

**LOCAL
COASTAL
PROGRAM**

Chapter Two -

POLICY GROUP SUMMARIES

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

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I. COASTAL ACCESS

A. COASTAL ACT POLICIES

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

B. SUMMARY OF MAJOR FINDINGS

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

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

C. OBJECTIVE AND POLICIES:

Objective:

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

Policies:

1. New vertical access shall be constructed from Pacific Street to the beach as follows:
 - a. Provide pedestrian access within Redevelopment Area public right-of-way at Fourth Street.
 - b. Additional public pedestrian accessways from Pacific Street to The Strand between Tyson and Wisconsin will be provided in the vicinity of Pine and Ash Streets, unless access can be provided an average of every 500 feet by one of the following mechanisms:

1. Persons developing 70 feet or more of frontage along The Strand will be required to dedicate and construct new accessways, unless adequate access already exists less than 500 feet to the north and the south.
2. New visitor serving commercial establishments which provide an accessway may be allowed up to a 20% reduction in off-street parking, to the extent the adequate parking facilities on the bluff will be conveniently available to serve that commercial use.
3. The Community Development Commission (Redevelopment Agency) will provide accessways at any other points lacking adequate access, as fund to do so become available.
- * 2. New public beach access shall be dedicated laterally along the sandy beach from Witherby street south to the City limits in conjunction with restoration of the beach or new private development, whichever occurs first.
- * 3. In order to benefit property owners who are required to dedicate an accessway, the City has developed, as an implementing measure, the following bonus techniques:
 - a. Allow density to be calculated on total lot area.
 - b. Reduction of side yard setback requirements.
 - c. Granting of a Park land dedication credit.
4. The City has adopted standards for the design, construction, maintenance and signing of existing and new accessways. Existing and new public accessways shall not be closed or converted to other uses without approval from the California Coastal Commission.
5. The City, in conjunction with the State Department of Fish and Game, shall continue its efforts to provide and maintain an adequate buffer zone between Buena Vista Lagoon and development along its shore. Such a buffer is necessary for the provision of public access and protection of the lagoon from adverse environmental impacts.

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

6. The Redevelopment Department in conjunction with the Oceanside Transit Center shall develop plans for a pedestrian underpass from the Oceanside Transit Center under the railroad tracks to facilitate access for beach users.
7. The bike path along Highway 76 shall be extended under I-5 and the railroad track to the river mouth on the south side of the San Luis Rey River if and when funds are available to do so.

II. RECREATION AND VISITOR SERVING FACILITIES

A. COASTAL ACT POLICIES:

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

B. SUMMARY OF MAJOR FINDINGS:

1. There has been a steady increase in beach usage over the past five years. This corresponds to the stabilization of the beach due to the beach restoration program.
2. Generally, only about one-third of the persons using Oceanside's beaches live in the City. In fact, the City's beaches attract as many out-of-county visitors as residents.

3. Persons coming to Oceanside's beaches travel primarily (70%) in private automobiles. More than half of those surveyed were willing to use remote parking (park-and-ride), with a lesser number willing to pay for that service.
4. The expenditures of persons using the beach in Oceanside are quite low, generally under \$5.00 per person. This indicates that the revenue currently accrued to the City from beach users (e.g., transient tax and sales tax) is probably less than the expenditures made by the City for basic services, beach improvements and maintenance.
5. The beach user survey revealed that primary beach activities are sunning and swimming. Most users expressed a need for only basic support services, such as restrooms, parking and trash containers. New recreational equipment and eating establishments were a low priority.
6. Future growth in beach usage in Oceanside will depend upon:
 - a. Restoration of the beach.
 - b. Local and regional population growth.
 - c. Changes in recreational participation rates.
 - d. Development of new support services and amenities.
7. Present peak day beach attendance (typically a hot summer Sunday) is about 12,000. Assuming the beach is restored, this figure is expected to grow at a rate of 5.5% annually.
8. The saturation capacity of Oceanside's beach (when restored) is estimated to be about 30,000 persons per peak day. Any additional use beyond that level could be expected to cause severe congestion and degradation of the beach environment. Saturation is expected to occur around 1995.
9. The Redevelopment Agency has purchased and developed a shore-front park between First and Tyson Street, consistent with the plan approved by the California Coastal Conservancy. This facility includes new public restroom facilities.

