



Summary of Public Input

Virtual Office Hours: Townsite NPA

December 17 and 18, 2020 @ 12:00pm/December 19th @ and 11:00am

8 Participants

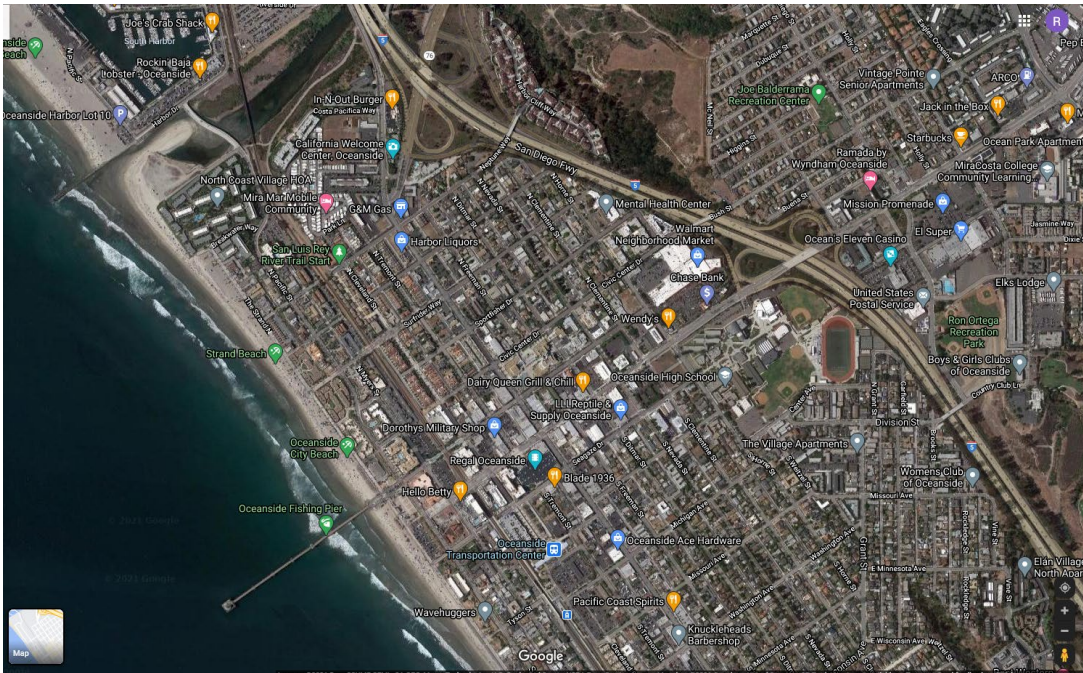
- Maintain the integrity of long-range plans and policies by applying them consistently and equitably, particularly in development review and CIP. This will help to ensure that growth does not outstrip infrastructure capacity.
- The Coast Hwy corridor and the South Oceanside NPA will be subject to more change than many other neighborhood planning areas. The City should be mindful of the potentially adverse impacts associated with anticipated changes (e.g., spillover parking and additional traffic in residential areas) and consider ways to mitigate these impacts.
- Additional restrictions should be placed on short-term rentals to minimize adverse impacts on neighborhoods and preserve the City's stock of permanent housing. STRs should be prohibited in new housing within the Coast Highway corridor.
- The City's Local Coastal Program calls for public use of the La Salina property in the event the wastewater treatment plant is decommissioned. The site should serve as an extension of Buccaneer Park and provide additional public parking.
- The City should consider a by-right allowance for the addition of housing units on R-3 properties currently occupied by single-family homes.
- The City should consider reduction or waiver of parking requirements for the addition of housing units on R-3 properties currently occupied by single-family homes.
- ADUs can provide revenue that allows single-family property owners to age in-place.
- The City should prioritize implementation of the Inland Rail Trail (IRT) and establish a trail alignment that links the IRT to South Oceanside and Buccaneer Beach.
- The City should ensure that I-5 access to and from South Oceanside is not compromised by future Caltrans improvements. Existing I-5 access is vital to emergency ingress and egress.
- Renovation of the I-5/Hwy 78 interchange should not result in massing impacts and visual blight.
- Renovation of the I-5/Hwy 78 interchange should provide for pedestrian and bicycle access between South Oceanside and inland portions of the Hwy 78 corridor.



- The City should consider traffic calming and other traffic safety measures on Vista Way between I-5 and Coast Hwy.
- Illegal camping in RVs parked in the public right-of-way is common in portions of South Oceanside. The City should explore ways to better enforce restrictions on such activity.
- The City should consider ways to encourage residents to utilize on-site parking facilities for their intended purpose. Zoning standards for the coastal zone require that on-site parking facilities be reserved for parking. These standards could be enforced.
- Crosswalks should be implemented at the intersections of Whaley and Coast Hwy and Kelly and Coast Hwy.
- Tandem parking should be allowed in new development.
- The City should consider implementing angled parking on those portions of Freeman Street south of Morse Street that include commercial zoning on the seaward side. Freeman could be reconfigured as a one-way street.
- The intersections of Cassidy and Coast Hwy and Vista and Coast Hwy might be good candidates for a pedestrian “scramble” similar to that implemented at Carlsbad Village Drive and Carlsbad Boulevard.
- The City should explore ways to implement public parking in proximity to Buena Vista Lagoon.
- Un-utilized portions of the LOSSAN railroad right-of-way between Morse Street and Eaton Street should be used for public parking. During peak demand periods, shuttle service could be established between these parking areas and key destinations in South Oceanside.
- One of the biggest drawbacks to a Coast Highway road diet in South Oceanside is the adverse impact on curbside loading/unloading spaces that currently serve businesses that lack alley access.
- The project review process should ensure architectural variety and discourage applicants from simply duplicating previously approved and implemented projects.
- The City should consider keeping Marshall Street Park and Pool open throughout the year.
- Some South Oceanside neighborhoods need better street lighting.
- South Oceanside wasn’t built for high-density/intensity development.
- It’s worthwhile to ask, if Coast Hwy didn’t currently exist and were being designed today, would the community want a four-lane, high-speed roadway?



- With so many different land uses and distinct environments with Townsite, edge conditions are an important consideration.



Participants would like to see better connectivity between Oceanside Harbor and Downtown



The form and function of Coast Hwy is a key concern of participants

