to ensure the timely delivery of necessary and desirable capital improvements and services.

Master Street Plan (2.711)

1. The City shall prepare an updated Circulation Element during Fiscal year 1986-87.

Schools (2.731)

1. The City shall prepare a Community Facilities Element of the General Plan that shall define the policies and information programs to provide for school facilities for Oceanside's residents.

Libraries (2.732)

1. The City shall prepare a Community Facilities Element to the General Plan that shall define policies and implementation programs to provide for the present and projected library needs for Oceanside's residents.

Public Recreation Facilities (2.74)

1. The City shall prepare an updated Community Facilities Element in fiscal year 1986-87, which along with the City's updated Master Parks and Recreation Plan shall define specific policies and detailed implementation programs to provide for Public Recreation Facilities for Oceanside's residents.

III. NATURAL RESOURCE MANAGEMENT

Evaluating The State Of The Environment (3.0)

1. The City shall develop a natural resource management database and other information that the City, citizens, and potential developers can utilize to assist in the identification, management, or preservation of natural resources.
2. The City's natural resource management database system shall include information and programs to:

Water:

- a) Reduce water consumption on a per capita basis,
- b) Minimize pollution of water bodies including lakes, lagoon, rivers, streams, creeks, and ground water,
- c) Minimize potential loss of life and property in flood areas, and
- d) Dedicate land in flood prone areas to open space.

Soil Erosion and Drainage:

- e) Mitigate soil and landform erosion,
- f) Plan and engineer land for erosion control, and
- g) Work with State, federal, and local agencies to resolve beach erosion.

Biotic:

- h) Conserve and enhance vegetation and wildlife habitats, especially areas of rare and endangered or threatened species.

Air Quality:

- i) Improve air quality in cooperation with County, State, and federal agencies.

Cultural Resources:

Land Use Element

- j) Encourage the conservation and protection of significant cultural or scientific resources for future scientific, historic, and educational purposes.

Scenic Resources:

- k) Encourage the preservation of significant visual open spaces.

J-3 Local Coastal Program Land Use Plan Amendments

I. COASTAL ZONE LAND USE CLASSIFICATIONS

The City's Land Use Element of the General Plan provides a basic framework for the City's LCP Land Use Plan Map (see Exhibit A). Several modifications to land use have been proposed in response to Coastal Act requirements. These include:

-Shorefront properties from The Strand south to Cassidy Street are shown as "Mixed High Density/Transient Residential". This designation was previously applied to portions of The Strand by the Redevelopment Agency, and is intended to allow a mixture of both permanent residential and transient residential uses (such as seasonal rentals, tourist cottages, hotels and motels).

-As required by the Coastal Act, the Land Use Plan makes a distinction between "general commercial" uses and "coastal dependent, recreation and visitor serving commercial" uses. The latter specialized commercial uses are concentrated near the pier (as proposed in the Redevelopment Neighborhood Plan), the Harbor and the San Luis Rey River area.

-A specialized transportation and utility designation is proposed for the AT&SF Railroad right-of-way and the La Salina Treatment Plant. This is more reflective of existing uses than the current "institutional open space" designation.

-Several modifications to residential densities have been proposed based on Coastal Project Committee recommendations, and findings of the draft LCP Housing Study. The most significant of these changes is an increase in densities on portions of the San Luis Rey River Specific Plan area.

The proposed Coastal Zone Land Use designations consist of both a map (Exhibit A) and the narrative text, which follows. A breakdown of land use categories by acreage is provided in Appendix D.

A. COMMERCIAL LAND USES

1. General Commercial – The ~~general~~ General commercial ~~Commercial~~ category allows a variety of retail, service, and office uses. This land use category also allows for residential uses consistent with base zoning standards and the Coast Highway Incentive District (ID). Residential uses are allowed on all General Commercial properties in conjunction with minimum commercial floor area as specified in the ID or as determined through the discretionary review process. As indicated in the ID, General Commercial properties within "avenue" segments of the Coast Highway corridor may accommodate standalone residential 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.
2. 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). Within the Coast Highway Incentive District (ID), properties bearing this land use designation may accommodate residential uses in conjunction with minimum commercial floor area as specified in the ID or as determined through the discretionary review process.

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.

3. Harbor – The Harbor 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 development of a specific plan. The Harbor Precise Plan, which was approved by the Harbor District on October 25, 1979, was prepared to serve that function.

B. INDUSTRIAL LAND USES

- ~~1. 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.~~

- ~~2.1. 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.

C. RESIDENTIAL LAND USES

1. Low Density Residential – The low density residential 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.
2. Medium Density Residential – The medium density 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.

3. 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 nearby 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, and the Coast Highway Incentive District (ID). 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.

High density residential properties within the Coast Highway Incentive District (ID) can accommodate commercial land uses in accordance with the provisions of the ID, which include form-based development standards and additional building height and residential density in exchange for specified public benefits.

4. 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.

5. Cluster Overlay – The cluster overlay is intended to allow grouping of residential units on the least constrained portions of sites which have some environmental limitations. For example, on a one-acre site designated for low density which is about half flat and half hilly, the cluster overlay would allow up to seven units to be built on the flat portion of the site, with the remainder left in open space.

The cluster overlay is used to augment the underlying land use designation. It has been applied to two properties in the San Luis Rey River area which are affected by steep terrain.

D. OPEN SPACE

The open space 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 recreation 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.