Beach Parking:

10. The greatest present need for beach parking is in the vicinity of Harbor Beach, which has an existing deficit of about 387 spaces. This deficit could be reduced substantially by providing new parking as proposed in the Harbor Precise Plan.
11. The Strand south to the City boundary has generally enough parking to meet existing needs. With restoration of the beach, however, the area between Wisconsin and Witherby Streets which presently experiences very low usage will attract increased beach usage. The demand for new beach parking will occur concurrent with the beach restoration.
12. Oceanside Pier Area Traffic/Parking/Urban Design Study, includes the potential for approximately 700 parking spaces, many of them occupying land that will be freed in conjunction with the relocation of the railroad switching yard. The railroad switching yard has been relocated and the Redevelopment Agency recently completed construction of five parking lots adjacent to the railroad right-of-way between Ninth and Wisconsin Streets. These lots provide 683 parking spaces. Development of these additional parking spaces provide a distribution of public parking throughout the study area helping to make more of the beach frontage conveniently available to visitors arriving by automobile.
13. The Keyser Marston Associates (KMA) economic analysis of the development patterns of properties within Subdistrict 4A and evaluation of the appropriateness of reserving not less than 34% of the South Strand Area (from Tyson Street access to Wisconsin Street) exclusively for commercial visitor-serving facilities such as hotels and motels indicated that the South Strand suffers from very poor access and visibility owing to the one-way direction of The Strand, the steepness of the Wisconsin and First Street accessways and the seasonal nature of pedestrian traffic in the area. From a market demand perspective, the KMA analysis considers retail/commercial uses to be the least desirable of the land uses and therefore recommends residential condominiums and single-family home land uses on the South Strand.

Public and Commercial Recreation:

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

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

26. The Natelson Study provides an economic basis for the development of a comprehensive area plan for the Strand Study Area. This analysis projects a demand for a tourist and business visitor oriented hotels, to be constructed in 2 phases with between 120 - 250 units per phase.
27. The Natelson Study through a demand analysis projects estimated supportable visitor serving commercial facilities in the Strand Study Area to be 81,800 square feet. The majority of this support is in the Eating and Drinking category.

C. OBJECTIVE AND POLICIES:

Objective:

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

Policies:

General:

1. The City shall seek funding assistance from State, County and/or Federal sources for improvements to City beaches, ~~since the majority of persons using Oceanside's beaches live outside the city.~~
2. Priority beach improvement expenditures shall be for basic support facilities, such as restrooms, trash containers, parking and picnic tables.
3. The City shall strive to evenly distribute beach usage by a system of directional signage and through allocation of support services.
4. The City shall encourage a program of periodic replenishment of the beach or interim stabilization of the shoreline by artificial means, in cooperation with the Army Corps of Engineers, until a permanent solution to the beach erosion problem is provided.
5. The City shall continue to take the initiative to resolve the problem of beach erosion.

6. Lower cost visitor and recreational facilities shall be protected, encouraged and, where possible, provided.
7. In granting approvals for new development within the Coastal Zone, the City shall give priority to visitor serving commercial recreation facilities over private residential, general industrial or general commercial uses.
8. The City has reserved adequate upland areas to meet future market demand for visitor facilities to support coastal recreation, along the Hill Street corridor and in the Eighth Street Triangle and North River areas.
9. New recreational vehicle and camping facilities shall be encouraged within the Coastal Zone, providing that the following criteria be met:
 - a. New facilities should be sited in areas where they can be compatible with surrounding land uses.
 - b. Tent camping spaces as well as recreational vehicle spaces shall be provided.
10. The City shall continue to promote coastal tourism through the revitalization of the coastal area in upgrading of visitor amenities.
11. The City shall evaluate methods for improving transient tax collection. Where possible, transient tax revenues should be used to upgrade or maintain public amenities use by tourists.
12. The development of visitor serving commercial facilities shall be encouraged within the Strand Study Area, providing that the following criteria be met:
 - a. Tourist and visitor oriented hotels to be constructed in 2 phases with between 120 - 250 units per phase.
 - b. Visitor Serving Commercial facilities shall be provided at a minimum of 81,800 square feet.

- c. Development in Subdistrict 12, the three blocks adjacent to the Oceanside Pier bounded by Pacific, Myers, First and Fourth Streets shall be required to be Master Planned to insure a minimum intensity of visitor serving commercial facilities to include at least:
 - 1. 92 hotel rooms, and
 - 2. 33,600 square feet of visitor serving commercial space."

- d. Development in a portion of Subdistrict 1, the six blocks adjacent to the AT&SF Railroad right-of-way bounded by Myers, Cleveland, First and Fourth Streets shall be reserved to provide for the remainder of the 120 - 250 hotel rooms and 81,800 square feet of visitor serving commercial facilities not provided for in Subdistrict 12.

Parking:

- 13. If existing beach parking is removed for any reason, one-to-one replacement parking shall be provided west of the railroad right-of-way.

- 14. Efforts shall be made to provide additional public beach parking facilities to serve anticipated future demand. Priority should be given for new parking facilities to serve the following locations:
 - a. Harbor Beach (some new parking recently completed).
 - b. The beach area between Wisconsin and Witherby Streets.
 - c. In the Redevelopment Area at the following general locations:
 - 1) Ninth and Pacific Streets
 - 2) Pocket parking at stub ends of Seventh and Eighth Streets
 - 3) First Street and Strand
 - 4) Pier and Strand

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

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

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

Off-Setting Benefits Program:

28. The shore-front park between First and Tyson Streets developed by the Redevelopment Agency shall be dedicated to the City as park land to protect it against any conversion from park use.
29. The City shall solicit proposals from private developers to construct and maintain kiosks for beach equipment rentals, food and beverage sales, and beach visitor sundries sales on publicly owned or leased land in the vicinity of the pier, Tyson Street and Wisconsin Street.

