

1 INTRODUCED at a regular meeting of the City Council of the City of Oceanside,
2 California, held on the 3rd day of November 2021 and, thereafter,

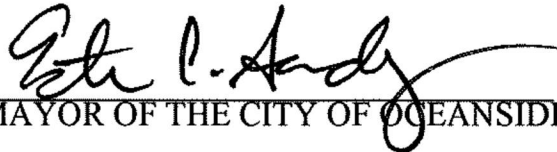
3 PASSED AND ADOPTED at a regular meeting of the City Council of the City of
4 Oceanside, California, held on the 17th day of November, 2021, by the following vote:5-0

5 AYES: KEIM, JENSEN, RODRIGUEZ, WEISS

6 NAYS: SANCHEZ

7 ABSENT: NONE

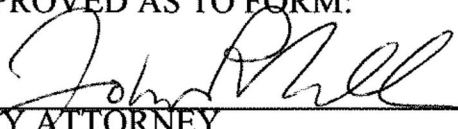
8 ABSTAIN: NONE


MAYOR OF THE CITY OF OCEANSIDE

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10 ATTEST:

APPROVED AS TO FORM:

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12 CITY CLERK


13 CITY ATTORNEY

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Exhibit A “Suggested Modifications”

The underlined sections represent language that the Coastal Commission suggests be added, and the ~~struck-out~~ sections represent language which the Coastal Commission suggests be deleted from the language as originally submitted.

Section 1232 – D District Property Development Regulations, Subsection (W), parking standards within the D District, as follows:

[...]

4. Within the Transit Overlay District east of the railway corridor the number of on-street parking spaces available on the contiguous street frontage of a site may be counted toward the total number of parking spaces required for a non-residential Mixed-Use Development Plan.

5. Mixed-Use Development Plans within the Transit Overlay District east of the railway corridor may receive a parking requirement reduction of up to 25% based upon all of the following criteria: a) proximity to the Oceanside Transit Center, b) demonstrated varied peak demand for parking, and c) project amenities that encourage alternate travel modes.

6. If any public parking spaces are removed within the Transit Overlay District west of the railway corridor, including those provided in municipal parking lots, each space shall be replaced at a 1:1 ratio and all replacement parking shall also be located within the Transit Overlay District west of the railway corridor.

2) Add text at the end of **Section 1232** – D District Property Development Regulations, Additional Regulation (KK) as follows:

While the maximum density is not specified, density will be limited through the application of height, setbacks, open space, and parking requirements. In order to ensure that the higher-density allowance does not adversely impact traffic circulation, the City shall develop and implement a D Downtown District Traffic Monitoring and Mitigation Plan that includes the following:

- a. Identify specific intersections within the Downtown District’s Coastal Zone to monitor to maintain public access to the coast, including east-west oriented roadways that provide access across the railway corridor to the ocean.
- b. List specific traffic mitigation measures to be provided once a certain threshold is met for the identified intersections. A decrease in LOS to a

grade of D or lower shall be one of the identified thresholds for implementation of traffic mitigation measures.

- c. Identify a funding mechanism to implement the identified mitigation measures (e.g., fair-share contribution for any development proposed within the Downtown District). The collected fees shall be deposited in a specific account that can only be used for traffic mitigation measures and other measures to mitigate public access impacts (e.g., to fund a community shuttle) in the Downtown District.

Traffic monitoring shall be completed on an annual basis at minimum and must include peak summer season (Memorial Day weekend to Labor Day) weekend traffic counts, identify changes to the number of units developed within the Downtown District, traffic impacts identified, traffic impact fees collected, traffic mitigation projects identified, and traffic mitigation projects implemented. A comprehensive report shall be provided to the Executive Director on by November 1 of each year, starting in 2022, that summarizes all development activities within the Downtown District with a report on any measurable changes in the overall traffic and parking conditions in the area which will be subject to the review and approval of the Executive Director.