II. LOCAL COASTAL PERMIT REGULATIONS

This Local Coastal Program Land Use Plan contains many policies which are to be implemented at the time of development permit issuance. For example, one of the access policies states that major new developments on Pacific Street, south of Cassidy Street, should be required to dedicate and build public accessways if adequate access is not available nearby. Other policies require that buffers be maintained adjacent to sensitive habitat areas, drainage improvements be designed to protect water quality, and projects in certain neighborhoods incorporate special design themes.

The overall goal of this section is that permitting procedures for coastal development applicants be consolidated and simplified. Rather than having to obtain several separate permits from the City, Redevelopment Agency, Harbor District and/or Coastal Commission, the LCP proposes that applicants would have to obtain only one permit at the local level, with only limited appeal authority retained by the State Coastal Commission.

In order to uniformly apply all LCP Land Use Plan policies, it is recommended that the City amend its Zoning Ordinance and other regulatory provisions to establish consolidated local discretionary review and approval procedures for the Coastal Zone.

1. Coastal Development Permits would be required of all projects which because size, intensity or location require special review and approval by one or more of the following decision-making bodies: the City Council, Redevelopment Agency, Harbor District Board, or Planning Commission. Where other discretionary permit requirements already exist (such as major subdivisions, development plans, conditional use permits, Redevelopment permits, or Harbor District permits), the Local Coastal Program requirements should be incorporated into those existing procedures.
2. Design Review would be required for all projects where aesthetic issues (such as compatibility with the neighborhood, landscaping adequacy and conformance to design “themes”) are a concern. In instances where other discretionary permits (described above) are required, design review should be consolidated with those permit processes. In instances where no other permits are required, design review should be accomplished by either an administrator (such as the Planning Director) or a professional review board, with possibility for appeals to the Planning Commission and City Council.

3. Discretionary Demolition Permits would be required for any demolitions of sound buildings in the permit appeals area and for demolition of sound residences only in the remainder of the Coastal Zone. Under State law, the Building Director has sole authority for determining whether a building should be demolished for health and safety reasons. Therefore, the demolition of condemned buildings, as defined in the State Building Code, would not require any discretionary permits. Regulation of the demolition of sound structures will enable the City to enforce policies concerning Coastal-dependent, recreation, and visitor serving uses, as well as low and moderate cost housing.

Table 2 provides a matrix delineating the type of discretionary approvals which are required to implement the Local Coastal Program. Most of these discretionary approvals are already required by the City. Additional costs encumbered in administering these procedures should be recovered through permit application fees or State reimbursement. The level of review proposed for different types of projects varies according to the size, location or intensity of the project. For example, single-family residences outside the Permit Appeals Area would require no discretionary permits (unless subdivision of land or a zoning variance is involved). Small multi-family or commercial projects outside the Appeal Area would require only administrative design review. Large projects or projects in sensitive areas will require full local hearings for approval. Conditions of approval may be applied to such projects to fully meet the requirements of the LCP.

Table 2

LOCAL DISCRETIONARY REVIEW REQUIREMENTS

TYPE OF PROJECT	COASTAL DEVELOPMENT PERMIT	DESIGN REVIEW	DEMOLITION PERMIT (where applicable)
Projects within Coastal Appeal Area:			
All developments	X	X	*
Projects Outside the Coastal Appeal Area:			Residential Demolitions Only
Single Family Residences			*
Multi Family Projects of 2 to 20 units			"
Multi Family Projects of 20 or more units	X		"
Commercial Uses on sites of less than 2½ acres		X	"
Commercial Uses on sites greater than 2½ acres	X	X	"
Industrial Uses	X	X	"
Subdivisions pursuant to the State Subdivision Map Act	X		
All developments within the Redevelopment Area pursuant to the Redevelopment Design Guidelines	X	X	"
All developments in the Harbor Precise Plan Area pursuant to the Harbor Design Guidelines and Application Procedures	X	X	X

LOCAL DISCRETIONARY REVIEW REQUIREMENTS

TYPE OF PROJECT	COASTAL DEVELOPMENT PERMIT	DESIGN REVIEW	DEMOLITION PERMIT (where applicable)
All developments within the San Luis Rey River Specific Plan Area	X	X	* Residential Demolitions Only
Any other uses requiring Conditional Use Permits pursuant to the City's Zoning Ordinance	X	X	"
Sign Permits			
Public Projects such as parks, community buildings, and recreational facilities	X	X	
Shoreline structure projects, such as seawalls, revetments, jetties, groins, etc.			
Mining or extraction of materials	X		

X Indicates projects for which local permits are already required.

* Indicates projects which are currently regulated by the Coastal Commission, but not by the City. The City would assume permit authority for these types of projects upon certification of the LCP.

III. COASTAL PERMIT APPEALS

Once Oceanside's LCP is certified, the City will have sole discretion over the issuance of Coastal Development Permits, except for limited permit and appeal authority to be retained by the State Coastal Commission. Appeals will be allowed only in the following instances:

- For any projects within the permit appeal area, shown on Exhibit B;
- For any major public works projects, costing in excess of \$25,000*.

As an LCP Implementation Measure, the City will adopt permit notification, hearing and appeals procedures pursuant to the Local Coastal Program Implementation Regulations recently adopted by the Coastal Commission.

*The Coastal Commission is contemplating a change to their regulations which would raise this amount to \$50,000.