30. In conjunction with the next amendment to the Redevelopment Plan and General Plan, the City and Community Development Commission shall change the land use designation and zoning for the property at Sixth and Cleveland Streets (Pappy's Market) from residential to visitor serving commercial, in order to protect the existing use at that location.
31. Within the "Coastal Dependent, Recreation, and Visitor-Serving Commercial" use area, "time share" condominium units shall not be permitted unless a substantial proportion of the units are permanently reserved for transient overnight accommodations during the summer season (June 1 through Labor Day weekend).
32. The South Strand, the nearest public roadway to the shoreline and along the coast, shall be preserved as a public roadway and dedicated as parkland to assure continued public access to the shoreline.

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

A. COASTAL ACT POLICIES:

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

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

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

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

7. One of the most serious problems in Oceanside's coastal zone is beach erosion. The Federal government has accepted responsibility for the erosion (which resulted from construction of the Del Mar Boat Basin during World War II) and is committed to a solution.
8. The U.S. Army Corps of Engineers ("Corps") has successfully operated the Oceanside Sand Bypass system ("System") with a discharge point at Tyson Street on the South Strand Beach since 1989. The system is considered a success by the Corps because of its harbor maintenance and beach erosion control benefits. Construction of the final system is expected in 1993.
9. The Coast of California Storm and Tidal Wave Study, prepared by the U.S. Army Corps of Engineers, documents that the erosion trends affecting the South Strand are comparable, or in some cases less severe, than that faced in many other portions of the North San Diego County Coastline.
10. There have been a number of recent Coastal Permit applications for seawalls in the South Oceanside area. The need for these seawalls is a direct result of the beach erosion problem. Additional shoreline protective structures may be necessary pending restoration of the beach. In particular, no new development on lots fronting The Strand shall be permitted, south of the Oceanside Pier to Wisconsin Street, unless it can be demonstrated, through a variety of structural and non-structural means, that the proposed development can be found safe and habitable for 75 years, without requiring any off-site protective work involving beach encroachment. To this end, only vertical walls which can be accommodated on-site for these properties will be allowed."
11. The City shall require applicants for new development on the Strand between Ninth and Wisconsin Streets; and west of Pacific Street from Wisconsin to the south City Limits to provide a report prepared by a licensed civil engineer or geologist experienced in coastal processes that development as proposed would not be imperiled by erosion during the expected life of the structure (generally 75 years for new residential development).

12. Applicants for new development on the Strand between Ninth and Wisconsin Streets; and west of Pacific Street shall be required to hold the City of Oceanside and the California Coastal Commission harmless in the event that the structure sustains any storm damage. By signing a liability waiver, property owners will forfeit the right to federal and state disaster assistance in the event of a coastal storm disaster. Property owners will be encouraged to obtain flood insurance, in order to protect their investment.

Flood Hazards

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

Harbor Area Projects:

17. The Oceanside Harbor District has negotiated with the Marine Corps and State Lands Commission for use of the Marine Corps Turning Basin and adjacent land for expansion of Oceanside Small Craft Harbor. This project would entail:
 - Dredging of +- 115,000 cubic yards of sand from the basin;
 - Removal of an existing submerged groin;

- Construction of an inner breakwater around the basin for additional wave protection;
 - Extension and possible upgrading of the existing Harbor breakwaters;
 - Construction of +690 slips and moorings;
 - Ancillary parking, dry boat storage, boat launching, and restroom facilities/
18. Periodic dredging is performed by the Corps of Engineers to maintain the existing Harbor entrance. The dredged sand is deposited on City beaches.

C. OBJECTIVES AND POLICIES:

Objectives:

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

Policies:

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

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

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

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

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

IV. SAN LUIS REY RIVER SPECIFIC PLAN

A. COASTAL ACT POLICIES:

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

B. SUMMARY OF MAJOR FINDINGS:

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

Projects Proposed in the River Area:

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

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

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

Analysis of River Area Opportunities:

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

Analysis of River Area Constraints:

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

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

C. OBJECTIVES AND POLICIES:

Objectives:

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

Policies:

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

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

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

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

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

V. ENVIRONMENTALLY SENSITIVE HABITAT AREAS

A. COASTAL ACT POLICIES:

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

B. SUMMARY OF MAJOR FINDINGS:

Buena Vista Lagoon:

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

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

Loma Alta Creek:

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

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

C. OBJECTIVES AND POLICIES:

Objectives:

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

Policies:

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